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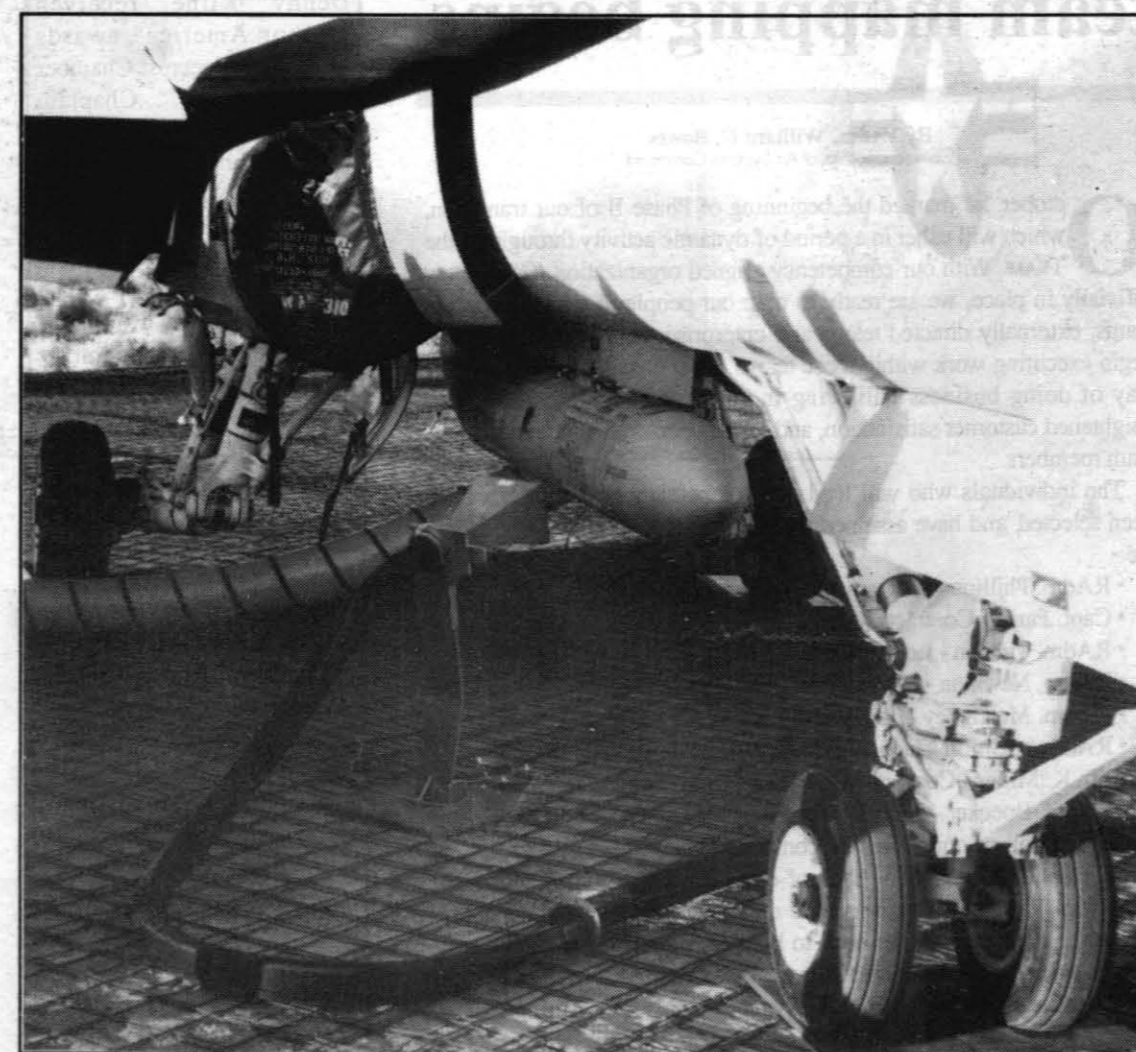
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THE ROCKETEER

THURSDAY, OCTOBER 20, 1994

NAVAL AIR WEAPONS STATION, CHINA LAKE

VOL. 50, No. 21



RADIO FREQUENCIES from the Dahlgren vans (not shown) are directed to the AWWW-13 data link pod attached to the right pylon on the F/A-18C aircraft as part of an electromagnetic vulnerability test performed at the China Lake Electromagnetic Pulse Simulation Facility. The test shows if electromagnetic interference will cause the equipment to malfunction.

Joint effort sees successful SLAM EMV test series

By Peggy Shoaf Staff Writer

Electromagnetic interference, caused by atmospheric disturbances and man-made sources, is something we all live with, whether we are listening to the radio, watching television or even working on our computers. While it isn't a big deal, other than being annoying, this type of interference can be a hazard to Navy aircraft, weapons and support equipment.

Radio frequency energy from emitters, both internal and external to an aircraft, can unintentionally couple into equipment circuits and cause interference, degrade operating performance and even cause equipment damage.

Earlier this year, the Naval Air Warfare Center Weapons Division was tasked by the Naval Surface Warfare Center Dahlgren, to help conduct an electromagnetic vulnerability test, also known as an EMV test, on the AGM-84E Standoff Land Attack Missile (SLAM) Weapons System. Funding for this effort was provided by the Naval Air Systems Command AIR 5164.

The purpose of the test was to evaluate the effects of the electromagnetic environment on a ship to the operation of an inert AGM-84E SLAM suspended from an F/A-18C aircraft. The testing also included an evaluation of the ASM-687 SLAM memory loader verifier, AWW-13 and AWW-9B data link pods and MS-11528/U Rapid Reprogrammable Terminal.

A plan for the tests was created by the Electromagnetic Environmental Effect (E³) Section of the Weapons Engineering and Logistics Department's Engineering Division.

The testing was performed at the China Lake Electromagnetic Pulse Simulation Facility because of its remoteness, which minimizes conflicts with frequency clearances, and because of its capability to physically simulate an aircraft carrier deck. The facility consists of a large steel mesh ground plane upon which radar and communications transmitters from Dahlgren were positioned, simulating the high-intensity radiated electromagnetic environment that exists around aircraft carriers and other ships.

In addition to the test site, China Lake provided the aircraft and technical skills required to support a successful test, noted Ed Gutzman, E³ test engineer for this event. Point Mugu furnished the SLAM assets for the test program, while additional aircraft support was provided by members of China Lake's Aircraft Department.

The flight-deck/captive-carry portion of the EMV test for the SLAM was performed by a team of China Lake and Dahlgren personnel. Personnel from China Lake and Patuxent River, Naval Air Warfare Center Aircraft Division, conducted the EMV test for the rapid reprogrammable terminal.

Please see SLAM, Page 6

Hoffmann rewarded for NSAP efforts

By Barry McDonald Editor

What started out as a normal one-year Navy Science Assistance Program (NSAP) with a one-year option turned into a three-year permanent change of station for a local scientist.

"And I loved the whole three years," said Dr. Ron Hoffmann. The tour started in June 1991 and would have ended in June 1993, but because of a large number of positions that needed to be filled (caused by the Internal Revenue Service's change in rules for TDY) he was asked if he would stay for a third year.

"We covered the whole gamut of what the Navy does," he said of his time aboard the three-star flag

ship, *USS Mount Whitney*, a command control vessel. "From ASW (anti-submarine warfare) to radar and communications to IFF (identify friend or foe) at sea to ship engineering, local area networks aboard ships and C2W (command control warfare)."

Hoffmann had been working in old Code 32's Explosive Development Branch doing design, modeling and simulations of explosive components. He explained he was assigned aboard *Mount Whitney* as science advisor first to VAdm. Michael Kalleras, commander, Second Fleet for one year and then to VAdm. William J. Flanagan, who relieved Kalleras, for two years. One of his main duties was helping develop and improve cooperative engagement capabilities (CEC) within

Please see HOFFMANN, Page 16

The Missile runs as B section in stop-gap measure

Beginning with this issue, four pages of news from Point Mugu will run with the Announcements section inside *The Rocketeer*. This is not the new, combined NAVWCWPNS news paper, rather, a stop-gap measure to continue to get news to personnel at Point Mugu through the end of the year. The four pages with the Announcements will be delivered to Point Mugu as *The Missile*. Nov. 1 is the deadline for submitting names for the new paper, which will debut Jan. 20.

• Three hundred earn team awards for F/A-18 software	8	• Bruce Trenholm, parachute mishap investigator	12
• Laurel Mountain links China Lake to the world	10	• CFC organizations' budgets usually exceed donations	15



COMMUNITY EVENTS

Bronze sculptures and oil and acrylic paintings by California artist Ynex Johnston will be displayed at the Cerro Coso Community College Fine Arts Gallery through Oct. 28. According to reviewer Jane Cleave, "These elusive images seem to refer to Mayan stone carvings, the Altamira cave paintings and Indian arts as well as Oriental and Persian arts. Colorful jigsaw shapes and myriad lines shift from the representational to the abstract as the viewer is guided into vague, exotic other times." Sculptures being shown were made in collaboration with Johnston's husband, poet and novelist John Berry, who helped with the carpentry and carving of the sculptures, which were then transformed into bronze metal castings by Sandy Decker, who owns and operates Stellar Artworks, an art foundry in Van Nuys. Everyone is invited to attend this showing. For gallery times, call the college at 375-5001.

The Political Science Class at Cerro Coso Community College is sponsoring a

Ridgecrest City Council Forum on Nov. 21 in the Lecture Center at the college. Pre-selected questions will be asked of each candidate. In addition, time will be delegated for written questions from the audience. There will be no admission fee. For more information contact the college at 375-5001.

The China Lake Chapter Beta Sigma Phi has scheduled its fall rush tea Sunday, Oct. 23, at 2 p.m. at the home of Pat Lloyd. Those interested in attending should contact Mary Stites at 375-7144 or Grace Felix, 375-9018. Each year members of Beta Sigma Phi review plans for the coming year, share chapters' yearbooks, meet transferees and renew friendships. Anyone interested in learning more about the organization, and what it does for the community, can call Stites at the number mentioned above.

"Knife Making" is the topic of a new class being offered by Cerro Coso Community College this fall. Limited space is

limited. If interested, individuals are encouraged to call the Office of Instruction, 375-5001, to be put on a sign up list.

Troop 848 and Pack 848, Boy Scouts of America, will be holding their annual rummage sale and car wash fund raiser on Saturday, Oct. 29, from 8 a.m. to 4 p.m. at Grace Lutheran Church (corner of Las Flores and Norma). Get a car washed for only \$3, or get a truck or van washed for \$5. Proceeds will be used for backpacks, tents and various camping gear.

Members of La Leche League invite

all pregnant and breastfeeding mothers and their babies to attend their informal monthly meetings to help insure the baby is getting the nutrition and liquids it needs to be a healthy baby. La Leche League International is a non-profit organization dedicated to providing education and support to health professionals and breastfeeding mothers. Its manual, "The Womanly Art of Breastfeeding," offers guidelines to parents to determine if the infant is receiving enough milk. To learn more about the league, and when and where its monthly meetings are held, call 371-6121.

Concert association starts 48th season

On Tuesday, Nov. 8, the Indian Wells Valley Concert Association will open its 48th season with AMAN Folk Ensemble. This music and dance ensemble has appeared at China Lake twice before.

On Thursday, Dec. 1, The Nuclear Whales Saxophone Orchestra will appear. This fun-loving six-member ensemble walks a fine line between silly and the serious, mixing slapstick vaudeville sounds from the 1920s with selections from their jazz, classical and original music repertoires.

The third concert of the season is The

Stanford String Quartet, which will appear on Wednesday, Jan. 11. This group has earned critical and popular acclaim for the diversity and quality of its programming.

On Monday, Feb. 6, Sergei Babayan will appear at the piano. Since leaving Armenia in 1989, Babayan has achieved awards in a number of international piano competitions.

A Festival of Strings will highlight the season's fifth concert on Thursday, March 1995. Four gifted musicians will perform in various combinations, solos, duets and quartets, to provide an evening that explores the world of musical possibilities for plucked-string instruments.

Please see **IWVCA**, next page

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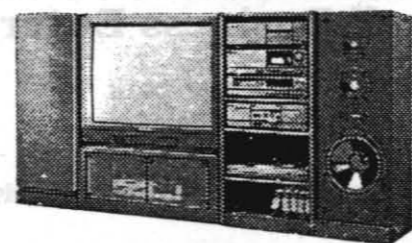
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Twenty-seven years on hangar decks are enough for Kimmel

Twenty-seven years on hangar decks" came to a close for Cdr. John Kimmel, Thursday, Oct. 6, when the NAWS maintenance officer retired from the Navy.

Capt. Charles A. Stevenson, NAWS commanding officer, pointed out that the ceremony was taking place at Hangar 3, not in front of headquarters, as it usually would be done for such a retirement.

"This is significant, because John has spent his entire Navy career on hangar decks," said the CO, "...maintaining aircraft and taking care of Sailors. John would say, 'I haven't been forced to take any of those other jobs.' (So), considering his extensive experience aboard the navy's hangar decks, a retirement ceremony on one seems both proper and fitting."

Citing that Kimmel had made "tremendous improvements in dealing with our customers," Stevenson pointed out that Kimmel had established a Modification Review Team to conduct bi-weekly customer-supplier schedule coordination.

"The 'Mod Team' has fostered improved customer-supplier communications and teamwork," said Stevenson. "And, from my vantage point, I no longer hear complaints about who is

holding up what project."


He also noted that under Kimmel's leadership, the NAWS Aircraft Department maintained high aircraft availability rates while the aircraft mix has changed significantly. While some old unique aircraft have gone away, he said, the number of F/A-18s has increased from 10-12 to 15-16 and A-6s have increased from 3 to 6. For the F/A-18 flight hours have increased from 2,562 in FY 92 to 3,222 in FY 94 and the AV-8B from 472 to 646.

"John has kept 'em flyin' without one additional body or one additional dollar," Stevenson said.

The CO also credited Kimmel for being instrumental in salvaging and renovating Hornet 1, the aircraft that will "eventually...join other memorabilia in the China Lake Naval Aviation Museum, just outside our front gate."

Stevenson continued the kudos, "John's most significant contribution has been his ability to build a team. He is a 'Sailor's Sailor,' seeking advice and input from all his people, regardless of seniority. He has made everyone part of the team, which makes everyone feel like they can make a difference. And, because of John's leadership, many have."

The guest speaker was Capt. Daniel



MILITARY NEWS



JUST AWARD—Capt. Charles Stevenson pins another gold star on Cdr. John Kimmel at the outgoing Maintenance Officer's retirement ceremony.

Stone, USN retired, who served as Kimmel's department head in the NAWS Aircraft Department until his own retirement this past July. He sang similar praises for Kimmel and took a few jabs in true Stonian form.

Before piping Kimmel ashore for the last time, Stevenson presented him with a gold star in lieu of a third presentation of the Navy Meritorious Service Medal, the presidential letter of appreciation and a shadow box.

Ceremony officially begins construction of new commissary



BREAKING GROUND for the new Naval Air Weapons Station Commissary are Capt. Andy Ritchie, Public Works officer; Senior Chief Ignacio B. Encabo Jr., commissary officer; Victoria Best, deputy commissary officer; Rick Baes, from the Defense Commissary Agency; Capt. Charles A. Stevenson, NAWS commanding officer; Ron Gilchrist, customer liaison; STGCM (AW/SW) George Anderson, command master chief; Fred Wells, president of F2M, the Lancaster contracting firm that won the contract; and Mel Macintosh, contracting officer, US Air Force. The new 22,000-square-foot commissary, which should be completed in about 10 months, will include wider aisles and more shelf space and will be located on the corner of Richmond and Inyokern roads. The total project is budgeted at \$3.6 million.

Influenza season has arrived, shots begin in November

By Lt. Alfonso B Villamore
Occupational Health/Preventive Medicine

It's October and the National Hockey League season should be starting, but then again, it may not. One season that will definitely start (even if the players go on strike) is the flu season. When people talk about the flu season, one thing comes to mind — flu shots. But hey, it's really not that bad. Think of what could happen if you don't get your share of this important benefit.

Through a recent message, the Navy Bureau of Medicine & Surgery noted, "A potential mission-compromising situation may exist if an influenza outbreak occurs within a unit. Failure to maintain adequate influenza immunization levels may result in epidemics that could significantly affect naval readiness."

But how can we protect ourselves from becoming part of the epidemic statistics? Well...flu shots.

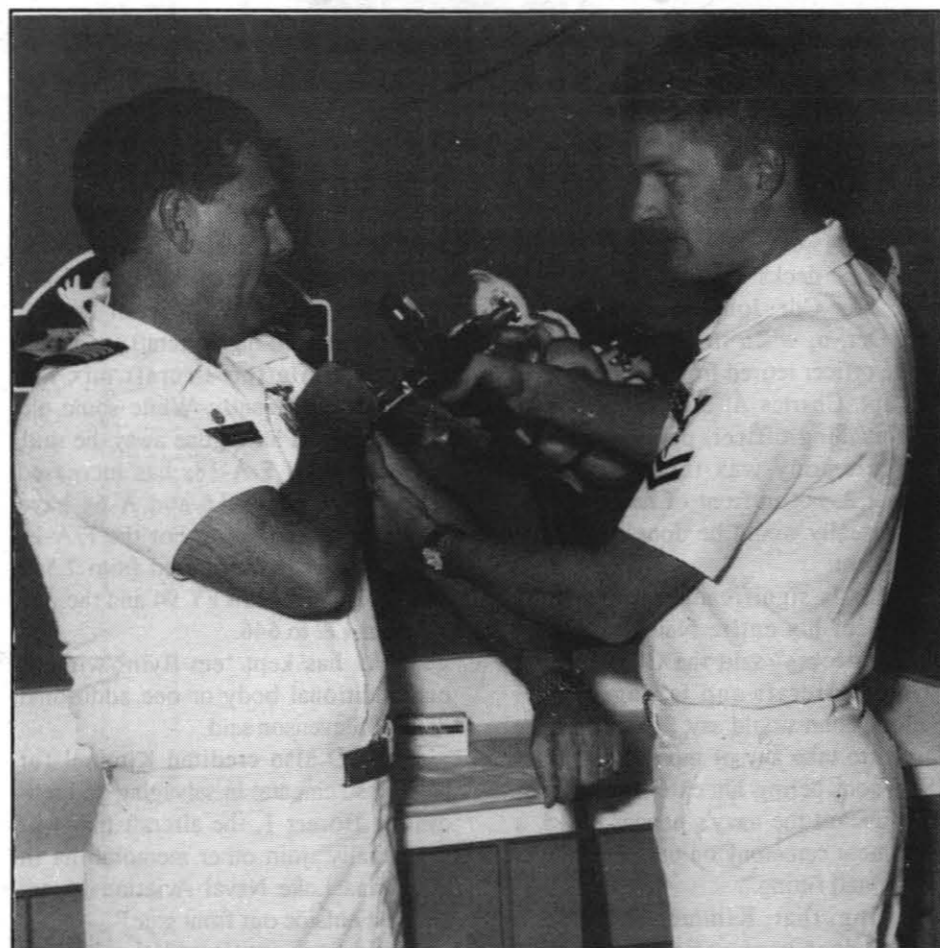
Inactivated influenza vaccine is the single most important measure known to prevent or attenuate the influenza infection in the military. Vaccination is especially important for the aged and for patients with cardiac, pulmonary or other chronic diseases. The trivalent vaccine is considered safe for pregnant women. Timing is crucial. For optimal

protection, vaccination should be given in early fall. Because immunity from vaccination lasts only for one to two years, an annual booster is required for maximum protection during flu season, October to March.

Annual influenza immunization is mandatory for all active duty Navy and Marine Cops personnel. Medical and dental health care workers in direct patient care or those with frequent patient contact must also be immunized annually. Beneficiaries who belong to the high-risk groups are encouraged to receive this vaccination. The only exceptions are for those persons who have documented medical contraindications to the trivalent vaccine and persons with known anaphylactic hypersensitivity to egg protein. Persons with mild acute illness with or without low-grade fever may be vaccinated.

The 1994-95 influenza immunization for China Lake personnel will be in November. Actual dates and sites will be published in local PODs and coordinated through points of contact provided by NAWS, NAWCWPNS and tenant commands at China Lake.

For more information about this year's immunization program, please call the Preventive Medicine Division at the Branch Medical Clinic at 939-8015.



IT'S THAT TIME—Capt. Charles A. Stevenson, NAWS CO, receives the "opening kick-off" flu shot for the flu season from HM2 Bill Adams, a preventive medicine technician and a jetinjector expert, at the Branch Medical Clinic.

WTS hosts 'A Spooky Hail & Farewell'

On Oct. 26, the Weapons Test Squadron will present "A Spooky Hail and Farewell" at the American Legion Hall, 641 Inyokern Road. Warm welcomes will be given to Cdr. Keith Chambers (WTS), Capt. Feller (Swiss AF/WTS), Lt. Jon Ulrich (NAWS) and CWO4 William Symanski (WTS), while farewells will be offered to Lt. Chris Sonderman (WTS), Lt. Tom Huff (WTS), Lt. Michelle Williams (WTS), Lt. Kevin Green (WTS), Lt. Brian Lewis (NAWS) and CWO3 Mike Edmiston (WTS).

The fun starts at 6 p.m. Cost is \$2,

payable at the door.

Wear a favorite costume while devouring the squadron's ghoulish grub and witches' brew. A prize for the best costume will be awarded by RAdm. Dana B. McKinney, NAWCWPNS commander, Capt. Charles A. Stevenson, NAWS CO and Cdr. Randy Sweeney, OIC of the test squadron.

Reservations are required by the close of business Monday, Oct. 24, and may be made by calling Lt. Russ Gordon at 939-5195 or Lt. Michelle Williams at 939-9573.

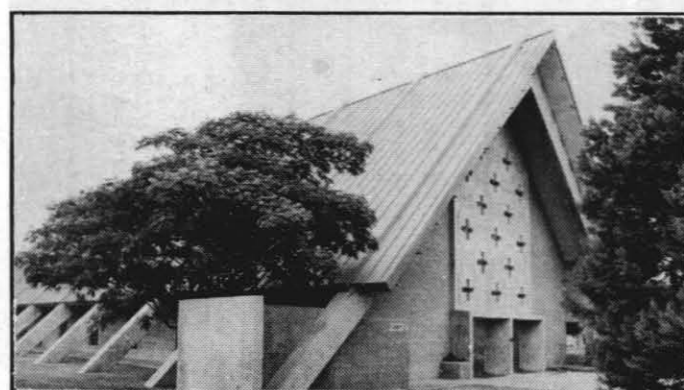
Change to winter uniforms October 24

Squadron-like organizations stand up at China Lake and Point Mugu sites

On Oct. 3 a 3 p.m. ceremony was held at Armitage Field to acknowledge the transition of a substantial number of personnel to the Test and Evaluation Competency under the new NAWCWPNS competency aligned organization. Although not formally commissioned, it is anticipated that this new organizational element will be similar to a fleet squadron. It will combine the functions of aircraft maintenance, air operations and aviation safety.

The ceremony was presided over by RAdm. Dana B. McKinney, NAWCWPNS commander, Capt. Charles A. Stevenson, NAWS CO; Cdr. Randal C. Sweeney, officer in charge of the new unit at China Lake; and Capt. Jack D. Todd, deputy of the T&E Competency at Point Mugu.

A ceremony was held earlier that day at the Point Mugu site to usher in a similar squadron-like organization with Cdr. Robert E. Noziglia named OIC for the Point Mugu unit. The two new elements will report to a single test wing organization within NAWCWPNS.



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Protestant

Sunday Worship Service, East Wing 8:00 a.m.
Sunday Worship Service, Main Chapel 10:30 a.m.
Sunday School, 1008-10 Blandy & 1903-05 Mitscher 9:00 a.m.
(September thru May) 9:00 a.m.

Bible Study (East Wing), Wednesday 11:30 a.m.
(September thru June)
Men's Prayer Breakfast, East Wing, Thursday 6:30 a.m.
Adult Bible Study, East Wing, Thursday 7:00 p.m.

Jewish (446-3613 Messages)
Weekly Services, Friday, East Wing 7:30 p.m.
October through June
Hebrew Classes, Saturday, 1902 Dibb 2-5 p.m.
Adult Education, Saturday, 1902 Dibb 10 a.m. - noon

September through June
Religious School, 1902 Dibb
Tuesdays, Age 4 and up 5:30-6:30 p.m.
Friday, 2nd grade and up 6:30-7:30 p.m.

Roman Catholic

Sunday Mass, Main Chapel 9:00 a.m.
Daily Mass, Blessed Sacrament Chapel 11:35 a.m.
Confessions, Sundays 8:15 - 8:45 a.m.
Confessions, Weekdays By appointment

Religious Education Classes, Sunday 10:30 a.m.
(September thru May)
1002 Blandy, 1008-10 Blandy & 1903-05 Mitscher 10:30 a.m.

RCIA, St. Ann's School Library 8:15 - 9:45 p.m.
Islamic
Jumaa Prayer, Friday (1002 Blandy) 1:00 p.m.

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Navy places third in 1994 Armed Forces Golf Championships

Three Navy players, who competed in the All Navy Golf Tournament held at the Naval Air Weapons Station China Lake Sept. 6-9, placed in the top five of their divisions, earning the All Navy Golf Team a third place finish in the recently held 1994 Armed Forces Golf Championships at Camp Pendleton, Calif. A soldier and a Marine grabbed top individual honors, while the Air Force took the team title.

In the men's tournament, Army Sgt. 1st Class Randy Block of Schofield Barracks, Hawaii, and Marine Corps Cpl. Mike Ledsome entered the final round tied at par. Ledsome trailed Block after two rounds, but used a 2-under-par 70 during third-round play to regain a piece of the lead.

Both players ran into problems on the final day. For Ledsome, assigned to Marine Corps Air Station El Toro, Calif., a 10-over-par 82 dropped him from first into a three-way tie for fifth place.

Block struggled through the back nine after firing a 1-over-par 37 through the first nine holes. He bogeyed the 11th, 14th, 16th and 17th holes, losing four strokes to Marine MGySgt. Mike Wallaker and teammate Sgt. Dave King.

Still, with a three-stroke lead and one hole to play, Block knew he needed only a six on the final hole to win. He double-

bogeyed the par-4 18th hole, averted a three-way play-off and won the title by a stroke.

Also finishing strongly was Navy Petty Officer First Class Tony Daning of Mayport Naval Station, Fla. Daning fired a 1-under par 71 in the final round and placed fourth, two strokes behind Block.

In the women's tournament, Marine Corps MSgt. Jo Ann Kopanski of Camp Lejeune, N.C., trailed Guam's Navy Petty Officer First Class Laura Heckler by a stroke entering the final round. She had only a two-stroke margin over Travis Air Force Base's Capt. Vera Tu.

Heckler, leader in the second and third rounds, ran into problems in Round Four. She bogeyed five of the first nine holes, suffered a double-bogey on the 13th and finished with an 84, leaving her in third place, three strokes behind the eventual winner.

With Heckler having problems and falling out of contention, Kopanski and Tu turned the final round into a one-on-one match. Kopanski added a stroke to her lead on Tu through the front nine, holding a three-stroke lead going into the 10th.

Tu gained a stroke at the 16th, parring while Kopanski bogeyed, but missed a putt at the par-3 17th.

Kopanski's two-stroke margin proved

to be enough. Tu parred the final hole, but Kopanski's bogey-five still left her

one stroke ahead, giving her the women's title.

1994 Armed Forces Golf Championships recap

Men's Top Five Results		Women's Top Five Results	
Randy Block (A)	72-71-73-79 — 295	Vera Tu (AF)	81-82-86-79 — 328
Mike Wallaker (USMC)	73-74-72-77 — 296	Laura Heckler (N)	81-81-84-84 — 330
Dave King (USMC)	79-77-68-72 — 296	Renee MacDonald-Brown (A)	83-85-84-85 — 337
Tony Daning (N)	77-74-75-71 — 297	Mary Jane Mathews (N)	88-88-84-89 — 349
Chris Chapman (USMC)	76-73-73-76 — 298	Team Results	
Mike Ledsome (USMC)	72-74-70-82 — 298	Air Force	1867
Jeff Taylor (USMC)	77-75-74-72 — 298	Marine Corps	1869
Jo Ann Kopanski (USMC)	79-84-84-80 — 327	Navy	1874
		Army	1882

Varsity basketball team forming

Active duty military personnel are being sought to form a Naval Air Weapons Station China Lake varsity basketball team.

The team will represent China Lake at the Southern Pacific Sports Confer-

ence eliminations and championship events.

People interested in managing, coaching or playing on the team should call Karen Rivers, gym manager, at 939-2571 by Nov. 8.

Army reigns supreme in Softball 1994

Softball's 1994 service supremacy belongs to the Army.

Both Army men's and women's teams captured titles at the Armed Forces Softball Championships held Aug. 16-20 at Fort Indiantown Gap, Pa.

Army clinched the men's title with a 10-9 victory over the Marine Corps, giving the Army a 6-1 record and a three-game lead over both Air Force and Navy

with two games remaining.

Army women clinched their title in their final game, a 5-2 victory over Navy, which gave Army an 8-1 tournament record and a one-game margin over second-place Air Force.

Navy finished third in both men's and women's tourneys, with the Marine Corps finishing last in both tournaments.

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SPORTS

'Short Timers' bats rule softball season

Photo and story PHC (SW) James Christian
Air Test and Evaluation Nine

Nine teams started the early fall softball season June 6. On Sept. 6 one team reigned supreme. China Lake Athletic Director Karen Rivers presented individual trophies to members of that team, the "Short Timers," during VX-9 Air Test and Evaluation Squadron Nine (VX-9) quarters Sept. 30 in Hangar One at Armitage Field.

The Short Timers ended the 12-week regular season with the best overall record of 13 wins and three losses. The team, which (with one exception) was entirely comprised of VX-9 active duty personnel, then steamrolled into the play-offs and captured the tournament crown with two wins and no losses.

Season records were used to determine the four play-off contenders: the "Grizzlies," "a conglomeration of the Naval Air Weapons Station's over-30 crowd just trying to keep up with the young pups," said pitcher Charles Gray; the "China Lake Anchors," representing NAWS active duty personnel and sponsored by the Indian Wells



THE CHAMPS — Capt. Scott Ronnie (far left), VX-9 CO; Cdr. Brian Yri, VX-9 XO; and Karen Rivers, China Lake athletic director; distribute championship trophies to Short Timers team members (l to r, back row) Steve Wei, Art Burke, Vernon Gaus, Tony Smith, Chris Seay, (front row) Steve Haugh, Jerry Welsh, Stewart Funk and Bill Overby. Team members not shown include Dustin Miller, Paul Flitcraft, Eric Crawford, Jennifer Peters and Bruce McGinnis.

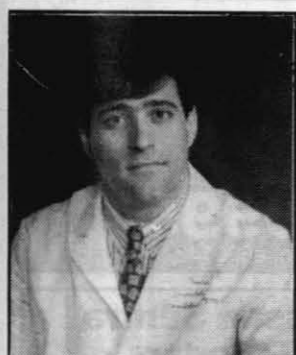
Chief Petty Officers Association; "Team Vampire," another team of VX-9 personnel representing the Vampire officers and family members; and, of course, the Short Timers.

The first semi-final game pitted the Short Timers against the Grizzlies. These teams had split their two regular season games. But during the semi-final competition, the Short Timers' bats were hot and they triumphed, advancing to the championship game. All that remained was to wait and watch the second game to see who the other opponent would be.

In that game, The Anchors beat Team Vampire, spoiling what many thought would be an all VX-9 grand finale.

The championship game proved to be an exciting matchup. With the lead changing hands almost every inning, the score was tied at the bottom of the seventh, the final, non-overtime inning. In their last at bat, the Short Timers broke through and scored the winning run to cap a very successful season.

Leading the strong-hitting Short Timers at the plate was Dustin Miller with a .716 batting average. Only two players finished the season with a batting average less than .500. Jerry Welsh, the Short Timers' coach and captain, attributed a large measure of his team's success to the strong and often vocal support contingent in the bleachers.



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RETURN OF THE GHOULS—The 3rd Annual Navy Exchange Kids Halloween Costume Contest will begin at 4:30 p.m., Monday, Oct. 31. All participants are expected to arrive at the NEX by 4:15. First, second and third places will receive gift certificates valued at \$25, \$20 and \$10, respectively.



STANDARD TIME RESUMES OCT. 30 2 A.M.

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SLAM from Page 1

During this test, transmitting antennas were placed near the SLAM, which was loaded on the outboard aircraft pylon. Radio frequency levels typically seen on aircraft carrier flight decks were transmitted at the appropriate frequencies, while the missile was cycled through its BIT, a built-in test, program and monitored through aircraft cockpit displays.

Gutzman noted that pilots turn their planes on and

perform a BIT prior to take off from the aircraft carrier. "This test determines if everything is working correctly on the missile and airplane, so when he (the pilot) prepares to fire a missile, he's assured it will work," Gutzman explained.

The second test phase verified that the rapid reprogrammable terminal would properly program the aircraft software within the aircraft carrier's electromagnetic

'Throughout the entire test program, the SLAM Weapons System was found acceptable for fleet use.'

— Ed Gutzman

environment. For this test, the terminal was connected to the F/A-18's on-board weapons computer through a test connector located in the nose-wheel well of the aircraft.

The next test phase successfully demonstrated that the AWW-9B and AWW-13 weapon data link pods would perform during the BIT, while within the simulated aircraft carrier electromagnetic environment. The pods transmit data from the missile to the pilot, who can then "talk to" the missile from the cockpit, directing the missile's flight path.

Finally, the SLAM ASM-687 memory loader verifier, which was attached to the SLAM during exposure to the simulated aircraft-carrier's electromagnetic environment, was tested and successfully verified.

"Throughout the entire test program, the SLAM Weapons System was found acceptable for fleet use," Gutzman said. "The success and timely completion of the program was a result of effective teamwork among the test personnel, and the cooperation and commitment of the several organizations involved," he added. "The Aircraft Department was a major key in this whole program. If we had not had professional attitudes and support from the Aircraft Department, we would have never been able to complete this test."

Please see next page



WATCHING the cockpit displays, as Micheal W. Savage, test director, asks for different radio frequencies, is Roger E. Proes, an EMC engineer from Dahlgren. Hanging on the F/A-18C aircraft is a SLAM and an AWW-9B data link pod.

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OPEN SEASON from Page 21

will be subject to annual limits on mental health services.

Improved benefits include complete coverage of childhood immunizations, not subject to deductibles or copayments. Associated office visits may be subject to cost-sharing.

All plans, both prepaid and fee-for-service, will cover high-dose chemotherapy with autologous bone-marrow transplants for cancer treatment. This is in addition to other conditions for which each plan currently provides coverage.

Employees will have 45 new prepaid plans to choose from—more than twice the number of health maintenance organizations that entered the program in 1994. Many prepaid plans have expanded their enrollment areas. Many prepaid plans will now allow individuals who live outside service areas to join the plans if they work in service areas.

Several prepaid plans will offer "opt-out" benefits. Employees may obtain treatment outside of the plan's network and still receive reimbursement for a percentage of the cost.

OPM officials said these benefits will remain stable through 1996. They also said plan brochures are more user-friendly. Simpler terms are used where possible, benefits are grouped for easier reference and tables of contents are more comprehensive to improve readability.

The 1995 nonpostal premiums for the largest fee-for-service plans follow. Employees pay premiums biweekly; retirees pay on a monthly basis. Prepaid plans are local, so are not included. Personnel offices will have complete information during open season.

Blue Cross-Blue Shield's high-option, single-employee plan will cost \$69.03 per pay period, a decrease of \$4.99 from 1994. High-option family coverage will cost \$144.68, a decrease of \$13.74. Standard coverage will cost a single enrollee \$20.33 biweekly; family enrollment will cost \$47.15.

Mail Handlers Benefit Plan's high-option single coverage will cost \$18.83, down 48 cents. Family high-option will cost \$41.90, down \$1.07. Standard single coverage is \$14.35, and standard family is \$31.14. Both are the same as 1994.

GEHA plan self-only is \$23.91, down \$1.60; family is \$45.37, down \$6.27.

National Association of Letter Carriers plan self-only is \$24.61, up \$2.56; family option \$49.57, up \$2.46.

American Postal Workers' Union Plan is \$22.64 self-only for nonpostal workers, down 76 cents; family coverage is \$45.65, down \$1.18.

Alliance self-only is \$34.36, down \$5.82; family option is \$68.80, down \$15.31.

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UPDATE from Page 21

DoD defines sexual harassment as a form of sex discrimination involving unwelcome sexual advances, requests for sexual favors or other verbal or physical conduct of a sexual nature.

Perry noted "work place" is an expansive term for military members and includes conduct 24 hours a day.

Supervisors or commanders who use sexual behavior to affect subordinates' careers are engaging in sexual harassment.

Perry outlined 11 guidelines to eliminate sexual harassment. Three of the guidelines are new or are stated more strongly than previous guidance.

First, Perry said all employees must have access to toll-free, confidential, harassment advice and counseling hot lines.

Third, affected personnel in a unit where harassment occurred must receive prompt reports on investigative findings and corrective action.

In addition, the secretary strengthened language prohibiting reprisals against individuals who report sexual harassment or provide information about harassment incidents.

DoD equal opportunity officials said the department has required sexual harassment training for all civilian and military employees for several years.

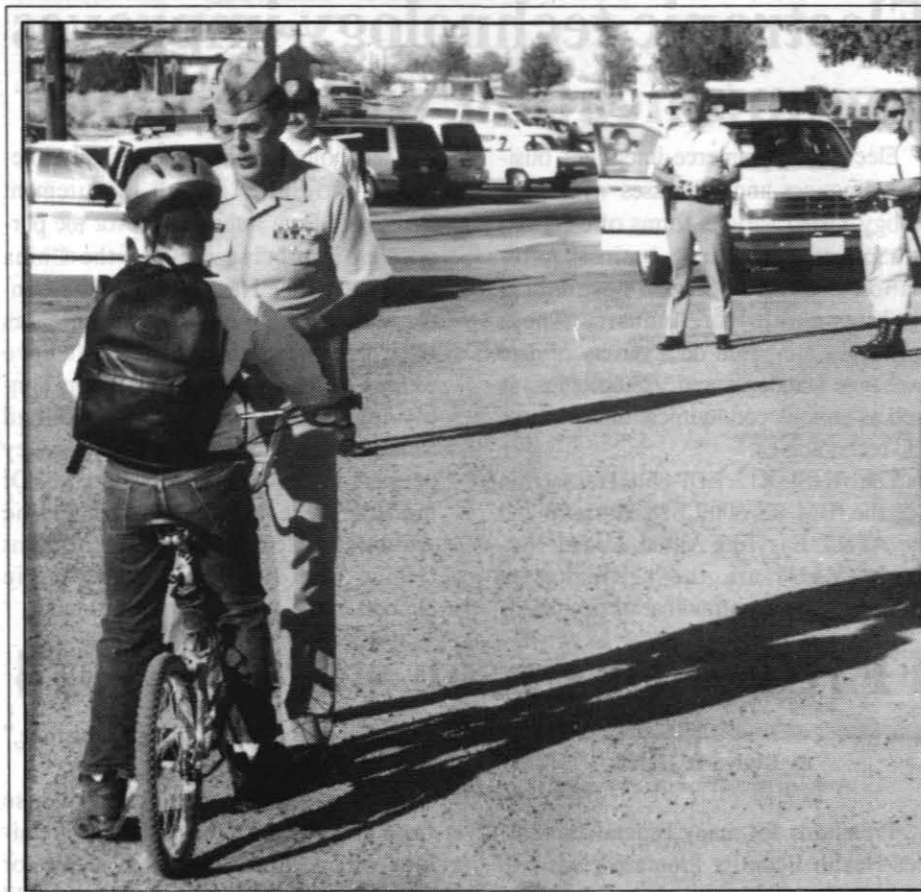


Photo by Mike Johnson, TID

BICYCLE SAFETY — Children who are already wearing helmets when riding their bicycles were rewarded when Capt. Charles A. Stevenson, NAVVS CO; Don Corticchiato, head of the Police (Physical Security) Division; and Police Lt. Dale Polley and Officer Roger Zurn gave them Bicycle Safety stickers for being safety conscious.

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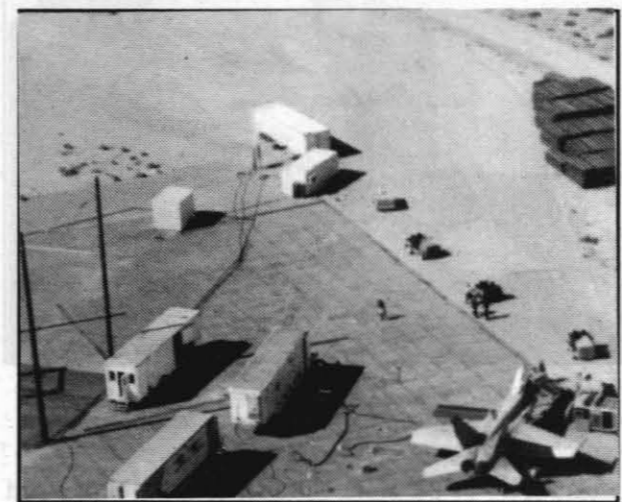
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SLAM from Page 6

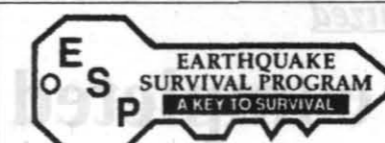
While the main test plan has been successfully concluded, Gutzman noted that the SLAM will still undergo a series of additional tests, including electromagnetic interference tests in the E' Section's laboratory located in Michelson Laboratory and the free flight test at Point Mugu.

Once the flight testing is complete, the SLAM will be returned to the China Lake site to undergo an Electromagnetic Pulse Test, which simulates the signals from a nuclear blast.

We'll be testing this missile for the next six months, Gutzman explained, in an effort to provide the safest, as well as the most efficient, weapon system possible.



AN AERIAL VIEW of the SLAM/EMC test site — the China Lake Electromagnetic Pulse Simulation Facility.



What is ESP?

ESP is an awareness campaign designed to increase earthquake preparedness at home and work. It was developed by the County of Los Angeles. The Governor's Office of Emergency Services and representatives from Kern, Imperial, Inyo, Los Angeles, Mono, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara and Ventura counties assist in the development of campaign materials and in coordination of the campaign.

Focus On Children Why?

Preparation will reduce stress.

Damaging earthquakes, such as the Jan. 17 Northridge temblor, and their aftershocks can rattle nerves of adults and children.

You can't do anything to prevent earthquakes and aftershocks, but you and your children can work together to prepare for the next earthquake.

Encourage your children to participate in the activities listed in this article. Also encourage them to draw themselves and their earthquake supplies in the space provided.

Assemble an earth-

quake kit that includes a flashlight, portable battery-operated radio, extra batteries, first aid kit and book, water, food, manual can opener, adjustable wrench, snacks, toys, games, work gloves and sturdy shoes.

Hunt for hazards in your home, including unsecured pieces of tall furniture, items that could fall from shelves, heavy mirrors, beds under windows, stereos, VCRs, computers, televisions and other hazards.

Simulate turning off utilities — gas, electricity and water.

Create information cards that include your name, phone number, out-of-state contact, out-of-state contact's number, meeting place and family responsibilities.

"I'm earthquake prepared!" Draw a picture of you with your earthquake supplies.

A drawing area for children to draw themselves and their earthquake supplies. It includes two colored pencils and a drawing of a person sitting at a table with various supplies like a flashlight, radio, and food.

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Thinking About A Divorce? Are You Being Represented Fairly? A Divorce Symposium SPONSORED BY GARY A. O'NEIL, ESQ., O'NEIL & WIDELOCK "Winning Your Divorce". Saturday, October 22, 1994. Bakersfield Sheraton Inn 9:00 a.m. - Noon. Saturday, November 5, 1994. Ridgcrest Heritage Inn 9:00 a.m. - Noon. Tehachapi Stallion Springs Resort 2:00 p.m. - 5:00 p.m.

Larry Lochhead and Navy industrial team recognized

Three major upgrades completed in only three years

By Peggy Shoaf
Staff Writer

Fiscal Year 1994 was our best year," Rich Bruckman told members of the Navy industrial team attending a special awards ceremony held at the Conference Center's park last Thursday. More than 425 people made up the team, making this one of the largest, if not the largest team award ceremony in the history of the Naval Air Warfare Center Weapons Division and its predecessors.

The then-associate head of the NAWCWPNS Aircraft Weapons Integration Department (Fighter/Attack) noted that the Naval Air Systems Command budgeted the group \$200 million for Fiscal Year 1994. With that money, the group had to finish three major products. In addition to getting operational flight programs 92A and 91C+ to the fleet, the group had to get 09C, which is the next software block upgrade for the F/A-18, into follow-on operational test and evaluation (FOT&E) and through an operational test readiness review, which is a NAVAIR major review.

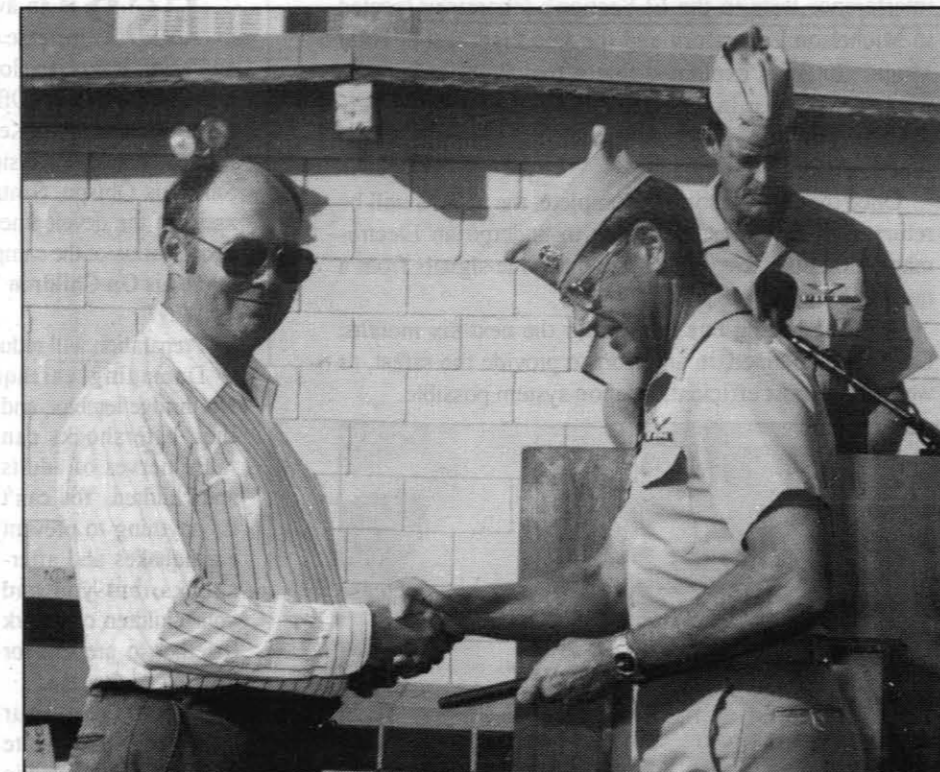
The 92A block upgrade was an in-house effort, Bruckman explained. This

means it was developed by a Navy, civilian and military, and local contractor team. "The 92A is a development that is going to bring some major capabilities to the F/A-18 A&B programs," Bruckman said. "There are about 480 F/A-18 A&Bs in the world, some in the Canadian and Australian air forces and about 400 in the (United States) Marine and Navy (forces).

"What we provided for the A&B aircraft was the capability of doing laser designation, laser ranging and self-designating laser-guided bombs," Bruckman said. "The As and Bs couldn't have gone to Bosnia if they didn't have the capability of dropping self-designated, laser guided bombs. Our team here today put that together. The first Marine squadron that was deployed to Bosnia had that capability, and they operationally used it."

The 92A software block upgrade also brought our forces air-to-air capability of AIM-7M H Build, which is a major capability for the air-to-air world, Bruckman said. It also brought many tactical and operational features from the C and D aircraft and retrofitted them into the A and B aircraft.

"Even though this change was only



CONTRIBUTIONS to the F-18 program were recognized when RAdm. Dana B. McKinney presents a Deputy Commander's Award for R&D to Larry Lochhead, while Capt. Doug Henry reads the citation accompanying the award.

25,000 words in the software program, it was a major effort for an in-house group because, at the same time, the same people were building a half million word change in parallel," Bruckman explained. "Those 25,000 words

Electronic technology improves communication with vendors

Electronic commerce integrates business practices and processes with technology. Using various forms of electronic information exchange, business information is passed between government agencies and private industry. These exchanges are based on a variety of data exchange standards and technologies, as well as various communication standards and technologies.

The ANSI X12 EDI 850 Transaction Set, the IBM RS/6000 EDI Platform and the AT&T Easylink Value Added Network (VAN) are the critical data exchange and communication standards

and technologies that were recently integrated into SPEDI (Small Procurement Electronic Data Interchange) for the purpose of improving the way the China Lake site of the Naval Air Warfare Center Weapons Division communicates with commercial vendors that have SPEDI contracts. Now, the vendors simply log onto the VAN and download SPEDI orders to their computers. Key partners in developing this latest SPEDI module were Mike Calimlin of the Advanced Computing Environment Office and Kim Phillips, Frankie Nichols and Nancy Trinh from Boeing.

FEHB open season starts Nov. 14

By Evelyn D. Harris
American Forces Information Service

Premiums for many Federal Employees Health Benefits Program plans will be lower in 1995.

During the 1995 open season, Nov. 14 through Dec. 12, employees should also find benefit brochures easier to use in comparing plans, said Office of Personnel Management officials.

"The 1995 FEHB Program offers many improvements and benefit additions that all employees should carefully

consider when selecting their coverage," said OPM Director Jim King.

Employees will be able to choose from more than 350 health plans. Premiums will go down or remain stable for 58 percent of nonpostal employees; 27 percent of employees will see modest premium increases of less than 5 percent. Less than 15 percent will see increases of 5 percent or more.

Fee-for-service plans have eliminated lifetime maximum limits on mental health benefits. However, enrollees will Please see OPEN SEASON, Page 23



Photo by Margie Hammett

KEY PARTICIPANTS in improving the way China Lake communicates with commercial vendors who have SPEDI contracts are Mike Calimlin of the Advanced Computing Environment Office and Nancy Trinh, Kim Phillips and Frankie Nichols, Boeing contractors.

Sexual harassment policy updated

Secretary of Defense William J. Perry wants everyone in the department to know sexual harassment will not be tolerated.

"It remains the policy of the Department of Defense that sexual harassment is strictly prohibited in the Armed Forces

and the civilian work force," Perry wrote in an Aug. 22 memorandum to service chiefs and agency heads. He said harassment is legally actionable even if it does not result in concrete psychological or physical harm to the victim.

Please see UPDATE, Page 22

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Twenty-three employees graduate from technical training programs

On Sept. 22, a ceremony was held to honor the recent graduates of the Naval Air Warfare Center Weapons Division Technical Manager's Certificate Program, China Lake; Technical Manager Development Program, Point Mugu; Systems Engineering Certificate Program, China Lake; and Systems Engineering Development Program, Point Mugu. Sterling Haaland, head, NAWCWPNS Engineering Group, was on hand to give the 23 graduates their certificate of accomplishment plaques.

Also on hand to honor the graduates were Paul Homer, head, Weapons Target Department; Capt. Douglas Henry, deputy, NAWCWPNS Engineering Group; Andy Ivanivsky, technical coordinator; and Dorothy Widerhold, training coordinator for the programs.

The SEC graduates included Richard Schultz, Robert Sutton, Son Nguyen, Charles Barakat, Irene Katzenstein, Joseph Bickley, Sharon Keyes, Thomas Lamb, John Martin and Michael Stokes. Jeffery Clark was the lone SEDP graduate.

The TMC graduates were Carol Meade, Barbara Peterson, Debra Zamarron, Jeffrey Roquemore, Mary Feldman, Richard Hoery, Doug Wardlaw, William Durvin, Eugene Chun, Roger Fulton, Ronald Leiser, Fred Linard and Suzanne Sturdy. There weren't any TMDP graduates in this ceremony.

Ten of 23 applicants were recently selected into the SEC Program. They are Sharon Battershell, Gregory Bell, Michael Benton, George Dixon, Jack Folk, Hyun (Mike) Kim, Dennis Linck, Marc Mitchell, Gregory Schlichting and Anne Wirtz.

The SEDP has also accepted 10 new members. They are Bart Bellmore, Kenneth Daniels, Mathew John, Mathew Lotts, Nicholas Marketta, Irene Martinez, Leslie Matsuura, Joseph Schneider, Errol Watson and Joe Willingham.



GRADUATES from the Technical Manager's Certificate (above) and Systems Engineering Certificate (below) programs receive certificates of completion from Capt. Douglas Henry, Paul Homer and Sterling Haaland.



changed two major computers. We started in May of 91, started flight testing in September and then went into a six-month hold. The six-month hold was there to get 91C out to the fleet, which had more priority.

"After the six-month hold, we picked it back up and in February of '93 we started verification and validation. The operational software programs were sent to Bosnia in February of '94 and had its first operational test. . . . After Bosnia, the Marines, in particular, asked for 10 additional changes. Our team got together and put those 10 additional things in and we sent our fleet release message in August of '94."

During the same period of time, the team was working on the 91C and 91C+ upgrades. "The 91C was truly a Navy industrial team effort," Bruckman said. "Prime contractors and vendors were the major contributors to the development, while the Navy industrial team here did the integration, testing and fleet release. This change was over a half million words in change."

To put it all into perspective, Bruckman explained that when other weapons systems make software changes, such as in the F-14 or AV-8B, the change is only about 30,000 to 40,000 words in a three-year period. Bruckman's team did a 500,000 word change in that same time period. "You can imagine the magnitude in difference in the size of that team,"

Bruckman said with a chuckle.

To put the 91C block upgrade out, the local team flew 2,300 hours in about a year and a half and worked about 6,000 hours of lab testing. "That takes a lot of people to do that," Bruckman said. "This was the largest single change in the F/18's history and it included a new invention. That new invention was developed here by the old Code 215. Multi-Source Integration (MSI) was a brand new war capability that was given to the fleet. Now, of course, the Air Force has copied us and they have that capability. But MSI was developed right here by Dr. Rod Ditzler."

The local Navy industrial team started work on 91C in 1990, with an interim release in September of 1992 and the final release in May of 1993. After the team put that series of tapes out, which changed 14 computers, the fleet requested some safety fixes and a few other changes, so the team created the 91C+. This upgrade was started in October of 1993 and finished in March of 1994.

"This was a major accomplishment because two major blocks were finished in one fiscal year," he explained. "This is a fiscal year we can say we were on schedule, on cost and on performance. So

that is what you are all here today to celebrate."

Bruckman then turned the microphone over to RAdm. Dana B. McKinney, NAWCWPNS commander, who said, "I am happy to be here to recognize the efforts you all have put in as a team. . . . Unfortunately, it doesn't look like all 400 and some odd of you are here, but for those of you who are, please relay to those folks who couldn't be here my appreciation for their work and the way you have made this a team effort. You are working the most important program for

naval aviation . . . as we narrow it down into that kind of a single strike fighter aircraft force. Keep up the good work and thank you for working as a team."

McKinney then presented the Deputy Commander's Award for Research and Development to Larry Lochhead for his contributions to the F/A-18 program effort.

"Throughout your career you have demonstrated outstanding technical leadership in process improvement and a rigorous systems engineering approach to solving complex technical problems," Capt. Doug Henry, Engineering Competency deputy, read from the citation

accompanying the award. The citation was written by Sterling Haaland, then NAWCWPNS deputy commander for R&D, who wasn't available to attend the award ceremony due to another commitment.

"As deputy, F/A-18 Project Office, you were assigned lead engineer responsibility for solving OFF 91C deficiencies and successfully brought the OFF out of deficiency status. OFF 91C for the F/A-18 C/D platform was the largest, most complex software upgrade since its fleet introduction."

Bruckman then gave a special award, a model of the F/A-18, to Milt Burford, who was, at that time, head of the Aircraft Weapons Integration Department (Fighter/Attack). "No team ever operates by itself," Bruckman said. "Every team has its boss and I'm not it. Our boss was our department head. . . . (This) special team award is for Milt for being our guidance, resource finder and our gorilla. Whenever we needed something done, we released the gorilla. If you have ever seen Milt in action, you will know what I mean."

Individual members of the Navy's team, 300 military and civilian personnel, were then called up to receive their team award. The cross section of codes being represented in the team award included what was then Codes 219, 214, 215, 211, 024, 25, 28, 29, 32, 39, 87, VX-9, Point Mugu, 2107, 2108, 2101, and 2105.

The 91C block upgrade was the largest single change in the F/18's history, and it included a new invention — MSI

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Laurel Mountain: China Lake's interconnect to the world

By Barry McDonald
Editor

Visible from almost anywhere in the Indian Wells Valley, it sits on the southern horizon like a giant Titleist waiting for a Higher Power to tee off.

The Laurel Mountain golf ball has been the subject of curiosity and speculation since it first appeared. Some wondered if it was an attempt to communicate with aliens, others had even weirder ideas, but most of the technically sophisticated locals figured it was some sort of radar site that had something to do with "the base."

They were right, but there hasn't been an operating radar on the site since 1983. Still it has a lot to do with NAWCWPNS.

Laurel Mountain rises 5,244 feet to the west of Highway 395, 11 miles south of Ridgecrest near the intersection with Searles Station Road. Its first occupant is thought to have been the late George Sutherland. In the late 1950s, he constructed a simple repeater system, which probably wouldn't receive FCC approval today, to improve television reception in the IWV. An inscription on one of Sutherland's antenna pads reads "Moonwatch, Jan. 18, 1958." Moonwatch is believed to have been a volunteer effort to optically collect orbital data from America's early earth satellites.

The IWV TV Booster Association followed up on Sutherland's efforts, improving the system and building a concrete block building to house the receiving and transmitting equipment. The late Jim Rieger, in the late 1960s, designed the booster system still in use today and housed in the same building. A heavily reinforced I-beam structure supports numerous antennas aimed north to the IWV. Receiving antennas are arrayed several yards down the southern slope of the peak.

Realizing Sutherland had done a good job in picking the highest mountain around these parts, the Navy decided to install a surveillance radar there to help with air traffic control. They acquired the tower, which is a series of five stackable 10-foot high modules with the dome on top, from Great Falls, Mont., where it had been a part of the Distant Early Warning system (DEW-line). It was erected on Laurel Mountain in 1978, and the original intent was to house an Air Force Nike acquisition

radar in the tower, but the plan was later abandoned in favor of a Navy-owned FPS-20 radar. The FPS-20 collected surveillance data for the IWV and ranges and shared it with the Federal Aviation Administration.

When, in 1983, the FAA's "gap filler" radar system was completed, China Lake stopped using the FPS-20, and has relied on the FAA system for air traffic radar data ever since. But the tower at Laurel Mountain continues to play an important role in the FAA system, serving as a funnel point for the gap fillers. Radar receiving sites, like the one just west of Inyokern Airport, are also located at Lone Pine, Trona and Panamint Valley. Air traffic data from these four gap filler sites is sent by microwave to Laurel Mountain and is then relayed to Edwards Air Force Base, where the data is incorporated into the TRACON system for the western states. The FAA's sending and receiving equipment is housed on the third floor of the tower.

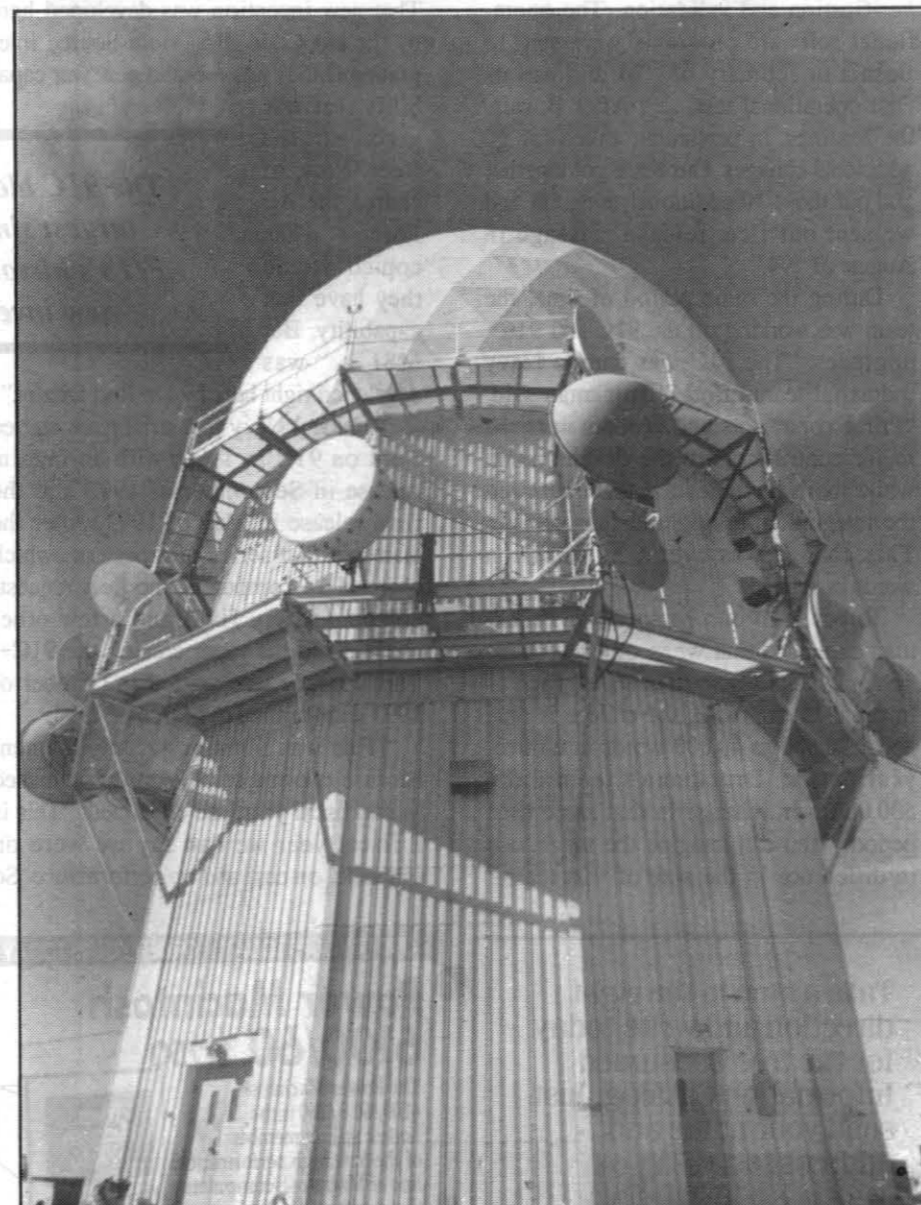
Sharing the third floor with the FAA equipment is the main remote communication site for the China Lake ranges, serving as a link for voice and data transmissions from aircraft to the Range Control Center. UHF radios on the third floor of the tower are connected to the RCC through a dedicated 90-megabit digital microwave link.

"Laurel Mountain is our interconnect to the world," said Earl Wicker, of the Land Range Communications Branch. "From there our voice and data communications are also linked through Edwards and Vandenberg (Air Force bases) to Point Mugu."

He noted that surface-to-surface range radios are also relayed through the site.

Those with a discerning eye may have noticed that the golf ball seems a little brighter lately. That's because, Wicker explained, a two-man crew from the Air Force Logistics Center at McClellan AFB in Sacramento put on a fresh coat of white paint this past summer.

A visit to the sixth story dome makes a paint job



MICROWAVE DISHES [of the RF sort] ring the Laurel Mountain tower.

The yellow-white cast from sunlight coming through the surface and the huge void give the space an inviting peacefulness.

appear a rather challenging task. The dome, which measures 45 feet across, is constructed of fiberglass triangles bolted together along reinforced edges with no internal support structure. Voices and other sounds bounce off the triangles in something more than an echo, dampened and somewhat eerie. But the yellow-white cast from sunlight coming through the surface and the huge void give the space an inviting peacefulness. Without building a large scaffolding, there is no way to reach the "peak" from the inside. And while several of the triangles around the base are hinged to make hatches, there is also a mysterious hatch near the peak. One wonders, how do they get up there? And considering that the wind blows nearly every day atop the mountain, creating a nearly continuous rumble, one wonders, who'd want to get up there?

But Wicker explained the painting process was fairly simple. "All these technicians do is paint radar domes," he said. "They used bosuns chairs attached to a swivel at



GOLF BALL punctuates the southern horizon.

ABC's of buying fire extinguishers

By Inspector Lana Aguilera
NAWS China Lake Fire Division

If, despite your best efforts at prevention, fire does strike in your home, car or boat, you may be able to put it out yourself with an approved and listed fire extinguisher. The extinguisher is a fire-wise tool no homeowner should be without.

Most home extinguishers sold today use a dry chemical powder driven by pressurized gas. These units are relatively inexpensive. Also available are approved and listed CO2 or Halon fire extinguishers.

Whatever type you buy, choose an extinguisher that bears an A, B and C label. This means the extinguisher is rated for type A fires (wood, paper, fabric, etc.); type B fires (flammable liquids like gasoline or cooking grease); and type C fires (electrical). An A-B-C extinguisher will thus be effective against all the common types of household fire.

Five-pound extinguishers are just right for today's smaller cars. Ten-pounders are large enough for most jobs around the house, yet are easily handled by children or the elderly. Finally, it's a good idea to have a big fifteen or twenty-pound unit in the garage or workroom.

Have your extinguisher inspected and recharged as recommended by the manufacturer. Remember that all fire extinguishers must be inspected and recharged after each use, even if you only use a fraction of the power load.

Finally, don't hide your extinguisher in the closet. Locate extinguishers near doorways, and make sure every member of the family understands their use.

One final note: don't try to be a hero with your extinguisher. If you discover a large fire (say, one that's larger than your body), don't take chances trying to fight it yourself. Get your family and yourself out of the house, stay out, and call the fire department.

TRENHOLM from Page 17

Parachute packing procedures, training information, and operation procedures, such as NATOPS, are often changed as a direct result of mishap investigations. Sometimes investigations bring to light equipment malfunctions, or insufficient training or operation procedures. "Unfortunately, in most cases, something bad has to happen before we even know there's a problem. Someone may have to lose a life in order to save another. It's the high price we pay," says Trenholm. "This job is frustrating because I deal with death and destruction on a daily basis. I meet pilots and they tell me jokingly that they hope they never meet me again. They think I'm some sort of grim reaper. I hope that one day the work I do will be responsible for saving an aviator's life, the problem is I'll never know. On the other hand, maybe it already has."

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Monday-Friday, Oct. 24 - 28
5:30 p.m.: Navy News
5:55 p.m.: CFC Campaign
6:00 p.m.: 1994 Presidential Quality Award
6:08 p.m.: Safety Journal
6:38 p.m.: Power of Caring (1993 CFC video)

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6:46 p.m.: Diamond: A Chemical Gem and Train Like You Fight
Monday-Friday, Oct. 31 - Nov. 4
5:30 p.m.: Navy News
5:55 p.m.: From the Sea
6:18 p.m.: Historical: The Navy RDT&E Community
7:30 p.m.: Powder Metallurgy

'Mail for Military' boosts morale

This year's "Mail for Our Military" program is now underway! Mail from participants in every part of the U.S. will be combined and then separated into more than 1,000 packages of varying size and sent to units, bases and support agencies (USOs, Armed Services YMCAs, hospitals, etc.) all across the U.S. and around the world.

"Thank you for...the Christmas cards your organization sent to us...This was an important boost to morale!" wrote a Navy chaplain. And from the first sergeant of an Air Force hospital, "The program you have established is very important and useful to boosting the morale of our...personnel...I would like

to express my personal thanks...Please continue in your efforts and your support."

"Mail for Our Military," is a project for individuals, families, schools, churches, and all types of groups. For information on how to help boost morale and raise spirits at more than 1,000 places all across the U.S. and around the world, interested readers should send a first-class postage stamp for return postage (a stamped, self-addressed envelope cannot be used—just the stamp), along with their name and address, to Mail for Our Military, P.O. Box 415, Fort Campbell, KY 42223-0415.

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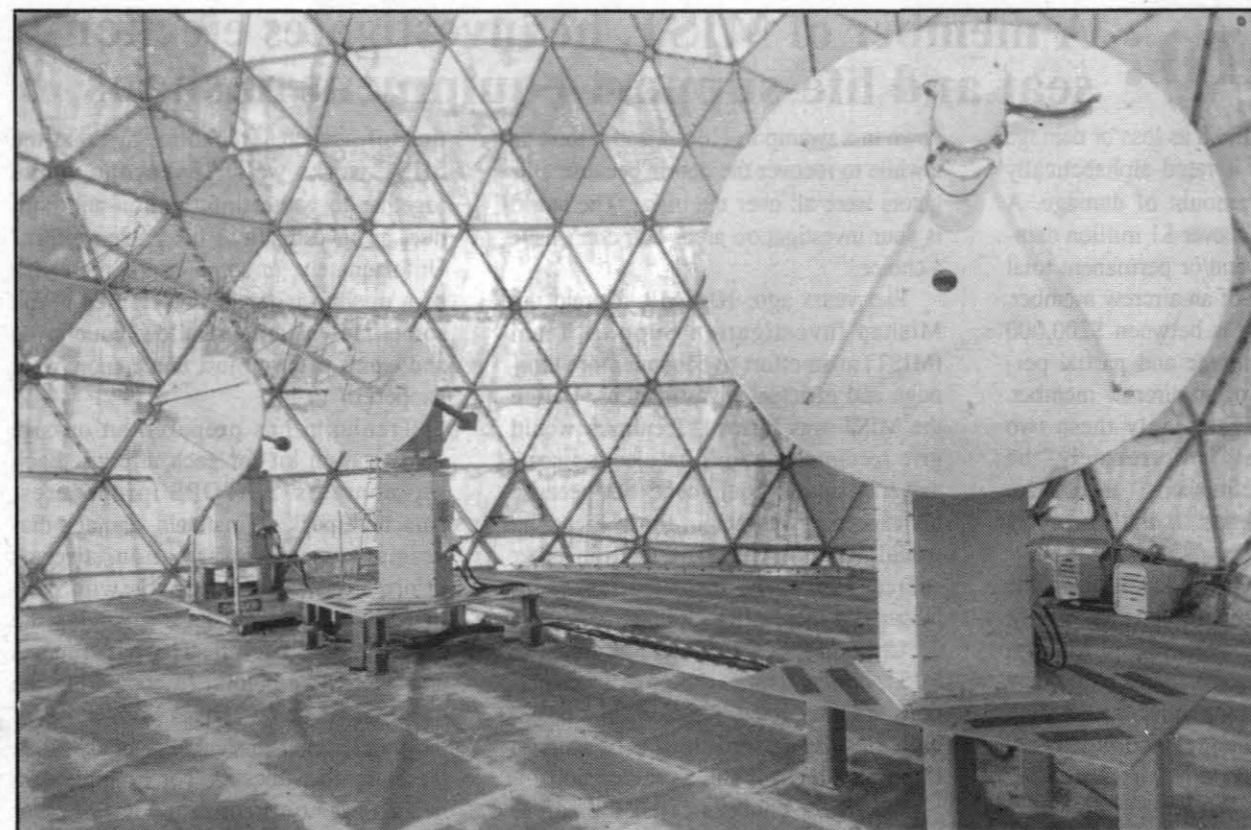
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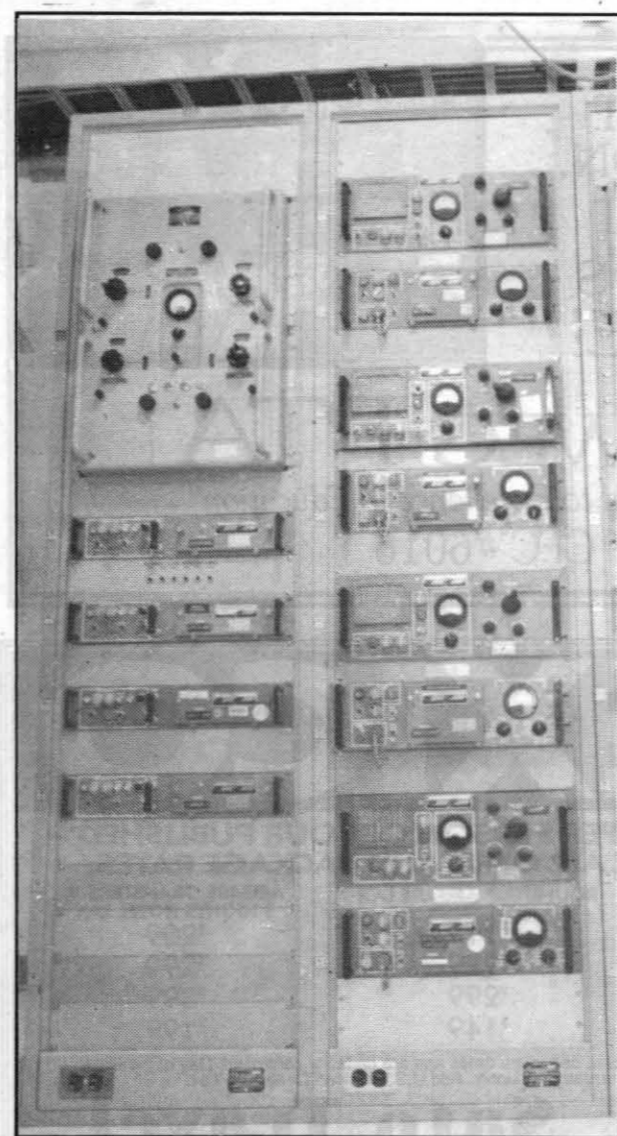
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TELEMETRY antennas gather VHF (center) and UHF data on hundreds of functions within a weapon or aircraft during a flight test. The data is processed on the fourth floor and then sent to T-Pad and on to the RCC.

the very top-center of the dome. On a couple of nearly windless days they went out and painted the dome using buckets and paint rollers."

Another recent accomplishment by tenants of the dome itself is what prompted the visit to the dome. The Telemetry Receiving Center, aka T-Pad, maintains three antennas inside the dome, the third being installed just this past summer.



UHF air-to-ground radios, installed on the third floor, link pilots through a digital microwave connection to the Range Control Center.

11 years, the T-Pad group was allowed to move into the tower.

"The FPS-20 radar was disassembled and removed and three telemetry antenna pedestals were installed in the dome," said Harold Duffy, an electronics engineer in the Land Range Telemetry Systems Branch. "The dome provided shelter from wind loading, which at times was strong enough to prevent us from receiving signals from test items. The move also provided us space on the fourth floor for an increasing amount of data processing equipment, and it shortened and simplified the data path to the third floor data communication links."

"Moving from that little storage container was like moving from the slums to an elite neighborhood," said Louis Orozco, an electronics technician, also of the Telemetry Systems Branch.

Installation of the second UHF dish in the dome, in August, completed the telemetry system at Laurel Mountain, giving them needed redundancy with the first UHF antenna.

During a test, telemetry data collected at Laurel Mountain is sent to T-Pad, where it is recorded and relayed to RCC. From there it can be routed back to Laurel through the third floor communication center and then out to other western ranges, if needed.

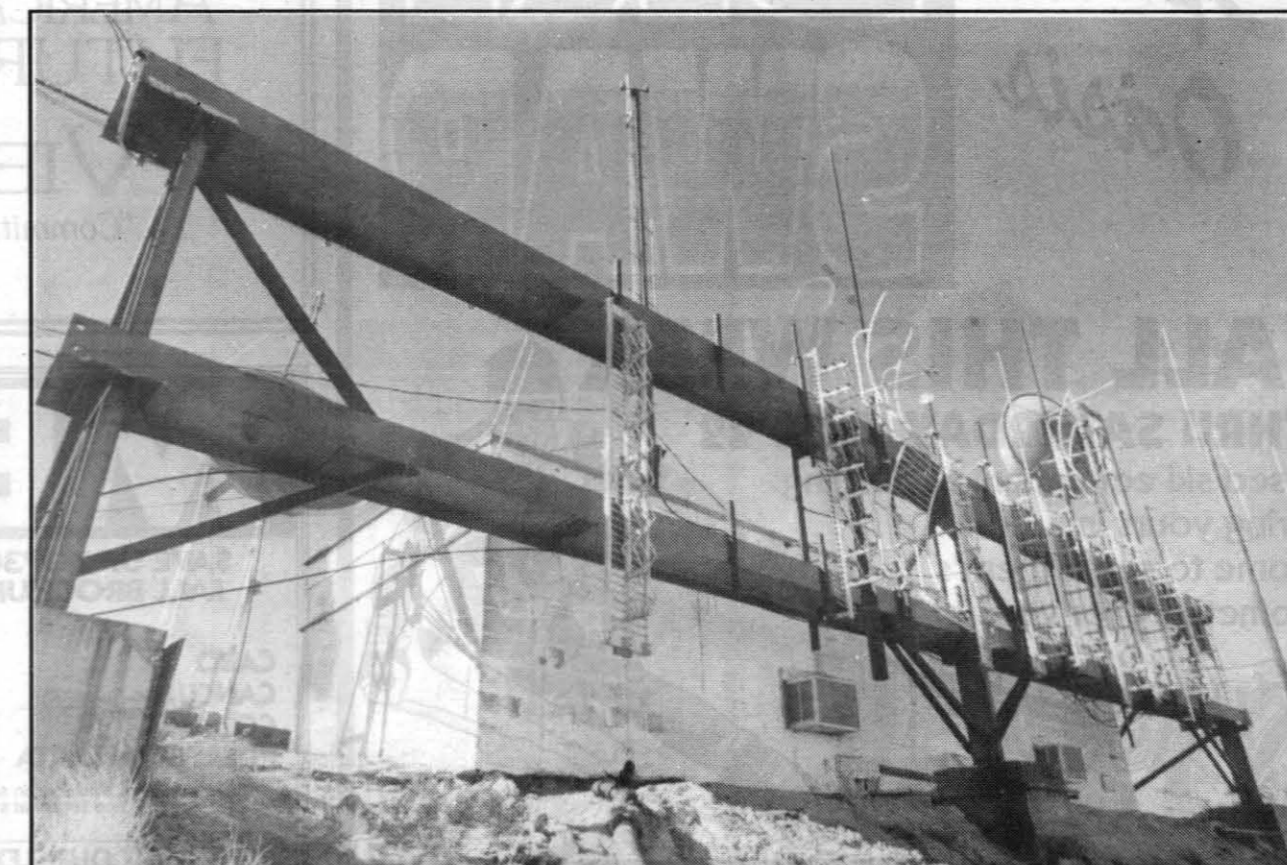
The cargo container formerly used by T-Pad is now being used by the Range Radar Branch for boresight calibration of radars used on the North Ranges.

There is also a weather station on the mountain top, which is part of a weather data collection system used by range meteorologist Lloyd Corbett. It provides data for use in an historical weather database and for real time aircraft operations. Wind and solar data is used for alternate energy studies and forecaster use the data for wind shear calculations for aircraft landing and take-off.

Wicker noted that there are also two Global Positioning System (GPS) receiving systems at Laurel Mountain—one for the North Range and one for the Electronic Combat Range.

"So you can see that, from an RF point of view, Laurel Mountain is rather congested," he said. "But you can also see what an important role it plays in the mission of NAWCWPNs."

Photos by Terry Pascarella, TID



TV BOOSTER equipment receives signals from the south side of the peak and re-transmits them north to the Indian Wells Valley from this array of antennas. Early booster efforts established the value of the mountain top site.

Bruce Trenholm: A member of MIST, he investigates ejection-seat and life-support-equipment mishaps

By Dee Rorex
Technical Information Department

At 3:00 a.m. on Sunday the phone rings, waking him out of a deep sleep. The strained voice on the other end says, "We've got another one Bruce." "Where?" comes the sleepy reply. "In Malaysia, just north of the Johor Burhu border," says the commander from the Naval Safety Center in Norfolk, Virginia. "A Harrier went down a couple of hours ago during a special training mission. It's in mountainous terrain in thick jungle and we have two fatalities." "Yes sir," Bruce says. "I'll get the first flight out this morning and call you en route. Have somebody pick me up at the Johor Burhu airport." He hangs up the phone, dresses quickly and finishes packing his already semipacked suitcase. He doesn't know how long he's going to be gone. He kisses his wife goodbye and rushes to his office to pick up his on-site investigation kit. There's a long journey ahead.

Bruce Trenholm has been the U.S. Navy's parachute mishap investigator for over 15 years. During that time, he has investigated more than 300 Navy aircraft mishaps. "I can be gone 20 times a year or 10 times a year on investigations. It varies. This has been a slow year."

A mishap is defined as loss or damage to an aircraft and is rated alphabetically according to the amount of damage. A Class A mishap has over \$1 million damage to an aircraft and/or permanent total disability or death of an aircrew member. A Class B mishap is between \$200,000 and \$1 million damage and partial permanent disability of an aircrew member. Trenholm investigates only these two types of mishaps. "Unfortunately," he says, "most of the mishaps I investigate are Class A mishaps. It isn't a pretty sight."

Trenholm's job takes him all over the world. He's been to Greece, Spain, Italy, Malaysia, Japan, Singapore and Mexico. A thorough investigation takes long hours of hard work in strange places and often under extremely adverse conditions. "When on-site," Trenholm explained, "you're not often working under ideal conditions. I've worked on top of glaciers where it's 30° below and you have to be careful where you walk because of snow-covered crevices; in thick jungles and marshes when it's 100° with 90% humidity, where bugs are a constant nuisance and you have to wear snake guards to keep from being bitten; and in the hottest, windiest deserts in the world, where the sand blows so hard you can't see two feet in front of you. One time a plane went

down in a swamp in Florida and it took us a while to recover the debris because alligators were all over the place. The world is your investigation area. You don't have a choice."

Two years ago, NAVAIR formed the Mishap Investigation Support Team (MIST) in an effort to conduct more thorough and efficient investigations. Before the MIST was formed, Trenholm would give recommendations on ejection seats and life-support equipment; but because his expertise was not in those areas, he would have to find answers from other sources. Thus, the investigations were longer and more difficult than they needed to be. Since NAVAIR formed the MIST, however, more thorough investigations are conducted, lessening the possibility of missing something. The work is easier now, but it is still a grueling job.

The MIST consists of all the egress experts for each type of aircraft. Each person has a specialty on a particular part of the aircraft; e.g., ejection seats, cartridge-activated devices, parachutes and life-support equipment. After all the equipment is examined by the experts, the team coordinator gathers the information, compiles a formal report and briefs the Aircraft Mishap Board (AMB) — a group of aviators and a flight surgeon — on the findings, making recommenda-

tions if needed. Trenholm says that the MIST works well. "Everyone works together to gather information and conduct an investigation. It's a team effort." Unfortunately, in some cases, the cause of a mishap is never determined. "You sometimes have to swallow your pride and admit that you just don't know what happened."

Trenholm has prepared an on-site investigation kit for each aircraft. Each kit contains NATOPS procedures, parachute packing manuals, damage diagrams, survival information, aircraft information and past reports with photographs of other mishaps involving the same type of aircraft. The past reports and photos are helpful in comparing the damages of past mishaps with those of the more recent mishap, especially when there are no witnesses. For example, if a mishap has no witnesses, photos of other mishaps where there were witnesses may be helpful in determining exactly what happened, especially if the damage in both photos appears to be the same. Photos are also helpful in showing the AMB what may have occurred. He also takes with him to the site a 35mm camera, video camera, tape recorder for interviewing witnesses, lap-top computer containing all data from other mishaps and a microscope. "The on-site investigation kit

TRENHOLM from Page 13

you have to laugh or you'll go crazy." A sense of humor is a method of self preservation. During the Vietnam War, he was a Marine Corps forward observer assigned to various infantry units. "I've been exposed to more injury and death than the average person, but you never really get used to it," he says. He deals with each mishap the best he can and tries not to get personally involved. "A good investigator has to be objective, open minded and focused."

Sometimes it takes a lot of effort to maintain an emotional distance. One incident he recalls somberly was an accident in which the pilot was seriously burned. He was given less than a 50% chance of survival. Trenholm had to interview the pilot in the hospital because he was the only witness. The pilot was in a lot of pain and could hardly talk. "As I was leaving, his wife started screaming at me that her husband was dying and it was the Navy's fault, and why did I have to bother a dying man with my stupid questions. She was pretty hysterical and rightly so. It was a bad scene and I felt really bad. I explained to her that I was an investigator and I had to get some answers from her husband. That I was there to save lives not destroy them."

Trenholm has found that a lot of fatalities are the result of a half second to a second delay in ejection. "That's where it really gets frustrating," he noted. "A half

a second isn't very long, but it is a long time when it's a matter of life and death. And it's the aviator's mentality, the 'I can save it' attitude that often kills him. Fighter and attack pilots tend to be more aggressive than other pilots. Combine this with their extreme confidence and they will often find themselves in very sticky situations. You have to have that kind of mentality, though, to be a good fighter/attack pilot."

"Being a naval aviator is a very high-risk job and the pilots know it. It's not like I'm going out to investigate an auto accident with mom and grandma and three kids in the backseat. I'm dealing with a professional aviator who knows what the risks are. The one thing an investigator doesn't want to do is get emotionally involved because it may distract him from going down an avenue that he needs to, or it might put him in an



TID Photos
INSPECTING parachutes is part of Trenholm's job.

avenue that's longer than it should be. Although I have investigated mishaps involving pilots that I have met, I don't know if I could investigate a mishap where a friend of mine was killed," Trenholm says with a frown. "It would be extremely difficult."

"One thing people don't realize is that mishap investigation work takes a very tolerant family," Trenholm says. He needs a lot of support from them because very often he has to leave at a moment's notice and may be gone

for a few weeks. His wife, Anita, is especially understanding and very supportive. "I've been gone on five wedding anniversaries, my birthday, the kids' birthdays and holidays. It takes a real understanding family to put up with that. You can't make plans because all plans are subject to change at my house." For their 10th

wedding anniversary, he and his wife had rented a condo in Lake Tahoe for a week. "We were all ready to go in a couple of days and the next day I was in the Philippines in the jungle. I was there for two weeks so I lost the condo and my deposit." Another time, he got home on Christmas morning just in time to see the kids open their presents. "That was spooky because I didn't think I was going to make it home for Christmas." But his wife understands he says. "Women like her are pretty rare, you've got to have support on the domestic side to make it work."

In addition to the support he gets from his family, Trenholm also receives a great deal of support from people at China Lake. "I'm not a one-man show. I go out and see it with my eyes, but it's the support I get from the Parachute Fleet Support Branch and the Navy test parachutists that makes my job easier." The travel people are also a really big help when he needs to leave at a moment's notice. "I have been able to get a call from the Naval Safety Center and be gone with ticket, advance and travel orders signed within an hour. You need all the support from the entire circle. If there's a break or a weak link, it doesn't work."

Although Trenholm's job appears on the surface to be a thankless one, his reward comes from knowing that his job is important to the lives of aviators. Please see TRENHOLM, Page 19

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HOFFMANN from Page 1

the Second Fleet. CEC involves linking the radars of ships at sea so that one might use another's radar for firing weapons.

He said little of what he did had direct relation to China Lake, but he got an overview of the broad picture. He spent some of his time writing mission need statements and operational requirements that were then sent to the Pentagon to be processed into the acquisition cycle.



Dr. Ron Hoffmann

During his tour he spent roughly 18 to 20 weeks at sea with about four deployments a year. Two of them were above the arctic circle, and, he said, he got to see a lot of Europe, including England, Norway, Belgium, Holland, Germany and Ireland. He also visited Saint Thomas and Halifax, Nova Scotia. One memorable experience came in the fjords of Norway while they were on a NATO exercise in the North Sea. Fitted with a safety harness, he climbed and helped mount equipment to some of the ship's towers. "It was a very beautiful view," he said. "There were 2,000-foot cliffs all around us."

Another highlight was being aboard a C-2 twin-prop transport when it was catapult launched from the deck of the USS John F. Kennedy, where he had been invited to observe carrier operations by RAdm. Jim Lair and Capt. Tim Board.

And while it may not go down as a highlight, the two weeks he spent aboard ship in 25-foot seas will not soon be forgotten. "The state room would rise and drop 20 feet above and below normal sea level — those were 40-foot swings," he said. "You get a true sense and understanding of the power of water and the sea."

When he signed on he was asked if he'd have any qualms about going into a combat area if the ship he was aboard was called to action. "My answer was an emphatic 'no,'" he stressed. "The Second Fleet was called up for Haiti after I returned to China Lake. I'd love to be there now just to see how things work in this type of a situation."

He said he was aboard Mount Whitney long enough to be assigned a couple of aliases — Merlin the Magician and Dr. Doctor. "You know you've been accepted when they give you a

nickname," he said with a satisfied smile. "That made the experience just that much more enjoyable."

And, if he was pleased with his tour with the Second Fleet, VAdm. Flanagan was equally as pleased with Hoffmann's performance. The admiral awarded the scientist the Navy Meritorious Civilian Service Award for his services. "Dr. Hoffmann's constant liaison between the staff and the research, development, test and evaluation community has opened both the United States Navy and scientific world communications channels," the

admiral wrote in the citation. "Representing the commander, Second Fleet in numerous projects, he effectively reviewed each project from the scientific viewpoint and obtained answers regarding safety issues from

experts in the technical world. Dr. Hoffmann worked closely with other Second Fleet staff personnel in the development of a Joint Adaptive Force concept, which was to be used in defining the future Joint Adaptive Force."

When the ceremony was held to present the award to Hoffmann, Flanagan read the citation himself. "That was very humbling," Hoffmann said. "Admiral Flanagan is triple hatted and also serves in positions as commander, Joint Task Force 120, and NATO commander, Striking Fleet Atlantic. He just received his fourth star in July and has now assumed the position of commander in chief, Atlantic Fleet. He is a tremendous people person, technically as sharp as they come and just a fantastic person."

Hoffmann received a bachelor of science degree in chemistry and math from Western Kentucky University in Bowling Green and his doctorate in physical chemistry from Memphis State University. He has been employed at China Lake for nearly 10 years and is currently sharing his NSAP experiences in briefings with various groups in the Weapons Division.

'You get a true sense and understanding of the power of water and the sea.'

—Dr. Ron Hoffmann

is my lifeline. I couldn't do my job without it."

Before he arrives on-site, Trenholm collects all the information on the mishap that he can: type of aircraft, airspeed, and altitude; the pilot's weight; type of injuries sustained; what was the basic cause of fatality; etc. He gathers as much information as possible because once on site, he's on his own. Before he gets to the site, he knows who his points of contact are and where they are going to be: hangar, hotel or the site. "During an on-site investigation, you have to be resourceful," says Trenholm. He often has to call people at China Lake to ask questions or have something sent out to the site. He may need a test tape of a 300-knot sled ejection to show the AMB what an ejection looks like. "The people back here at China Lake support me when I'm on the road, and they do a superb job."

The on-site investigation is only preliminary. Trenholm does as much as he can on-site, writes a report, then brings the equipment and information that he's gathered back to China Lake and performs the entire investigation again. He says it is much easier to do it here at China Lake because he has all the facilities he needs at his disposal: Michelson Laboratory and the Failure Analysis Laboratory, complete with chemists, microscopes, infrared equipment and other specialized resources; and the Technical Information Department, where he has all his illustrations and video work done. Witnesses play an important part in

determining what actually happened during and after a mishap. "Sometimes when you'd think there would be a lot of witnesses, there are none; and at other times, when you'd think there wouldn't be a single witness because of the seclusion of the site, you'll come across some hermit who pops up and says he saw the accident," says Trenholm. "Out in the middle of nowhere, there will be a witness, and in populated areas, there will be none. You have to take witnesses with a grain of salt. People sometimes confuse what they see and what they think they should see or what they heard from other sources. Actually, the best witnesses are kids. They are very truthful. That's why they are so valuable in an investigation; they tell it like they see it."

"The closer you get to the mishap," explains Trenholm, "the more security guards there are to keep the press and public out. This is usually not a problem on a military base, but when a plane goes down in a public place, people sometimes take things that could be crucial in an investigation. They can make or break an investigation. It could be that missing link we need." Sometimes a reward is given for missing evidence. "One time in the Philippines, an aircraft went down and we couldn't find it. No one would tell us where it went down, so we offered a reward. That same day, someone came forward and told us where it was."

Trenholm says that a sense of humor is helpful in his line of work. "Sometimes

Please see TRENHOLM, Page 17



BRUCE TRENHOLM investigates an accident site.

ACTION

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FROM THE TOP *from Page 2*

efficiency is increased exponentially.

This movement toward tightly integrated teams and vertical work flows really does require an entire culture change. This change will be gradual but steady as our success stories begin to multiply across programs. For that to happen, we first must clearly define and manage our business and technical processes. Only then can our teams be prepared to work within, and continually improve upon our critical processes.

These self-managed teams will be empowered to make decisions — without unnecessary layers of oversight. When IPTs are fully implemented, we will no longer hand information back to functional matrix organizations for further revisions. No longer will the field be delivering products to headquarters. Through competency alignment, our products will be developed in the team, by the team, for our customers.

We need good people to make this transition work. Aligning people by competency will enable us to locate our talented and experienced personnel much more quickly and systematically than ever before. We now have the means to be better able to satisfy any demand without going outside the organization to search for talent, because we will learn exactly where our talent resides internally. Having a solid understanding of the cost of doing business, and of the resources and capabilities available, is the most powerful tool any organization can have — and we now have to refine that tool.

Equally as important, our realignment to CAO will help us retain and regenerate our critical mass of vital skills as we go through a period of downsizing. This understanding will enable us to better cope with the loss of talented people we will inevitably experience as a result of normal attrition, closings, relocations and program disruptions.

We have made significant progress already, but we have a long road ahead before our transformation is complete. I want each of you to recognize that although there may be some uncertainties and difficulties initially, our transition will ultimately bring tremendous opportunities for our people. Training and professional development will be critical to success and strongly emphasized; and the work itself will be exciting and challenging. And as people begin to identify more closely with products, they will be able to see tangible evidence of their contributions as team members.

There is a host of information available which offers greater detail about competencies, program teams and other transition-related items. I encourage you to read these publications, such as, IPT Manual, TEAM Transition Plan, organizational transition plans, program operating guides and competency transition plans.

Communication, teamwork and trust are the keys to making this transition work. We must stay informed to be able to communicate effectively and productively as a team — both within the TEAM and with our customers.

We're as excited about lower rates on service area long distance calls as you are

At Contel, we enjoy living right here in the communities we serve. Frankly, we see it as a distinct advantage. It means the service you receive is the same service we receive. So anytime there's talk of a rate change, we're all affected by it.

On January 1, 1995, in response to increasing competition, telephone companies throughout California will likely increase

their rates for basic service. Rate increases are something we like to avoid. In fact, Contel hasn't had to raise basic service rates since 1984.

So here's how we're keeping quality phone service affordable:

When basic service rates go up, we'll cut the rates for service area long distance calls! Service area long distance calls are those calls made to locations more than 12 miles from your home or business*. Plus, we will offer residential and business discounts for additional service area call savings.

The bottom line is this:

On average, phone bills may remain just about the same. In some cases, they may slightly rise; in other cases, they may slightly drop. We believe this is the best way to continue providing a level of quality that is unsurpassed while keeping your service as affordable as it can be.

You'll soon receive additional information on the January 1 rate change. Si necesita información en Español, llame 1 (800) 827-2112. Escoja la opción seis.

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*Service area long distance calls in ZIPM areas are those made to locations more than 16 miles away but within reach of the state's eleven service areas.



.... After all, we live here too

CFC**Donations don't meet yearly needs**

Last year, local federations and agencies received just one third of the money they needed, noted a Combined Federal Campaign coordinator. "The (local) community has a lot more needs than are being met," she said.

Reasons for the multiple needs vary from the Kern County unemployment rate of 13.8 percent (October 1993) to groups needing higher technology (computers) to operate or to help their clients compete in today's market place.

Because the needs are so great, and so many of them are not being met, CFC coordinators are hoping that China Lakers will take the time to count their blessings and give a helping hand to those who are in need.

With the recent reorganization, some codes may have missed being assigned a key worker, who's job is to contact every member of the code, distribute the CFC brochures and pledge cards and to arrange viewing of the 1994 CFC video tape. Therefore, any individual who hasn't been contacted by a key worker, given a brochure or who hasn't been given an opportunity to view this year's CFC tape, can call Nina Lane, this year's CFC chairperson, at 939-9555.

Power strips present potential fire hazard

According to a recent Navy Safety Center message, power strips manufactured by Computer Accessories with model numbers CAS-10, SA-10A and S10A present a potential fire hazard. The safety center advises that these models should be removed from service as soon as possible and replaced.

At Point Mugu, the power strips in question should be turned into Servmart, Screening and ID or the OSH Department. New power strips may be obtained from Servmart.

At China Lake, please contact Chuck Tracy at 939-0728 for information on how to turn in the old strips and obtain a replacement.

Other questions should be directed to Martin Himmelstein at 805-989-7867.

Fire Division has emergency stickers

Emergency 911 telephone stickers are available at the Naval Air Weapons Station China Lake Fire Division Office. Every telephone on station should have this sticker visibly displayed.

To obtain these stickers, contact the Fire Division Office at 939-2146.

Please order only the amount needed for the telephones in your office or building.

TECHNOLOGY UPDATES

ELECTRONIC WARFARE: ESM/ELINT (3 hrs.)

30 November; Wednesday, 0830-1130; Building 5-1, Lounge. By: Evolving Technology Institute (Stan Hall)

The "ESM/ELINT" seminar will provide an overview of the principles of electronic support measures (ESM) and electronic intelligence (ELINT) systems for the interception and analysis of radar signals for the purpose of determining both the tactical and strategic intention of hostile actions. The seminar covers ESM/ELINT signal detection and analysis, including the probability of intercept, direction finding, and passive target location, together with a description of the receiver characteristics that are required to give proper operation. Examples of trade studies showing the selection of the receiver type for selected operational needs will be provided. A brief review of the practical limits of parameter estimation and the effect on the ESM/ELINT system's ability to provide type classification and identification and passive location as the key to threat intention will conclude the session.

THREAT SIMULATION MODELING (2 hrs.)

30 November; Wednesday, 1300-1500; Building 5-1, Lounge. By: Evolving Technology Institute (Stan Hall)

The "Threat Simulation Modeling" seminar provides an overview to the methodology by which the performance requirements of electronic warfare systems can be obtained. Topics reviewed in this session will be examples of approaches to estimate the pulse and emitter density from the definition of threat deployments. Approaches by which scenario analysis is accomplished, ranging from large-scale Monte Carlo techniques to computerized "back-of-the-envelope" approaches that can be accomplished by spreadsheet analysis with desktop computers, are also included.

TEST & EVALUATION OF DEFENSE SYSTEMS (3 hrs.)

14 December; Wednesday, 0830-1130; Building 5-1, Lounge. By: Evolving Technology Institute (Tom Weber)

The "Test & Evaluation (T&E) of Defense Systems" seminar develops an understanding of the role of T&E in the acquisition process, the changes that have occurred, and are occurring, to this process, and the impact that these changes will have on the manager, scientist, and engineer charged with the implementation of T&E programs. The historical DOD acquisition process and its recent "streamlining" (DOD-5000 series) have created a new dynamic of T&E and its impact upon Navy systems acquisition. This seminar will address the relationship of T&E in the acquisition process within the current DOD environment. Personnel attending this seminar will gain an insight into existing DOD policy, its impact upon test and evaluation, and the likelihood of future changes. Examples will be used to illustrate the ongoing acquisition of T&E targets.

CIVILIAN PERSONNEL DIVISION NEWS

MERIT PROMOTIONS

ALL NAWCWPNS SITES

No. 827100D-004-NR4, (1) Materials Handler Leader, WL-6907-7, Weapons Department, Magazine Operations Division, 827100D (C851), Naval Air Weapons Station, China Lake—Area of Consideration: NAWCWPNS. Opening Date: 10-20-94. Closing Date: 11-03-94. Permanent Change of Duty Station Authorized: No. Selecting Official: Chuck Warner, (619) 939-6428. HRD Contact: Evelyn McMurdo, (619) 939-2925. Summary of Duties: The incumbent is responsible for providing coordination, scheduling, and planning support to Quality Assurance Specialists and Materials Handlers for all ammunition and explosives received, shipped, stored, transported and issued within the Naval Air Weapons Station China Lake. The incumbent is responsible for the selection of adequate and suitable storage space for ammunition, explosives and components, planning magazine layouts to assure orderly and safe storage, determining the required special or unique handling equipment and providing accountability and security measures on magazines under his responsibility. Based on a thorough knowledge of explosive handling, storage, and transportation techniques, the incumbent advises and

instructs employees on unusual or specific technical problems pertaining to operations. The incumbent is responsible for enforcing safety rules and regulations governing magazine operations; enforcement of security rules and regulations governing the magazine area; and disseminating information both up and down the chain of command. The information referred to is relative to the field of ordnance and specifically to receiving, inspection, stowage, and handling. Quality-Ranking Factors: Ability to do work of the position without more than normal supervision; skill in use of material-handling equipment and techniques; ability to interpret instructions, documents, etc. (including DOD regulations governing the shipping and storage of ordnance and explosives); knowledge of ordnance and explosives; dexterity and safety (including skill in detecting potential ordnance hazards.) Must be able to obtain and maintain a Secret clearance and be able to acquire a class A commercial drivers license with a hazardous material endorsement. No promotion potential. Supplemental required.

No. 731000D-002-NR4, Staffing/Equal Employment Opportunity Specialist, DA-201-2, Equal Opportunity & Employment Division, Human Resources Department, 731000D (C623)—Area of Consideration: NAWCWPNS. Opening Date: 10-20-94.

Closing Date: 11-03-94. Permanent Change of Duty Station Authorized: No. Selecting Official: Ann Kurotori, (619) 939-2738. HRD Contact: Evelyn McMurdo, (619) 939-2925. The full performance level of this position is DA-3. Summary of Duties: Incumbent is program manager, Department of Defense Priority Placement Program, for China Lake, Point Mugu, and White Sands sites. Duties include conducting audits and reviews of program operations; documenting local practices to maintain consistency and accuracy; working with DOD Zone and Regional Coordinators to resolve program issues; delivering briefings on changes and updates to the program; using other related referral programs such as the Military Spouse Program, Automated Stopper and Referral System (ASARS), Retained Grade Program, Overseas Employment Program, and Expanded VSIP. Incumbent is responsible for planning, scheduling, and delivering any mandatory training or provide any status reports required by Command or by the DON Prevention of Sexual Harassment Program. Incumbent is assigned program management duties of the Cooperative Education Program. Quality-Ranking Factors: Knowledge of DOD Priority Placement Program; knowledge of the goals and objectives of the affirmative employment policy; ability to research and interpret rules, policies, and procedures. Note 1 applies.



HUMAN RESOURCES DEPARTMENT INFORMATION

The Human Resources Department (HRD) Information section is intended to provide timely HRD information to NAWCWPNS personnel. Any questions or issues pertaining to this section may be addressed to Ron Rogers, 733000E (P622), (805) 989-3997 (DSN 351-3997), FAX 989-4388 (DSN 351-4388).

LEAVE DONORS NEEDED

The employees listed below have been approved as leave recipients under the Leave Transfer Program. These employees have exhausted annual and sick leave because of personal or medical emergencies and anticipate being in a leave-without-pay status for at least 44 hours. Employees who wish to help a leave recipient may donate annual leave to the employee by submitting a completed OP Form 630-A (Request to Donate Annual Leave to Leave Recipient). This form is available at Administration Offices at Point Mugu and Shop Store (Tel-Mart) at China Lake. Forms for Point Mugu may be mailed to 731000E (P621); forms for China Lake may be mailed to 731000D (C621). For additional information, call Estela Padilla at (805) 989-3222 or Pat Miller at (619) 939-2018.

CHINA LAKE

Richard Smith, C02B04 (47D000D) Richard is recovering from a total hip replacement.

Kathleen Luecken, C3931 Kathleen is recuperating from surgery and will be out for several weeks.

Jo Ella Kivett, C2614 Jo Ella is on maternity leave.

Lupe Vizcarra, C219 Lupe is undergoing required major knee replacement surgery.

Sirell Hurlocker, C28J Sirell is on maternity leave.

Deborah L. Birch, C3923 Debbi is having arthroscopic surgery on her knee and will be at home recovering. She is indebted for leave as a result of continuing cancer treatment.

William Muhlhause, C2633 William had a total hip replacement.

Terri Drury, P382 Terri had emergency surgery to correct a perforated stomach due to ulcers.

Myrian Connors, P653 Myrian had surgery performed for diagnostic laparoscope

Paul Sailer, P3924 Paul was struck by a vehicle while riding his bicycle and suffered a broken neck and back.

John Roy, P7392 John is under doctors care for cardiac evaluation for 30 days due to job stress.

Maryann Hiser, C0239 Maryann is in Loma Linda Medical Center as a result of complications from an infected gall bladder and is awaiting surgery. She is expected to be on leave for at least 4 weeks following surgery.

Deby Geiger, C852 Deby is undergoing necessary surgery and her recovery time is estimated to be 5 weeks.

Debra Campbell, C6142 Debra has had back surgery for a herniated disc.

Erin Strand, C6414 Erin is under a physician's care due to complications of early pregnancy.

Mary Hire, C02461 Mary is recuperating from major surgery.

Peggy Van Skike, C612 Peggy is under a doctor's care for a medical emergency.

Jennie Miller, P37121 Jennie is undergoing chemotherapy for bone cancer.

Mary Lea Calek, P3855 Mary Lea is recovering from a heart problem.

Sybil Jones, P705 Sybil will be on maternity leave

Betty Delk, P3925 Betty will be on maternity leave.

Ariliss Marlice, P3855 Ariliss is recuperating from major surgery

Toby Van Skike, C21451 Toby is under a doctor's care for a medical emergency.

Lois Berry-Light, C2876 Lois had arthroscopic surgery of the left knee as a result of undefined infection of the knee joint.

Lucinda Lundin, C626 Lucinda will be undergoing surgery and will be out for several weeks.

Gary Newton, C8342 Gary will be undergoing an unexpected triple bypass open heart surgery and will be convalescing for 2 to 3 months.

Judith Newton, C6132 Judith has exhausted her leave taking care of her husband, who had heart surgery.

Janice Henderson, C6335 Janice is undergoing treatment for premature coronary artery disease and is the sole source of income for her family.

Larry Blair, P261 Larry is undergoing abdominal surgery.

Beatriz Garcia, P77 Beatriz is experiencing complications from her pregnancy and is presently under a physician's care.

Ethel Wilson, P7325 Ethel will be undergoing a second surgery in 5 months and will be on leave for 2-1/2 months.

John Duhon, P7363 John suffered a massive heart attack and has had complications from surgery.

Denise Evans, C6111 Denise suffered a stroke and will be unable to return to work for an extended period of time. She is a single mother and this is her only source of income.

Frank White, C3312 Frank is recovering from pneumonia and valley fever.

Tracey Manning-Stanphill, C834 Tracey has cancer and is undergoing radiation and chemotherapy treatments.

Jean Rongish, C2612 Jean Rongish has undergone surgery on both feet for tarsal tunnel syndrome.

Howard Gerrish, C2772 Howard obtained severe injuries in an accident.

Larry Kuster, C842 Larry has colon cancer and is undergoing chemotherapy and radiation treatments.

Antonette Revis, P3925 Antonette is undergoing surgery.

Carla Allen, P261 Carla is recuperating from major surgery.

Brenda Davis, P625 Brenda is undergoing treatment for lupus erythematous.

Thomas Manson, P3713 Thomas is being treated for out-of-control diabetes, anxiety, and stress. If these conditions are not controlled, they will result in serious and crippling illness and early death.

NAVAL AVIATION EXECUTIVE INSTITUTE (NAEI) FY95 SEMINARS

NAEI courses are designed for GM-13/Lieutenant Commanders (or equivalent) and above assigned to the Naval Air Systems Command. All Senior Executive Management Development Program (SEMDP) participants are required to attend certain classes and have priority for available billets. Program costs are funded by NAEI. Travel and per diem expenses of nominees are funded by their organizations. If the course is residential, lodging and meal costs are provided by NAEI. Nominations must be submitted on an NAEI form, which may be obtained from Sandy Brigham, Point Mugu (733000E (P622)), (805) 989-3996 (DSN 351-3996) or from Lori Rysler, China Lake (733000D (C622)), (619) 939-2686 (DSN 437-2686). Note: A DD-1556 is NOT required. Nominations must be submitted to Point Mugu prior to the NAWCWPNS deadline dates below.

Table with 3 columns: COURSE TITLE, COURSE DATES, and DEADLINE DATE TO P622. Lists various seminars such as Contemporary Management Issues and Practices, Politics of National Security, Managing Individual and Organizational Change, etc.

EMPLOYEE DEVELOPMENT DIVISION NEWS

ON-BOARD TRAINING COURSE SCHEDULE

Nominations for courses should be submitted to the Employee Development Division at the site where the course is being held. The On-Board Training Request (NAWCWPNS 12410/2) is used for submitting nominations and is available at SERVMART/TELMART. For further assistance at Point Mugu, contact Mary Glasmann, 733000E (P622), at (805) 989-3982. To enroll in classes at China Lake, call the phone number listed in the course announcement. If there is no phone number listed, submit the On-board Training Request form to the Employee Development Division, 733000D (C622). Nomination forms should be submitted as early as possible to preclude courses being cancelled because of insufficient enrollment. NAWCWPNS employees may attend training at any site with supervisory approval and on a space-available basis. On-board training courses are presented at no cost to NAWCWPNS employees.

CHINA LAKE COURSES

SCIENTIFIC, ENGINEERING, AND TECHNICAL TRAINING

NAVY SYSTEMS ACQUISITION (32 hrs.) 25-28 October; Tuesday-Friday, 0800-1600; Training Center. By: A. M. I.

REQUIRED FOR ENROLLEES IN THE TMC/TMDP OR SEC/SEDP PROGRAMS.

This class provides the participants with a comprehensive understanding of how the Department of the Navy (DON) conducts systems acquisition. Its purpose is the preparation/upgrading of military officers and civilian personnel for assignments in all aspects of Navy Systems Acquisition. The participants are introduced to the system acquisition environment in the DOD and the DON. Building on that fundamental knowledge, DON system acquisition policy and procedures are discussed specifically. The course focuses on the unique ways in which the DON is organized to conduct systems acquisition. Case studies allow the participants to continually reinforce the course learning objectives by applying the concepts, principles, and procedures described during classroom lecture/discussion sessions.

To enroll, call Dorothy at 939-2359.

SYSTEMS SAFETY (8 hrs.)

8 November; Tuesday, 0800-1600; Training Center. By: Ken Chirkis, C26224

REQUIRED FOR ENROLLEES IN THE TMC/TMDP OR SEC/SEDP ENROLLEES.

This course will include what the technical manager (not the practitioner) should know about systems safety: what it is, why it is important, how it is integrated into the acquisition program, and what elements are required in such a program. Deadline: 25 October.

SYSTEMS ENGINEERING MANAGEMENT (40 hrs.)

14-18 November; Monday-Friday, 0800-1600; Training Center. By: Systems Management Development Corp.

FULLFILLS SYS 201 REQUIREMENT. This course is intended primarily for DAWIA employees in the Systems Engineering Career Field. Priority is given to those having a

(1) Mandatory Training Requirement. Level 2 Systems Engineers (DP-2) have a mandatory requirement for this class that is needed in order to become Level 2 certified. Effective 1 January 1995, DP-2

Systems Engineers not certified at Level 2 will be required to take two mandatory courses totalling 7 weeks.

(2) Prerequisite Course. Level 3 Systems Engineers who want to take the training as prerequisite or refresher training.

(3) Next Higher Certification Training Requirement. Level 1 Systems Engineers who have met Level 1 requirements and who desire Level 2 Systems Engineering certification training.

(4) Subsidiary Career Field Training Requirement. DAWIA employees who desire Systems Engineering as a subsidiary career field. Subsidiary membership requires that lower level requirements be met in addition to the employees current level requirements.

This 5-day course emphasizes the systems engineering process as followed in DOD. This is accomplished by use of a requirements document which addresses requirements for a system demanding the integration of high-technology items with new software interfaces.

To enroll, call Dorothy at 939-2359.

SECURITY CLASSES

SECURITY FOR CLERICAL AND ADMINISTRATIVE EMPLOYEES (8 hrs.)

15 November; Tuesday, 0730-1630; Training Center. By: Cathey Mattox

This class will familiarize employees with basic security requirements that impact clerical or administrative employees. The course will provide information and exercises on classifying, marking, safeguarding, and transmitting classified material. There will also be a discussion on arranging for visitors and badges and obtaining courier cards, letters, and other security forms. To enroll, call Cathey Mattox at 939-2612.

QUALITY ASSURANCE (8 hrs.)

29 November; Tuesday, 0800-1600; Training Center. By: Richard Larch, C2622

REQUIRED FOR ENROLLEES IN THE TMC/TMDP OR SEC/SEDP PROGRAMS.

This course provides an overview of the role of quality assurance in defense procurements. Topics covered include

definition of quality terms, quality expectations, quality organizations and functions, quality planning, inspections, reviews and audits, quality system reporting, and tools of total quality management (TQM). Deadline: 15 November.

ADMINISTRATIVE, CLERICAL, AND SKILLS TRAINING

AMERICAN SIGN LANGUAGE

The purpose of these classes is to explore the world of manual communication, learn signs applicable to on-the-job situations, learn communication skills, master survival signs and courtesy signs, see others signing (deaf and hearing,) learn about deaf culture, and learn specific signs applicable to your specific job situation. To enroll in one of these classes, call Pat at 939-3159.

BEGINNING ASL

17 October-14 December; Mondays and Wednesdays; 1030-1130; Training Center. By: Matthew Beishline, 455310D and Jeanie Salyer, 734000D

INTERMEDIATE/ADVANCED ASL

17 October-14 December; Mondays and Wednesdays; 1230-1330; Training Center. By: Matthew Beishline, 455310D and Jeanie Salyer, 734000D

LIFESTYLE CONTROL OF CHOLESTEROL (4 hrs.)

21 October; FLEX FRIDAY, 0800-1200; Training Center. By: Dr. Glen Blix, Consultant

This seminar helps the participant understand cholesterol's role in the body,

and will provide information that will help one keep cholesterol at a desirable level. To enroll in this course, call the Wellness Program Office at 939-2468 before 11 October.

CUSTOMIZING YOUR 4TH DIMENSION DATABASE (6 hrs.)

November 4, Flex Friday, 0730-1430; Training Center. By: Boeing

Topics to be covered include creating custom menus, global procedures, layout procedures, scripts, the Execution Cycle, activating passwords.

Note: This class is held on a Flex Friday.

To enroll or obtain further information, call 939-0870.

CUSTOMIZING YOUR 4TH DIMENSION DATABASE II (4 hrs.)

November 18; Flex Friday, 0730-1130; Training Center. By: Boeing

Topics to be covered include creating custom reports and understanding processes.

Note: This class is held on a Flex Friday.

Deadline: 3 November.

To enroll or obtain further information, call 939-0870.

CUSTOMIZING YOUR 4TH DIMENSION DATABASE III (4 hrs.)

November 18, Flex Friday, 1230-1630; Training Center. By: Boeing

Topics to be covered include using the 4th Dimension Modules: calc, draw, write, compiling the database, and 4D Insider.

Note: This class is held on a Flex Friday.

Deadline: 3 November.

To enroll or obtain further information, call 939-0870.

CAREER WORKSHOPS FOR ALL EMPLOYEES

Starting in October, training workshops will be offered at China Lake for employees to take charge of their careers. These informative workshops were previously offered at Point Mugu. The aim of these workshops is to make it possible for employees to take an active role in their career development. Participants will develop a manual to keep for continual reference. Check the Rocketeer for information and final dates on each workshop.

The workshops course descriptions are

Workshop No. 1. IDENTIFYING YOUR STRENGTHS

25 October (first workshop)

Find out about your own tendencies at work. Compare them with, and seek the kinds of job functions that best suit your personality.

Workshop No. 2. CAREER DEVELOPMENT TECHNIQUES

1 November

Find out what careers are available, what tools and methods are available for obtaining these careers, and networking and mentoring techniques. Learn how to make an assessment of what is going on out there. Learn to prepare for trends and how not to react to rumors.

Workshop No. 3. SELF-ESTEEM AND TAKING RESPONSIBILITY FOR YOUR CAREER

8 November

Find out the impact of self-esteem and how it affects one's ability to progress in our careers. Find out how to boost your self-esteem. The second part of the workshop includes a panel of employees who have been successful in advancing their careers.

Workshop No. 4. EDUCATIONAL/DEVELOPMENT OPPORTUNITIES AND IDPs

15 November

Find out what educational opportunities on- and off-Station are available and what developmental opportunities are available that do not require a formal education. This class will help prepare you to communicate with your supervisor and develop an individual development plan (IDP).

Workshop No. 5. WRITING/TAILORED JOB APPLICATIONS

6 December

Find out how to best complete your application by choosing words and sentences that exhibit your capabilities.

To enroll, call Sue Bristow at 939-2349.

POINT MUGU COURSES

To enroll in or ask questions about Point Mugu courses, call (805) 989-3982, (DSN) 351-3982.

ADVANCED MODERN RADAR (32 hrs.)

14-17 November; Monday-Thursday, 0800-1600; Building 323, Room 160. By: Evolving Technology Institute

This course will review the fundamental concepts of radar and describe how VHSIC electronics and signal processing techniques have impacted the design of modern radar systems. Emphasis will be

placed on those system elements that have undergone the greatest evolution in modern radar systems, such as array antennas and signal processors. This class will also present an in-depth look at synthetic aperture radar (SAR) and inverse SAR. The course concludes with an overview of low observable radar and how this technology is impacting modern radar design and the application of modern radar to guidance of missiles.

ADMINISTRATIVE, CLERICAL, AND SKILLS TRAINING

Preretirement Seminar (16 hrs.)

1-2 November; Tuesday and Wednesday, 0800-1600; Bldg 5-1 Auditorium.

Designed for individuals within 5 years of retirement. This seminar consists of facts regarding retirement, such as those relating to civil service retirement systems and the Social Security system, and other information that will assist participants in making retirement decisions.

ALL NAWC WEAPONS SITES

CONTRACTING OFFICER'S REPRESENTATIVE COURSES

The following schedule lists Naval Regional Contracting Center-sponsored training courses for FY95. To apply for the courses, complete a DD-1556 for the Naval Regional Contracting Center, 937 North Harbor, San Diego, CA 92132-5106 and send it to your training office, 733000E or 733000D, for processing. The cost is \$300. It is anticipated the NAWC COR Training Courses will be ready for delivery in early 1995.

Table with 2 columns: Date and Location. Lists training courses for various dates like 8-10 November (San Diego), 16-18 November (CBC Port Hueneme), etc.