

Current Readiness & Enterprise AIRSpeed Newsletter



Celebrating 100 Years



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USMC F/A-18 Hornet: Keeping a legacy fighter in top form

By the F/A-18 TMS Team

The FA-18 Hornet has been the Marines' pre-eminent fighter attack aircraft for almost 30 years. Born from fighter aircraft development programs of the 1970s, the Hornet has added muscle in the form of combat capabilities to its airframe that enable it to compete with any challenger in any environment. In the coming decade, operational commanders, program managers, logisticians and maintainers at every level will fight different battles against material fatigue, corrosion and budget pressures before the FA-18 passes its fighter attack mission to the F-35 Lightning II.

Within three years of entering service with Marine Fighter Attack Squadron (VMFA) 314 at Marine Corps Air Station El Toro on Jan. 7,

(Hornet continued on Page 4)

2011 AIRSpeed awards criterion now available

The nomination period for the fifth annual MGySgt John S. Evancho Innovator of the Year and Enterprise AIRSpeed Site of the Year awards, and the third annual Leadership Award is now open. Information on the submission process is available on the Enterprise AIRSpeed web site (<http://www.public.navy.mil/airfor/nae/Pages/AIRSpeed.aspx>). Email AIR-Speed.OPS@navy.mil for more information.

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CNATRA uses mathematical modeling to predict the future

By Lt. John Supple, CNATRA PAO

The mission of the Naval Air Training Command (NATRACOM) is to safely train and produce the world's finest combat quality aviation professionals – Naval Aviators and Naval Flight Officers - and deliver them at the right time, in the right numbers, and at the right cost to the fleet.

But what happens, if for some reason, that production process is interrupted? What if a mechanical problem or a natural disaster forces a pause in the production process? What options are available to allow the command to surge to meet the annual production requirements?

(Modeling continued on Page 7)

New NAE leadership

Rear Adm. (sel.) John King was named as Commander Naval Supply Systems Command Weapon Systems Support (formerly known as Naval



Rear Adm. (sel.)
John King

Inventory Control Point) in July and will serve as co-lead of the Naval Aviation Enterprise Maintenance and Supply Chain Management Team. King replaced Rear. Adm. Raymond Berube who retired in June.

Ingraining good habits right from the start

By Jacquelyn Millham, NAE Current Readiness CFT/Enterprise AIRSpeed Public Affairs
Photos and graphics courtesy of ATC Aaron Vandergaillen, CNATTU North Island Instructor

Sailors and Marines who plan to attend “C” schools at the Center for Naval Aviation Technical Training Units (CNATTU) at North Island (NI) and New River will be exposed to a new subject along with their aviation curriculum.

A 5S continuous process improvement (CPI) pilot program has been fielded at those two locations that incorporates CPI principles into CNATTU training laboratories and introduces them to students before they go to their assignments in the fleet. Not only is this the first time CPI has been applied at the schoolhouse, but also the first time that maintainers are honing their technical skills in a CPI environment.

Laying a firm foundation

For more than 10 years, Sailors and Marines first learned CPI at their commands, many of them as they participated in value stream analyses, rapid improvement and just-do-it events. But that began to change in fall 2010 when talks between the Maintenance and Supply Chain Integration Performance Improvement Branch (PIB) and CNATT leadership were held to stand up the AIRSpeed Awareness Initiative. A decision was made to conduct a pilot at CNATTUs on the East and West coasts that would focus primarily on applying 5S principles – point of use, labeling, checklists and flow. The initiative was launched at North Island in October 2010 and at New River in its CH-53 classrooms in January 2011.

“Most of the students who come through have never been to the fleet,” said Aviation Electronics Technician (AT) First Class Rob Mai, phase leading petty officer (LPO). “This is their first exposure and we

give them an idea of what to expect.”

The first classroom to undergo 5S at North Island was in the Aviation Ordnance (AO) career field. AOC Andrew Pearson, leading chief petty officer, said he was eager to apply CPI. He had embarked on a personal 5S project at his previous command, *USS Boxer* (LHD 4) and wanted to do the same at CNATTU. “When the command said, ‘We will do AIR-Speed,’ I rogered up. I saw what the Marine Corps was doing with CPI events aboard the *Boxer* and wanted to apply it here,” he said.

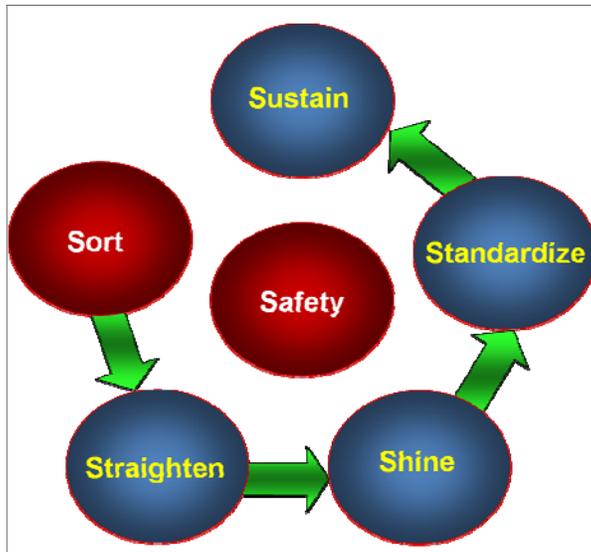
Both CNATTUs had the same issues as did intermediate maintenance activities in the fleet – the knowledge base of its cadre, clutter, and constraints in the laboratories. Some instructors were

already familiar with CPI, having applied the methodologies at previous assignments. To date, there are 16 members of the AIRSpeed Core Team at CNATTU NI, five of whom are green belt certified and the remainder who are finishing their requirements. CNATT New River has 18 green belts on staff.

Mirroring the fleet

Under the old construct at CNATTU New River, said Gunnery Sgt. Joshua Mount, Family Readiness officer and former MV-22 Flight Line Division chief, the classrooms were set up based on instructors’ preferences, resulting in different setups in each classroom.

“The first improvement was the overall ‘look’ of the classrooms and the second was the elimination of clutter. We took two classrooms and set them up as templates. The rest



Before



After

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Synchronizing throughput in a node



Melody White, a Fleet Readiness Center East (FRCE) Industrial Engineering Technician (left, in pink) discusses with Naval Aviation Enterprise (NAE) leadership from Headquarters Marine Corps (HQMC) and Naval Air Systems Command (NAVAIR) on July 13 changes made in Production Control (PC) as part of the Marine Aviation Logistics Support Program II (MALSP II) and End-to-End (E2E) CH-53E Synchronization Efforts at FRCE.

“What we had to do first,” said David Campbell, member of the FRCE MALSP II Team (pictured on the right-hand side, blue shirt), “was to get better organized and improve our process flow.” The reorganization, which was completed in less than three days, included: removing a wall in and expansion of the PC delay area to create additional storage space; establishing a full-time PC to process incoming and outgoing components and materials in a reclaimed area; establishing a scheduling system for components, and carts coming from Examination and Evaluation; building a wall in PC to delineate incoming and outgoing areas in PC; and relocating a Navy Marine Corps Intranet computer for use in PC. “The urgency that our managers placed on this effort made its completion possible in such a short period of time,” said Campbell.

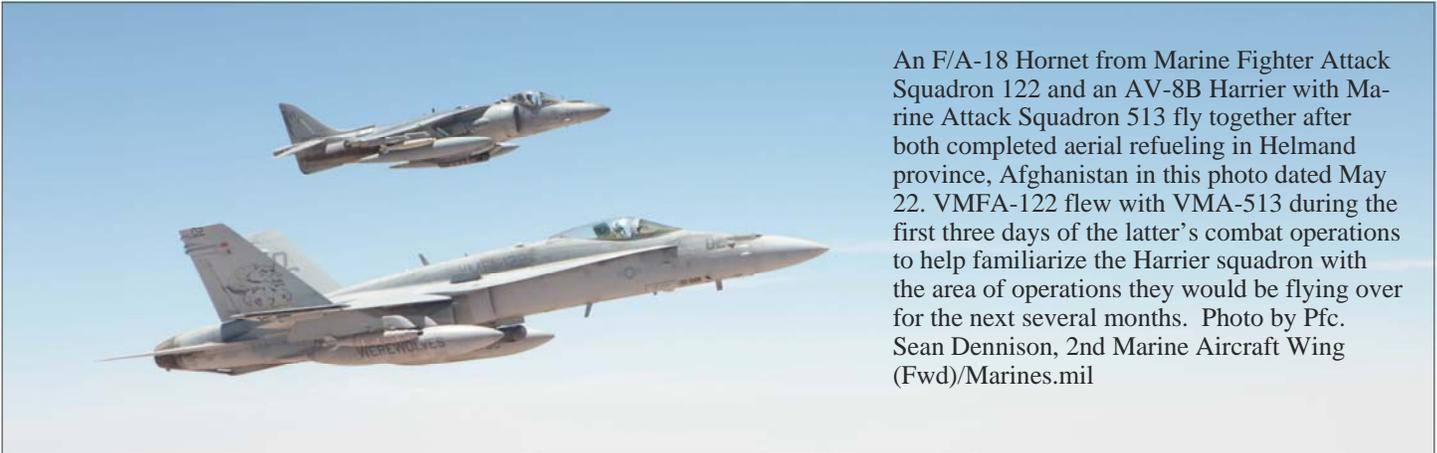
The MALSP II and E2E CH-53E Synchronization Effort will use existing logistics infrastructure, which includes reusable resources within the Marine Aviation Logistics Squadrons (MALS) and FRCs. The goal of MALSP II and E2E Synchronization at FRCE is to produce sufficient quantities of ready-for-issue weapons re-

pairable assemblies (WRA) aeronautical components for outfitting combat-bound contingency support packages, while also providing near-real-time WRA demand data from forward expeditionary environments to enhanced FRCE induction decisions. The MALSP II team visited FRCE several times to ensure an established pool of shop replaceable assemblies (SRA) is available to support WRA repair processes and to identify various aspects of establishing and maintaining an SRA pool. The team’s objectives are to reduce component throughput time, align FRCE inductions to fleet consumption and increase the focus of management actions in depot-level maintenance on asset movement in a time domain. (Time domain is a methodology that aligns and manages processes by routing and allocating work to resources with the goal of delivering products to clients within the right amount of time.)

MALSP II is about the right parts, at the right time, at the right place and lightning speed to get them there. The team, over the past few months, focused on keeping parts/ components moving and repairing broken processes that delay component build up. One of the most notable “visual” improvements undertaken by the FRC team was the labeling of parts conveyors to correspond with the shops where they are to be worked, said Campbell. “That standardization reduced the time it took to sort through a cart of components,” he said. “Things are more organized, allowing the PCs to better prioritize what they need to focus on and get parts moving more quickly.”

In a recent exercise, the team identified more than

(Node continued on Page 8)



An F/A-18 Hornet from Marine Fighter Attack Squadron 122 and an AV-8B Harrier with Marine Attack Squadron 513 fly together after both completed aerial refueling in Helmand province, Afghanistan in this photo dated May 22. VMFA-122 flew with VMA-513 during the first three days of the latter's combat operations to help familiarize the Harrier squadron with the area of operations they would be flying over for the next several months. Photo by Pfc. Sean Dennison, 2nd Marine Aircraft Wing (Fwd)/Marines.mil

(Continued from page 1)

1983, Marine and Navy Hornets were in action in the Gulf of Sidra, where hostilities with Libya culminated in strikes against the North African nation's air and ground forces. The list of locations to which Marine units have deployed to combat and other international exercises span the globe and include Kyrgyzstan, Afghanistan, Iraq, the former Yugoslavia, Malaysia, and Indonesia. Along with coalition and bi-national operations, Marines have maintained close ties to the U.S. Navy and are currently integrated into three carrier air wings as part of the Tactical Air Integration Program. The versatility of the aircraft and aircrews that fly them was exemplified by VMFA-251 in 2007, when the squadron simultaneously flew combat missions from Al Asad, Iraq, and from the *USS Enterprise* (CVN 65) into Afghanistan.

The evolution of this Marine fighter attack aircraft over 30 years is a reflection of the operational, technical and political climate affecting our nation. Originally designed for 6,000 flight hours, aircraft delivered in 1985 are flying today with more than 8,000 flight hours. The FA-18A and subsequent night attack versions have been modified with upgraded communications and radar, improved air-to-air and air-to-ground weapons systems, and the latest targeting and laser designation pod. In the 1990s, the venerable A-6E Intruder squadrons transitioned to the FA-18D. The two-seat

Hornet specializes in forward air control airborne, tactical air coordination airborne support, as well as providing reconnaissance and imagery from a limited number of modified aircraft carrying the Advanced Tactical Airborne Reconnaissance System (ATARS).

Marines have always prided themselves in doing more with less, but those that fly and support the FA-18 are doing even more with even less. At its zenith in the mid 1990s, there

were 20 tactical (16 active and four reserve) Hornet squadrons flying the Eagle, Globe and Anchor. Regular deployment commitments included four carrier air wings, a constant presence in the skies over the former Yugoslavia and three squadrons forward deployed to Japan. Through a combination of decommissioning squadrons and placing two squadrons in cadre status, there are currently 13 tactical squadrons (12 active and one

(Hornet continued on Page 5)



Lance Cpl. Nathan Durazo and Lance Cpl. Seth Rickard, ordnance technicians with Marine All-Weather Fighter Attack Squadron 242, unload ordnance from an F/A-18D Hornet jet at Marine Corps Air Station Iwakuni. Maintenance crews worked hard to meet the squadron's demanding flight schedule for the day. Photo by Cpl. Jennifer J. Pirante, Marine Corps Air Station Iwakuni/Marines.mil

PIB launches new CPI curriculum, analysis tool to the fleet

A series of Navy-developed continuous process improvement (CPI) training materials and software application provided by the Maintenance and Supply Integration Performance Improvement Branch (PIB) can now be downloaded by the fleet.

New CPI curricula

"The Naval Aviation Enterprise (NAE) CPI Awareness Course," an introductory-level, trainer-led, locally-taught class designed to provide a rudimentary understanding of CPI and on the NAE's CPI policies, is the first course in the training series.

The second class is "The Logistics Chain Management Initial Training e-Course." It is designed to directly support the NAE goal of integrating the

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(Hornet continued from Page 4)

reserve), and the deployment tempo has even increased. In 2011, seven deployments included Operation Enduring Freedom (OEF), Tactical Air Integration, Unit Deployment Program and a permanently forward-deployed squadron to Iwakuni, Japan.

The Marine Hornet fleet of today is greatly affected by an increase in the number of aircraft committed to maintenance and modification. In 1995, the FA-18 was seen by depot-level maintainers only on an as-needed basis. Today, regular out-of-service inspection cycles of up to seven months or more impact the Hornet fleet. In addition to combat capability improvements, structural modifications include a year-long replacement of major stress bearing components referred to as the Center Barrel Replacement. On any day, approximately 31 percent of all U.S. Marine Corps Hornet aircraft are undergoing some type of depot-level maintenance. The mismatch of available resources to requirements has driven operators, maintainers, engineers and logistics personnel to continuously evaluate processes and make improvements by leaning out wasteful practices and eliminating quality varia-

tions.

The USMC FA-18 Type/Model/Series (TMS) team is in step with the Naval Aviation Enterprise and is committed to the Theory of Constraints by identifying barriers to readiness as our units continue to deploy to OEF, carrier air wings and the Western Pacific while undergoing capability improvements and life extension programs.

The type/model/series (TMS) team lead and staff have established continuous lines of communication between operational units and the resource providers of Naval Air Systems Command and Commander, Fleet Readiness Centers as well as the management branches of Headquarters Marine Corps and Commander, Naval Air Forces. The focus is on achieving short and long-term readiness improvement goals by surgically applying scarce resources to where they can best provide mission-ready aircraft for the squadrons deploying in support of the combatant commanders. The preponderance of team initiatives are aimed at preventing and reducing the time committed to out-of-reporting status events. Success in these efforts means more "shadows on the flight line" resulting

in ready aircrew and maintenance Marines.

The Marine team has combined with the Navy TMS team to find solutions to common challenges. While many types of aircraft have been affected by budget reductions to engineering services, both services flying legacy Hornets are just starting to feel the impacts of High Flight Hour (HFH) inspections that come due at 8,000 flight hours.

Over the next four to five years most of the legacy fleet will require this inspection. A robust Service Life Extension Program (SLEP) is required in order for our legacy fighters to meet the scheduled Joint Strike Fighter transition dates. Engineering permanent repairs will prevent extensive recurring inspections after the HFH inspections are completed. The VMFA and Navy Strike Fighter Squadron TMS leads are speaking with a common voice to the resource providers to ensure adequate engineering capacity is available now and throughout SLEP implementation.

As an example, both TMS teams focused efforts toward fuel cell repairs and have provided impetus for F/A-18 Strike Fighter Program Office's (PMA-265) Fuel Containment Supportability Team (FCST). The FCST has developed protective shipping containers for fuel cells, improved troubleshooting practices and is fielding new test equipment that will reduce the number of man-hours devoted to fuel cell maintenance. Even though the Navy and Marine teams face different overall challenges, their message on shared issues has resonated well with senior leadership and each will stand better prepared to extend the life of the shared legacy fleet.

The maintainers, engineers, logisticians and program managers of the NAE will be working diligently to support the operational commanders and aircrew with a platform that can not only survive, but thrive in any clime and place. ■

(5S continued from Page 2)
of them were then [arranged] to replicate that setup. This made it easier for the students and instructors to transition from one classroom to another without losing continuity of the learning environment.

“We also eliminated a lot of clutter. We rearranged the shelves that held demonstration parts, then labeled and outlined each part to make them a better learning tool for the students. The instructors also encouraged the use of electronic publications by eliminating a majority of the paper publications from the classrooms. The ones that remained in the classrooms were marked more clearly for better ATAF [all tools accounted for],” said Mount.

And just like fleet activities which have implemented *AIRSpeed* principles, CNATTU staff also inventoried tools, consolidated storage spaces and turned in items that were no longer needed. Tools at CNATTU NI are now located near or in the training areas. Areas, such as hazardous materials, ladders, power switches, fire stations and designated areas for equipment are color-coded and taped off for visual clues.

“Our areas mirror the fleet. The students come to expect that this is how a shop should be run,” said AO1 Cory DePaula, an MH-60S armament and related systems instructor.

As a result, instruction time is used more efficiently, locating hazardous materials is easier, and student and instructor confusion has been minimized. “5S didn’t necessarily change instruction or learning,” said Mount, “but enabled the instructors to have a more professional learning environment for the students.”

“Applying 5S freed up space and made it easier to get organized for a class,” said Aviation Electrician’s Mate (AE) First Class Aaron Schmidt, AE Phase LPO. “The laboratories are even aesthetically pleasing. For example,



Before



After

we were storing old H-3 stuff in the classroom while we’re waiting for approval to stop teaching the course. We removed those items as we were applying 5S.”

(Note: The H-3 Sea King has been replaced by the SH-60F Sea Hawk helicopters as the anti-submarine warfare helicopter. It is still in use by the

Navy Reserves.)

DePaula, believes that 5S will also improve safety in the fleet. “The biggest reason mishaps occur is because of foreign objects and debris. I am training Sailors and Marines who will be replacing me. 5S is teaching them to be accountable for everything,” he said.

Even Sailors and Marines who have been in the fleet and return to CNATTU for additional training see the value of 5S. “When the ‘old salts’ are trained in this environment, they ask us why hasn’t the Navy been doing this the whole time,” said DePaula.



Before



After

One of the most difficult challenges instructors face when trying to instill a CPI culture in a training environment is the limited amount of time Sailors and Marines spend at the schoolhouse.

“*AIRSpeed* is very difficult to teach here because the students are under very strict timelines,” said Mount.

“Their priority is to learn their military occupational specialty first, and anything else, time permitting, second.”

“This is a stepping stone,” said DePaula. “This sets them up to be successful in the fleet and sets the fleet up for success as well.”

In addition, CNATTU NI has developed an *AIRSpeed* Introduction Indoctrination brief that students receive when they check into the command.

A similar brief is being developed at New River. Efforts also are underway to implement 5S at other CNATTUs, with the next site being Jacksonville. CNATT headquarters is also examining implementation of yellow belt training at the A-school in Pensacola. ■



Instructor pilot Lt. Cmdr. Daniel Kelly and student naval aviator Ensign Christopher Tucker, both assigned to Training Squadron (VT) 28, discuss the flight instruments in the T-34 Turbomotor aircraft before a training flight. VT-28 is one of two primary squadrons based at Naval Air Station Corpus Christi that train naval aviators. (U.S. Navy photo by Richard Stewart/Navy.mil)

(Modeling continued from Page 1)

In February 2010, something similar happened at the Training Command. During a daily inspection, a plane captain at Naval Air Station Whiting Field discovered a crack in the rudder pedal bracket assembly and reported the problem to the chain of command. As more aircraft were inspected with similar results, Naval Air Systems Command issued an air frames bulletin that grounded all T-34s until inspected and corrected. Over two-thirds of the aged aircraft were adversely affected and for nearly two months, primary training came to a halt. As the primary production machine began to recover, the need to accelerate training in order to make up for the lost pro-

duction days became critical to not only the primary phase of training but all downstream intermediate and advanced stages as well.

Numerous action plans were initiated to accelerate training but with each effort it seemed second and third order negative effects became barriers to efficient student flow. It took more than a year to return to the primary production baseline and many painful and costly lessons were learned during these surge operations.

In order to better prepare for situations like this in the future, the Chief of Naval Aviation Training and the Naval Air Systems Command hired Dallas-based Lone Star Aerospace (LSA) to build a mathematical model of the entire training enterprise. This computer model contains more than 2,300 elements that represent the complete undergraduate naval aviator training continuum. Based on Bayesian Inference, this predictive model will allow CNATRA the ability to "look into the future" to see how proposed alternatives will play out. Decisions made regarding primary training normally take months to materialize in the advanced training phases and final production numbers. Now, for the first time, ideas can be "tested" to determine their probability of success with predicted return on investment in a matter of seconds.

Always looking for ways to improve the training continuum, to become a more effective, efficient, cost conscious training organization, CNATRA will soon have a tool that will be able to analyze all proposed changes within the training continuum with the goals of maximizing cost savings and minimizing risks with a level of certainty never before available. In addition to assisting leadership decision making, this modeling and simulation predictive modeling tool will also enhance existing analysis tools in order identify production issues and potential cost savings strategies.

"Doing more with less" is an oxymoron that has become the cliché in our current pressurized fiscal environment; however, NATRACOM's customer, the fleet, does not necessarily want more. What the fleet needs are highly-trained naval aviators delivered at the right time, with the right skills, ready to deploy into harm's way. This partnership with LSA will enhance CNATRA's ability to meet that requirement in this fiscally-restrained environment. ■

(Launch continued from Page 5)

Theory of Constraints, Lean and Six Sigma CPI methodologies for improved enterprise performance. Users can take the course online or organizational training leaders can use the lessons as just-in-time training. It is available on Navy Knowledge Online at <https://www.nko.navy.mil/portal/home/>. For more information on how to access the course, go to https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/current_readiness/MSCM/AirSpeed/Training/LCM%20Course.aspx.

The Logistics Chain Improvement Practitioner (LCIP) class, the third course in the series, is a nine-day, instructor-led training course designed to provide a follow-up to "The Logistics Chain Management Initial Training e-Course." It is designed for fleet AIRSpeed office personnel in grades E-5 through O-3 who have earned green belt certification.

All three courses are designed to develop CPI practitioners' skills, enabling the NAE to improve cost-

wise readiness in an era of increased customer demand and reduced resources. While focused primarily on the improvement of the intermediate maintenance activity supply chain, they provide a systematic improvement strategy applicable to all levels of the DoN and DoD supply chains.

Additional information and downloads are available at https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/current_readiness/MSCM/AirSpeed/default.aspx.

AAT comes to fruition

Released to the fleet in mid-July, the AIRSpeed Analysis Tool is an application with organic capabilities which will support CPI analysis and methodologies. Its deployment marks the culmination of the PIB's two-year effort to provide a solution that would enable CPI practitioners to meet the Naval Aviation Maintenance Program's analysis requirements. It is the fleet replacement for the Enterprise Logistics Analysis Tool.

AAT provides nine capabilities to

its users, including the ability to analyze demand history to determine optimal buffer sizes for various national item identification numbers (NIIN), analyze turn-around times across multiple sites for NIINs or family group codes, develop pack-up kits, develop bill of material lists, and perform time to reliably replenish reduction analysis.

The Enterprise Logistics Analysis Tool will be available to sites until Sept. 15.

The materials and the application are available for download on the Enterprise AIRSpeed Share-Point site: https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/current_readiness/MSCM/AirSpeed/default.aspx.

The AAT Users' Guide, Train-the-Trainer Guide, training schedules, points of contacts and PowerPoint presentations can be accessed at the link as well.

For more information, e-mail AIRSpeed.OPS@navy.mil. ■

(Continued from page 3)

14,000 hours of delayed work associated with more than 600 components waiting for parts for just the hydraulics shop. "A major effort was put in place to physically inventory each component in delay and catalog the exact storage location and status of each required bit piece part. By doing this in a single weekend, the PCs were able to identify over 70 components that could be loaded to the shop with a full kitting of parts," said Campbell.

In addition, he said, the electronic visibility of missing parts allows the PCs to divert material that were scheduled to be used in components whose maintenance had been delayed, to components that can be fixed and issued to the fleet sooner. "This inventory and divert pilot was seen as so valuable by the components Integrated Product Team Lead, Sandie Brazda, that the process is now being planned for all her component shops.

"The FRC/MALSP II efforts have now set the stage

in hydraulics for establishing and managing the needed supply buffers that will enable us to more quickly react to fleet demands," said Campbell. While work in airframes is nearing completion, planning is underway for the next phase scheduled to begin with avionics within a few weeks.

Also pictured with Campbell are (from left to right) USMC Aviation Director of Logistics Col. Carmine Borelli; Military Director, Industrial and Logistics Maintenance Planning/Sustainment Department, Naval Air Systems Command Col. Jeff Pettigrew; Director of Logistics for Marine Aviation Lt. Col. Don Chipman; MALSP II Project Office Lead Lt. Col. Vincent Clark; Maintenance and Supply Integration Performance Improvement Branch Deputy Lead Brenda Sanders; and FRCE Production Control Coordinator Roger Harper. ■

Links of interest

- 1. DoN Continuous Process Improvement web page***
Click here to go the DoN CPI web page to learn what's happening in the DoN and to navigate to other sites, such as the DoD Performance Management CPI/LSS Program Office. (Note: The site is house on an Army web site and contractors must be sponsored by a service member or a civilian employee who first must register on the site.)
<https://www.us.army.mil/suite/page/635241>
- 2. Rhumb Lines***
This issue provides an update on unmanned air systems (UAS), which are an integral part of the Navy's intelligence, surveillance and reconnaissance mission. UAS have increased the Navy's capability and capacity across the full spectrum of maritime missions.
https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/AirSpeed%20Newsletters/Newsletter%20repository/Rhumb%20Lines/Unmanned_Air_Systems_22_July_11.pdf
- 3. Fleet Readiness Center Southwest's Almanac, Volume 5, Issue 2***
Read about FRCSW Camp Pendleton's conclusion of service to the retiring UH-1N Twin Huey helicopters, and an overview of the vital F/A-18 Hornet maintenance programs performed at FRCSW Site Miramar.
https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/AirSpeed%20Newsletters/Newsletter%20repository/FRCSW%20Almanac/FRCSW_Almanac_Vol_5-2.pdf
- 4. DoN CPI-GRAM***
July 2011
iGrafx tips, the CPI Practitioner's role as mentor and how an oil company used the Theory of Constraints to address a challenge are featured in this issue.
https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/AirSpeed%20Newsletters/Newsletter%20repository/CPI%20News/DON_CPI_Gram-July_2011.pdf
August 2011
Read about CPI at the third largest Navy installation in the world and CPI Monthly Metrics reporting in the Continuous Process Improvement Management System.
https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/AirSpeed%20Newsletters/Newsletter%20repository/CPI%20News/DON_CPI_Gram-August_2011.pdf
- 5. New biofuels market to reduce foreign oil dependence**
In partnership with the departments of Energy and Agriculture, the Navy is working with the private sector to create a sustainable U.S.-based alternative energy industry.
http://www.navy.mil/search/display.asp?story_id=62196
- 6. Centennial of Naval Aviation**
All Hands Television captures memories of former and current pilots.
<http://www.navy.mil/swf/mmu/mmplr.asp?id=16045>
- 7. Navy conducts JSOW C-1 free-flight testing**
The event was the first end-to-end functionality test of an inert Joint Standoff Weapon C-1 variant C-1, from pre-flight to target impact.
<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4717>

(Links continued on Page 10)

*- Site is CAC-enabled. Some readers may not be able to access the link.

An inert Joint Standoff Weapon C-1 variant is free-flight tested by the Navy at Point Mugu Sea Range Calif. (Photo by Naval Air Systems Command.)



(Links continued from Page 9)

8. **First Navy trainer completes biofuel flight at Patuxent River**
A high-performance jet trainer flew on a biofuel mixture of petroleum-based JP-5 jet fuel and plant-based camelina.
http://www.navy.mil/search/display.asp?story_id=62384
The flight also is featured on *All Hands Update*
<http://www.navy.mil/swf/mmu/mmplyr.asp?id=16145>
9. **NAE Air Plan #19***
NAE Total Force: The most important component of Naval Aviation warfighting readiness
This issue looks at the contributions of the Total Force Cross-functional Team
https://www.portal.navy.mil/comnavairfor/Naval_Aviation_Enterprise/Air%20Plans/19-Aug11_Air_Plan.pdf
10. **Department of the Navy goes green with Osprey**
A Marine Corps MV-22 Osprey successfully flew on biofuel.
<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4730>
11. **F-35C completes jet blast deflector testing**

(Links continued on Page 11)

*- Site is CAC-enabled. Some readers may not be able to access the link.

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F-35C test aircraft CF-1 along with an F/A-18E tested a combined JBD cooling panel configuration to assess the integration of F-35s in aircraft carrier launch operations.

<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4736>

F-35C launches to new milestone

F-35C recently made a first successful catapult launch. To read about it, go to:

http://www.navy.mil/search/display.asp?story_id=61823

To view the video, go to: <http://www.navy.mil/swf/mmu/mmplyr.asp?id=16044>

To hear an audio file on the event on *All Hands Radio*, go to:

<http://www.navy.mil/navydata/radioPlay.asp?id=4677>

12. **Navy achieves \$50 million savings in weapons procurement on amphibs**

Program Executive Office (PEO) Integrated Warfare Systems (IWS) generated savings in acquiring combat systems with quantity and identifying non-hardware support services cost-avoidance measures.

http://www.navy.mil/search/display.asp?story_id=62240

13. **P-8A flies west for high temperature testing in the desert**

Hot environment ground and flight tests were conducted in Yuma, Ariz.

<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4732>

14. **New large land-based tow tractor moves toward production**

The Large Land-Based Tow Tractor will be used to tow aircraft weighing between 80,000 and 350,000 pounds on and around flight lines and hangars at shore installations.

<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4724>

15. **P-8A Poseidon completes flutter program**

The airframe completed the flutter program, meeting the U.S. Navy's required flutter safety margins. (Flutter is a vibration that continuously builds in intensity.)

<http://www.navair.navy.mil/index.cfm?fuseaction=home.NAVAIRNewsStory&id=4706>



**A Large Land-based Tow Tractor
tows a P-3C Orion during testing at
Naval Air Station Jacksonville, Fla.
(U.S. Navy photo)**

*- Site is CAC-enabled. Some readers may not be able to access the link.

Content in this publication has been cleared for release.