**DEPARTMENT OF THE NAVY**
**USS HARRY S. TRUMAN (CVN 75)**
**FPO AE 09524-2875**

5750
Ser PAO/0209
24 Mar 04

From: Commanding Officer, USS HARRY S. TRUMAN (CVN 75)
To: Director of Naval History (OP-09BH)

Subj: 2003 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Ship's Mission and Organizational Structure
(2) Historical Narrative
(3) Ship's Chronology
(4) Departmental Command History
(5) Commanding Officer's Biography and Photograph
(6) Executive Officer's Biography and Photograph
(7) Command Master Chief's Biography and Photograph
(8) Give `em Hell Herald Newspaper
(9) Welcome Aboard Book

1. Per reference (a), enclosures (1) through (9) are forwarded.

M. R. GROOTHOUSEN

## USS HARRY S. TRUMAN (CVN 75) MISSION

***"The mission of USS HARRY S. TRUMAN (CVN 75) is to provide a sustainable forward presence and conventional deterrence in peacetime; to operate as the cornerstone of joint/allied maritime expeditionary forces in times of crisis; and to operate and support aircraft attacks on enemies, protect friendly forces and engage in sustained independent operations during war in support of U.S. interests and commitments."***

At 10:16 pm, 19 March 2003, Coalition Forces were in the beginning stages of military operations to disarm Iraq. The crew of the USS HARRY S. TRUMAN (CVN 75) was positioned and in battle ready form, in the Eastern Mediterranean Sea. Shortly after initial operations began, USS HARRY S. TRUMAN and embarked Carrier Air Wing THREE began conducting combat missions in Support of Operation Iraqi Freedom. Over the next 30 days, the HST/CVW3 team dropped more than 700 tons of ordnance - more than any other battle group supporting OIF - on targets in Northern Iraq in direct support of U.S. infantry and special operations forces on the ground. In total, TRUMAN spent 89 consecutive days at sea without a port call.

From bow to stern, TRUMAN proved she was ready to do the job she was built to do. On 10 April 2003, CVN 75's hard working Deck Department played an essential role in successfully conducting both connected and vertical Underway Replenishments, while Carrier Air Wing THREE simultaneously conducted aerial combat missions. This amazing feat had not been done since the Vietnam War.

Truman was relieved of its duties in support of Operation Iraqi Freedom 18 April 2003. On 1 May, Truman transited the Mediterranean Sea enroute to Portsmouth, England before heading home.

The successful accomplishment of these operations is a testament to the professionalism and commitment of the Truman team. They performed at a level unmatched by any other military in the world and made an indelible mark in the pages of Naval history.

Enclosure (1)

The strategic importance of the aircraft carrier has been reaffirmed time and again over the last 50 years. Flexible, responsive, impressive and representing a powerful reminder of our nation's resolve and ideals, the TRUMAN represents the most tangible evidence of the United States' commitment to global peace and security.

**USS HARRY S. TRUMAN's Immediate Superior in Command (ISIC) is:**

| | |
|---|---|
| a. Administrative: | Commander, Naval Air Force, U.S. Atlantic Fleet |
| b. Operational: | Commander, Carrier Group TWO |

**USS HARRY S. TRUMAN (CVN 75) Organizational Structure**

| | |
|---|---|
| Commanding Officer | CAPT Michael R. Groothousen (February 2002 - Present) |
| Executive Officer | CAPT Walter E. Carter (January 2002 - January 2003)<br>CAPT Charles L. Wheeler (December 2002- Present) |
| Command Master Chief | CMDCM (AW/SW) Steven R. Markum (May 2002 - Present) |
| Administrative Officer | LCDR Raymond Nuszkiewicz (June 2002 - Present) |
| Aircraft Intermediate Maintenance Officer | CDR David A. Paulk (March - December 2003)<br>CDR Christoper J. Kennedy (September 2003 - Present) |
| Air Officer | CDR Steve Guse (April 2001 - May 2003)<br>CDR Pat Wylly (July 2002 - Present) |
| Chief Engineer | CDR Leo Falardeau (August 2002 - Present) |
| Command Chaplain | CDR Alan T. Baker (July 2002 - January 2003)<br>CDR Doyle Dunn (January 2003 - Present) |

| | |
|---|---|
| Command Judge Advocate | LCDR Clyde Haig (June 2002 - Present) |
| Combat Systems | CDR Raymond C. O'Donnell (July 2001 - June 2003)<br>CDR Frank Shearman (May 2003 - Present) |
| Dental Officer | CDR Matthew L. Herzberg (March 2001 - December 2003)<br>CDR Linda Nesbit (July 2003 - Present) |
| First Lieutenant | CDR Sly Moore (May 2002 - Present) |
| Intelligence Officer | CDR Eric Olson (November 2001 - June 2003)<br>CDR Lawrence Stein (August 2003 - Present) |
| Medical Officer | CDR Robert W. Farr (July 2002 - Present) |
| Navigation Officer | CDR Andrew T. Macyko (April 2002- Present) |
| Operations Officer | CDR Stephen Brennan (March 2001- December 2003)<br>CDR Paul Webb (September 2003 - Present) |
| Public Affairs Officer | LCDR Brenda K. Malone (July 2002 - Present) |
| Reactor Officer | CAPT Martin Simon ( July 2001 - June 2003)<br>CAPT David Hulse ( June 2003 - Present) |
| Safety Officer | CDR Jeremy Gillespie (June 2001 - June 2003)<br>CDR David Onstott (June 2003 - Present) |

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|---|---|
| Supply Officer | CAPT Kurt Kunkel (July 2001 - June 2003)<br>CDR John King (June 2003 - Present) |
| Training Officer | LCDR Donna M. Kaspar (May 2001 - January 2003)<br>LCDR Shane Harris (January 2003 - Present) |
| Weapons Officer | CDR Jonathan Winters (May 2001 - December 2003)<br>CDR Kenneth Sheehy (September 2003 - Present) |

**USS HARRY S. TRUMAN (CVN 75) NARRATIVE**

***USS HARRY S. TRUMAN (CVN 75)*** began 2003 in Souda Bay, Crete, making its second port visit within a week's time, not more than three days after having left Marseille, France. At this point, ***HST*** was nearly one month into a scheduled six-month deployment. The stop in Souda Bay allowed Sailors the opportunity to visit ancient Cretan ruins as well as take in the shopping and cultural surroundings of the nearby city, Hania.

The beginning of the New Year also marked the arrival of ***HST***'s new executive officer, Commander Ladd Wheeler, who relieved Captain Ted "Slapshot" Carter, Dec. 31, 2002.

"When I was selected for the carrier command training track, my first action was to choose the ***TRUMAN***," Wheeler said. "I wanted to come here because of the reputation of the crew. I've been eagerly anticipating my arrival and I couldn't be more pleased to be here."

In the weeks ahead, ***HST*** continued to perform flight operations, or "sorties," in and around the eastern Mediterranean Sea area. ***TRUMAN***'s embarked air wing, ***Carrier Air Wing THREE*** also underwent a change of command as the Deputy Carrier Air Group Commander, Captain Mark A. "Cyrus" Vance assumed responsibilities of ***CVW-3*** from Captain David "Deke" Philman. "I'm sad to leave, but I'm proud to turn over this command to one of the finest men I've ever served with," said Philman of Vance.

Meanwhile, tensions continued to mount in the Middle East as the possibility of United States led military action to remove Iraqi president Saddam Hussein from power continued to grow. United Nations weapons inspectors, headed by Hans Blix, continued to sweep Iraq looking for weapons of mass destruction.

"I told the crew to prepare for a seven-month cruise so that if we come home in six, their families will be happy," said ***HST*** Commanding Officer Michael R. Groothousen. "But there is always a fear of the unknown."

Life continued as usual onboard ***HST*** with some members of the crew even staying up well into the early hours of the morning of Jan. 27, 2003 to watch the Tampa Bay Buccaneers defeat the Oakland Raiders in Super Bowl XXXVII courtesy of Armed Forces Network. Supply Department provided food and snacks on the mess decks as the die-hard, red-eyed fans watched the game on big-screen TV's.

Not long after the Super Bowl, in early February, ***HST*** pulled into Koper, Slovenia for another much-needed port

call. Koper became a sleeper success of a port call, thanks to the efforts of Morale Welfare and Recreation division, offering Sailors a wide variety of activities from downhill skiing in the Slovenian Alps, to a day trip to nearby Venice, Italy, to a castle tour as far north as Austria.

Less than a week after pulling out of Koper, ***HST*** welcomed Albanian Prime Minister Fatos Nano on board as a distinguished visitor. Nano had been appointed prime minister three times since 1990 when Albania set forth to become a Democratic nation after years of communist isolation as a Soviet Union satellite.

By late February, ***USS THEODORE ROOSEVELT (CVN 71)*** had joined ***HST*** in the Mediterranean Sea, ready for any orders from President George W. Bush. "This is the largest U.S. Navy battle force assembled in the Mediterranean for combat since World War II," said Rear Admiral John D. Stufflebeem, Commander, ***Carrier Group TWO***.

The ***HST/TR*** battle groups operated as one entity with the capability to perform a wide range of missions. Ensuring safe passage in the Mediterranean for U.S. forces, monitoring choke points and supporting any planned attacks on Iraq were all tasks the combined battle groups were trained to perform, if necessary.

The clock continued to tick for Saddam Hussein as the U.S. stockpiled troops in Kuwait and moved ships into place in the Persian Gulf as well. Iraq agreed to destroy some of its Al Samoud 2 missiles deemed illegal by U.N. inspectors, but many believed their actions to be too little, too late.

While ***HST*** and ***CVW-3*** continued to make preparations for possible conflict, reporters, photographers, videographers and producers from local, national and international media outlets such as *The Associated Press*, *ABC*, *Fox News* and *The Virginian-Pilot* became embedded on board. At one point the number swelled to 34 media members on board at one time.

Back in the U.S., Homeland Security Secretary Tom Ridge had elevated the terror threat to "high" and on March 17, 2003, President Bush gave Hussein, his family and other key leaders 48 hours to leave Iraq before a "shock and awe" military campaign would begin "at a time of our choosing."

At 10:16 p.m., March 19, 2003, Coalition Forces were in the beginning stages of military operations to disarm Iraq. The crew of the ***HST*** was positioned and in battle ready form in the eastern Mediterranean Sea. Shortly after initial operations began, on the night of March 20, ***CVW-3*** began conducting combat sorties in support of *Operation Iraqi Freedom*

During ***HST***'s involvement in *OIF*, flight operations were carried out primarily during the day while ***TR*** conducted

operations at night to provide round-the-clock combat capability.

"We're prepared for this," said AO1(AW) Rob Upton. "It feels good knowing that we're going to do what we've been trained to do … that we're going to make a difference in whatever actions are taken."

Commander, U.S. Sixth Fleet (COMSIXTHFLT) Vice Admiral Scott A. Fry returned to HST on March 28 to thank the crew for their hard work and dedication.

"Now we're into the delivery of precision weapons in support of those American men and women on the ground in Northern Iraq and you're doing a great job. We've gotten good feedback from the folks down there. They want more of what you're providing and I'm working very, very hard right now to make sure we give them more," said Fry at an all hands Admiral's Call in Hangar Bay 2.

From bow to stern, ***HST*** was ready to do the job she was built to do, and in the process do many things that have not been done since earlier times in U.S. Naval history.

On April 10, ***HST***'s hard working Deck and Supply Departments played an essential role in successfully conducting the first replenishment-at-sea (UNREP) while ***CVW-3*** simultaneously conducted aerial combat missions. This amazing feat had not been done since the Vietnam War.

Ironically, less than a week earlier, an UNREP nearly became a tragic evolution as a SA.330 Puma helicopter went down near midnight. At that point, pilots and Search and Rescue swimmers from ***HST*** and ***Helicopter Antisubmarine Squadron SEVEN (HS 7)*** geared up and launched within half an hour. Along with search and rescue swimmers from ***TR***, both pilots were saved, one by ***HST***'s own AW1(AW/NAC) Jeremy Burkart.

"The adrenaline was definitely flowing. As soon as I hit the water, though, it went away because now I was anxious to get to the survivor. Now that I was in the water, I could react," said Burkart. "It's a great feeling, no doubt about it, because we train and train so that we're prepared when we get the call for an actual operation."

As the conflict in Iraq continued, ***HST*** truly became a city that never slept. While ***CVW-3*** provided around the clock flight operations, ***HST***'s award winning Supply Department kept their Mess Decks and Wardrooms open to nourish a dedicated and hard working team, day and night.

Much of the ship's crew adjusted their already demanding work routines to pull their weight and contribute to history in the making. Not only did the crew of ***HST*** have to adjust to an unpredictable time in their lives, but also the crew was in the

thick of what would turn out to be 89 consecutive days at sea without a port of call.

Temporary relief was in the near future.

On April 18, Sailors and Marines heard the news they were being detached from the Eastern Mediterranean and combat strikes against Iraq. In his 1MC address to the crew, Rear Admiral Stufflebeem said, "We have flown more than 2,000 sorties, accumulated more than 7,000 flight hours, delivered more than 700 tons of ordnance and struck over 500 targets. Our precision and 24-hour persistence, not stopping to even replenish our stores, fuel and ammo helped win the war in the North."

More celebration in the form of Beer Day came on Sunday, April 20, when after 74 days in a row at sea, Sailors and Marines were able to take some time off and enjoy cans of Budweiser beer on the flight deck as part of a Steel Beach picnic. The day started with an Easter Sunday sunrise service, followed by a 5k "Run Across the Med" on the flight deck.

As the lines began to form for the beer, a band provided entertainment while some Sailors played catch with footballs and softballs. Some just soaked in the beautiful weather of the day, taking the time to relax after two and a half months of intense work.

Another Steel Beach picnic followed a week later with much of the same festivities, minus the beer. A major milestone on the day of the second picnic was the re-enlistment of 51 Sailors at the same time, making it the largest group re-enlistment in ship's history both in terms of numbers of Sailors re-enlisting and Selective Re-enlistment Bonus dollars.

"During this month of April, we've reached re-enlistment bonuses upwards of 2.5 million dollars and this represents 1.4 million of that total," said ***HST*** Commanding Officer Captain Michael R. Groothousen.

On April 23, ***HST*** welcomed aboard Speaker of the House, Representative J. Dennis Hastert, R-Illinois, as well as several other members of congress.

"The crew of HST played a major role in this operation in Iraq and we are here to say thank you," said Hastert. "We have seen pictures of the ground troops all the time, but the thousands of men and women on this ship made their victory possible."

President Bush declared an end to major conflict in Iraq on May 1, while ground troops continued to capture top Iraqi officials of the 55 most wanted members from Hussein's regime represented by the now infamous deck of playing cards.

In early May, plans for a port visit to Portsmouth, England began to take shape. On the 90$^{th}$ day without a port of call,

May 6, ***HST*** dropped anchor for a much needed and much deserved rest. For the next few days, ***HST/CVW-3*** Sailors and Marines visited many of England's historic cities and landmarks including London and Stonehenge.

"I felt like kissing the ground when we got there," said AN Christina Berg of ***Tactical Electronic Warfare Squadron ONE THREE ZERO***. "I went to London for a couple of days, but not on a tour and enjoyed just having the chance to see and experience their culture on my own."

Once ***HST*** departed Portsmouth, preparations began for a highly anticipated return to the homeport of Norfolk, Va. just two weeks later.

With anchors aweigh and its bow pointed west, it was time for ***HST*** to journey home across a rough and sometimes unforgiving Atlantic Ocean.

After the aircraft of ***CVW-3*** flew off, ***HST*** returned from its history-making second deployment on a cold, overcast and rainy afternoon, May 23, 2003, exactly two years to the day it completed its maiden voyage.

Friends and family filled Pier 14 and anxiously awaited the arrival of their loved ones, many of whom departed with the ship Dec. 5, 2002.

"We set sail into a world of uncertainty, many of us knowing that we might play a large role in the historical events about to unfold," said Groothousen. "The world is a much better place thanks to our Sailors and Marines. An aggressor towards the United States and our allies has been put down. America has one less threat in the Global War on Terror and these men and women played a significant role in this feat. For the first time in more than 30 years, the Iraqi people are free. This team brought about that freedom."

Sailors enjoyed a month long post overseas movement (POM) period, during which time many Sailors went home to spend time with loved ones they had not seen in several months.

June came and went and on July 10, ***HST*** pulled chocks and headed back out to sea for carrier qualifications and ammunition offload.

During this time, ***HST*** welcomed aboard six NASA astronauts; some that had already traveled into space and others who were training for their first missions. In addition, ***HST*** lost its title of "newest nuclear powered aircraft carrier" when ***USS RONALD REGAN (CVN 76)*** was commissioned July 12 at Naval Station Norfolk.

Several pilots earned their "wings of gold" during CQ's, including Swiss pilot, Captain Reto Kunz of Willisau, Switzerland.

"The first time I saw the carrier, it was huge. And when I

flew on it, it was small, very small," said Willisau.

***HST*** pulled into Pier 14 briefly before pulling back out early the next morning for Friends and Family Day.

Once back at Norfolk Naval Station, ***HST*** began preparing for its next six-month deployment, so to speak - a Planned Incremental Availability (PIA) at Norfolk Naval Shipyard in Portsmouth, Va., beginning Aug. 20.

"Our mission is to work with the ship's crew to make the ship and the Navy better," said Bobby Hudgins, Propulsion Assistant Project Superintendent. "We've got a good foundation and longstanding relationship of working with the Navy."

Propulsion related projects for PIA included replacing and updating the firemain and auxiliary machinery cooking water piping, as well as replacing the ship's four de-mineralizing unit feed heaters.

Other projects scheduled for completion involving both shipyard workers and Sailors included flight deck maintenance, electrical and piping work, not to mention the numerous spaces to be repainted and re-floored.

***HST*** also became the first aircraft carrier battle group to enter a PIA period as part of Chief of Naval Operations Admiral Vern Clark's Fleet Response Plan.

"I would rather muster two battle groups for three months and cooperate with partners in training than hang out for six months without purpose," said Clark. "We should be less interested in presence and more interested in presence with a purpose."

Clark added that by increasing manpower to a status that closely replicates an "at sea" environment, setting progressive goals for readiness in training and shortening the preset intervals for maintenance, the FRP will increase efficiency and also make war-fighting more cost effective.

In September, barely a month after ***HST*** entered NNSY, disaster struck. Hurricane Isabel pounded the East Coast from North Carolina up to Washington, D.C. and parts of Maryland with rain and winds in excess of 100 knots.

Fortunately, ***HST*** weathered the storm well thanks to the preparedness and teamwork of the Sailors and shipyard workers.

"The ship did very well overall. The crew and contractors responded to prepare the ship for the hurricane. We were well prepared," said ABF1(AW) Garry Johnson, ship's force tank and voids zone manager.

"Preparations consisted of tying down everything that could be tied down and moving material off the pier into warehouses," said SK1(SW/PJ) Jesse Kollar. "When we went from Tropical cyclone condition II to condition I, we secured all power from the pier."

"Scaffolding had to be taken down, the steam service was secured and a temporary JP-5 system was put into place," said Johnson. "All of the fuel in the JP-5 system had to be consolidated to run the ship's generator."

The major damage to ***HST*** was to the maintenance schedule. The time it took to prepare the ship for the storm caused most of the setbacks. But overall Commanding Officer Captain Michael R. Groothousen and NNSY Project Superintendent Glenn Edwards expect maintenance to be completed on time.

The holiday season arrived and though the ship lay in a gated, Controlled Industrial Area (CIA), family members were allowed to dine on board for Thanksgiving and Christmas meals.

As Sailors neared a holiday stand down time, ***HST*** capped off 2003 with a holiday celebration, organized by MWR, in downtown Portsmouth at the Renaissance Hotel. Captain Groothousen congratulated several individuals as he announced the results of Sailor of the Quarter and Sailor of the Year boards and also reflected on ***HST***'s many team successes of 2003 while looking forward to an even better 2004.

**USS HARRY S. TRUMAN (CVN 75) 2003 CHRONOLOGY**

| | |
|---|---|
| 30 December 2002 - 3 January 2003 | Souda Bay, Crete Port Visit |
| 3-30 January | Mediterranean Operations |
| 31 January - 6 February | Koper, Slovenia Port Visit |
| 6 February - 19 March | Mediterranean Operations |
| **20 March - 19 April** | **Operation Iraqi Freedom** |
| 20 April - 2 May | Mediterranean Operations |
| 3 May | STROG Transit |
| 6-12 May | Portsmouth, England Port Visit |
| 10 May | Outchop Sixth Fleet AOR |
| 23 May | Return to Homeport, Norfolk, VA |
| 10-20 July | Fleet Replacement Squadron/Training Command Carrier Quals |
| 21-23 July | AMMO Onload |
| 26 July | Friends and Family Day |
| 20 August 2003 - 18 February 2004 | Planned Incremental Availability, Norfolk Naval Shipyard |

Enclosure (3)

## 2003 Command History by Department

**ADMINISTRATIVE DEPARTMENT**

The Administrative Department is comprised of 5 divisions: Captain's Office/Executive Officer's Admin, Personnel Office, Educational Services Office, Public Affairs Office and Morale Welfare and Recreation. Each division has a unique function within the department, but all divisions are dedicated to providing the best possible customer service to the crew and family members of USS HARRY S. TRUMAN (CVN 75).

**Captain's Office/Executive Officer's Admin**

From January to December 2003, the Captain's Office provided outstanding administrative support to more than 190 assigned officers including: the preparation of the Commanding Officer's daily schedule, routing official correspondence, fitreps, officer gains/losses, directives and processing official mail for HST, CCG-2 Staff and embarked Air Wing. The Executive Officer's Admin Office meticulously managed the processing of more than 3,000 command awards, published numerous directives for official command functions and visits; including the embarkation of numerous distinguished visitors leading up to and during a combat deployment. All assigned personnel re-qualified as Enlisted Surface Warfare Specialists (ESWS) and four personnel qualified as Enlisted Aviation Warfare Specialists (EAWS). Additionally, the outstanding administrative support provided to the ship's crew, Battle Group Commander and embarked Air Wing during Operations Enduring Freedom and Iraqi Freedom have set the standard for COMNAVAIRLANT aircraft carriers.

**Personnel**

The Personnel Division provided superb administrative support to a crew and Air Wing of more than 5,000 Sailors, including: ID card processing, Navy Standard Integrated Personnel System (NSIPS) access and monitoring, and passenger movement coordination to and from HARRY S. TRUMAN. With an average of eighteen Personnelmen, the Personnel Division is directly responsible for all facets of personnel administration and serves as principle advisor to the CO/XO on all matters relating to personnel, manning, pay policies and procedures.

During Operations Enduring Freedom and Iraqi Freedom, the Personnel Division processed more than 35,000 pay documents crediting the crew with pay entitlements such as Immanent Danger/Hostile Fire Pay and Combat Zone Tax Exclusion. Timely processing of these entitlements increased crew morale during highly intensive combat operations. Also, Personnel Division coordinated and prepared all documents for a one-day mass reenlistment. Eighty-three Sailors reenlisted for a total of 1.5 million dollars in Selective Reenlistment Bonuses, setting a TRUMAN record for greatest number of reenlistees to participate in a single reenlistment ceremony.

Additionally, Personnel Division Sailors were staged at Transient Personnel Unit Norfolk, VA; Naval Air Station, Sigonella, Italy and a forward deployed Air Force Base in order to augment logistic heads with passenger transportation specialists. Due to these Sailors' tireless efforts, more than 800 passengers including distinguished visitors were successfully routed to and from the ship and throughout the Mediterranean theater.

Some of the division year-end totals consist of more than 1,200 enlisted activity gains and losses completed; over 1,800 ID cards issued and 6,500 leave papers processed.

**Educational Services Office (ESO).**

During combat deployment to the Mediterranean Sea, ESO provided Program Afloat Continuous Education (PACE) courses to 375 Sailors in 36 different classes during 3 semesters.

The Navy-wide advancement exam was administered to more than 2,000 eligible Sailors during the months of March and September. Examination discrepancies were extraordinarily limited to less than .1%.

**Command Career Counselor's Office (CCC).**

The Command Career Counselor's Office provides personal counseling services and career guidance to a crew of over 3,200 as well as the embarked staff and Air Wing. The Command Career Development Team (formerly known as the Retention Team) currently consists of four rated Navy Counselors and over one hundred collateral duty career counselors.

With the superbly trained and proactive Career Development Team reaching out and talking with Sailors, TRUMAN's attrition

has steadily dropped and the retention rate continues to climb consistently, out-pacing AIRLANT requirements. In FY-2003, USS HARRY S. TRUMAN reenlisted 396 Sailors with SRB payments of $4,954,295.81, compared to 2002 numbers of 320 and $2,727,573.56… a 24% increase in reenlistments and an outstanding 82% increase in total SRB payments.

In 2003, The Command Career Counselor's Office processed over 1400 Perform-to-Serve applications and updates, over 400 Personnel Action Requests (1306/7), and submitted over 1200 JASS applications. Officer's applications increased from 40 FY 2002 to over 120 FY 2003 with selection of 23 for various commissioning programs.

As a multiple Retention Honor Roll and Fleet Retention Excellence Award winner, USS HARRY S. TRUMAN's Career Counselor Office routinely sets the example for all others to follow.

**Public Affairs.**

Responsible for media and public and community relations, in addition to facilitating communications to internal and external audiences, the Public Affairs Office has been instrumental in the successful completion of HARRY S. TRUMAN's mission. HARRY S. TRUMAN is also the forerunner and standard setter for distinguished visitor embarks. HARRY S. TRUMAN's embark program was lauded several times by outside agencies as the best they've ever witnessed. In 2003, the ship embarked nearly 2,000 Distinguished Visitors including Speaker of the House Dennis Hastert, numerous Congressmen, Senators, foreign dignitaries, ambassadors, military leadership as well as celebrities such as the rock band Aerosmith and several Hall of Fame baseball players.

During the ship's second deployment, the Public Affairs Office garnered unprecedented media coverage of the Truman/Carrier Air Wing THREE team during Operation Iraqi Freedom. The public affairs office established an aggressive media relations plan to support the Department of Defense Media Embed Program facilitating national and international coverage of Truman's operations by more than 60 media representatives from countries around the world including Germany, Tokyo, Russia, Greece, the Netherlands, Croatia, Canada, Spain and the United States. The Truman Public Affairs Office also coordinated opportunities for media to cross-deck to other battle group platforms, thus broadening the scope of the Navy's coverage.

In addition to the war coverage, Truman hosted many other news organizations during major training exercises including Good Morning America (GMA), CNN, fox News, MSNBC, CBS Early Show, People Magazine and the Washington Post, to name a few. The Public Affairs Office also hosted more than a dozen media in support of the ship's homecoming following its deployment.

PAO Internal Information Programs. The HARRY S. TRUMAN Battle Group is among the most powerful tools in the exercise of U.S. foreign diplomacy. By the nature of shipboard life, however, it is a challenge to be able to relate the importance of the carrier in a tangible way to the deckplate Sailor. Whether off the coast of Virginia or in the Mediterranean, life does not discernibly change from day to day and this obstacle must be overcome in order to communicate to the crew that their military service has made a substantial impact on the success of U.S. foreign policy.

To communicate with the crew, many tools are utilized. Themes and story ideas are generated and placed into a long-range planning calendar. With story ideas laid out and internal communication campaigns identified, print stories are written for the daily newspaper. The Public Affairs Office also created broadcast news stories for its weekly shipboard news cast called *Synergy* which also served to educate and entertain the crew.

PAO Shipboard Information, Training and Entertainment (SITE) Television. Four channels on SITE TV were broadcast simultaneously during underway periods. Program material consisted of Navy Motion Picture Service feature movies, AFRTS Duplicating Facility (DUPFAC) material, AFRTS Television Tape Library (TTL) movies, live and taped studio productions, and GMT training films. During underway periods, crewmembers had their choice of numerous satellite channels to choose from.

Additionally, while underway and in the United States' satellite footprint, those viewing could usually tune into CNN and MTV - live via satellite. When pier side, a cable service provides the ship with all major networks and other entertainment, movie and sports channels that are routed through the SITE distribution panel to all shipboard televisions.

PAO Internal Television Productions. Special live internal productions were routine and successful. The public affairs staff produced dozens of informative spots designed to inform and entertain the crew. Other productions included:

a. Captain's Call.

b. Information Channel.

c. Safety Stand downs.

d. "Big Bucks Bingo." In an effort to provide entertainment while bolstering support for the ship's MWR fund, the ship routinely televised "Big Bucks Bingo," each show hosted by a different department.

e. Port Briefs. Port briefs were produced and aired repeatedly prior to pulling into each port. Extending a comprehensive televised brief of what was expected of each crewmember through a more understandable medium (as compared to stand-alone ship's notice) helped support an excellent deployment liberty record.

f. Training Videos. Working in conjunction with the ship's Safety, Training and Reactor departments, several safety, GMT and RADCON safety productions were taped, edited and played in support of various command programs.

"Give 'em Hell Herald" Newspaper. Published daily at-sea, the ship's paper normally features one main story written by staff or departmental representatives, general HARRY S. TRUMAN information, international/stateside news and sports from wire services and feature stories highlighting Sailors. HARRY S. TRUMAN published 1,000 copies daily. During the Planned Incremental Availability 2003, the Public Affairs office also published a weekly newspaper designed to keep Sailors abreast of the ship's progress and achievement of significant milestones.

HARRY S. TRUMAN Family Gram. HARRY S. TRUMAN's Family Gram, the *Home Port*, was published every other month to keep families informed of their Sailors' and the ship's activities. About 2,500 copies per release were mailed to crew member's next of kin.

Press Releases - The Public Affairs team ensured HARRY S. TRUMAN was continually and positively represented internal and external media outlet. *All Hands* magazine featured stories with photographs of HARRY S. TRUMAN Sailors and events. The Navy News Service, a daily Chief of Naval Information e-mail service to public affairs offices, base newspapers and commercial media - also ran stories on HARRY S. TRUMAN Sailors. The distribution

of press releases resulted in articles being printed in newspapers and magazines across the country, base newspapers on the East Coast generating significant coverage of the ship and its crew.

Internet. The official Internet homepage for USS HARRY S. TRUMAN (CVN 75) is located at http://www.navy.mil/hompages/cvn75/. The network server, which holds the files and controls the Internet address for the web site is physically located and maintained by Naval Computer and Telecommunications Station, Pensacola, Florida. The primary Webmaster for the homepage in 2002 was IS2(SW) Kristofer Chester, Intelligence Department. TM1 Jamie Quinones, Weapons Department, took over this responsibility halfway through the year. The site contains more than 50 pages of information and pictures relating to the ship. Per current directives, the web site is registered with the Government Information Locator Service (GILS) through DefenseLINK at http://www.defenselink.mil/. The ship's homepage registration number is 001393. The web site complies with all directives and policy as stipulated in DEPSECDEF memorandum entitled, "Web Site Administration Policies and Procedures", of 25 November 1998.

The web site contains information of interest to the general public as well as information directed toward both prospective and current crewmembers and their families. Specific pages are dedicated to new crewmember information, local area information, points of contact within the command, Ombudsman contacts, ships and air wing statistics, official press releases and biographical data on the Commanding Officer, Executive Officer, Command Master Chief and of course, President Harry S. Truman. A photo gallery is also maintained on the site. New photos are periodically added and provide all visitors with a taste of life aboard an aircraft carrier.

**AIR DEPARTMENT**

Air Department achieved unprecedented levels of success in 2003. The "number one flight deck in the Atlantic Fleet" played a key role in Operation Iraqi Freedom and Operation Enduring Freedom by providing an extremely efficient and mishap-free base from which payloads were placed on time, on target. The 700 men and women of Air Department distinguished themselves through both their professionalism and, most importantly, their performance. Specific statistical accomplishments include:

More than 8,800 mishap-free catapult launches and arrested landings.

More than 13.6 million gallons of fuel transferred.

More than 4,200 aircraft moves and over 4,100 elevator runs.

Under the leadership of CDR Pat Wylly, serving as Air Boss, HARRY S. TRUMAN's Air Department cemented their reputation on the east coast as the number one flight deck. After returning to homeport from combat flight operations, Air Department was instrumental in the early, successful completion of Planned Incremental Availability 2003, saving taxpayers in the millions of dollars. Through Training Command and Fleet CQs, in after action reports from Training Command COs, Afloat Training Group, COMNAVAIRLANT Handling Team, COMCARGRU FOUR, and COMSECONDFLT Senior Officer Observer Team, testified to the hard work and well-deserved reputation of "The World's Greatest Air Department."

**AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)**

Below is a list of significant events and performance figures accomplished by AIMD during the year.

***January*** -

**QA:** Operating in the Med with two liberty ports this month. Pulled out of Souda Bay on the 4th and pulled into Koper, Slovenia on the 31st

January has been a busy month for QA. FOD has been the hot topic this month due to the number of engines being FODed out and BCM'ed. QA was tasked with providing recommendations for improvement, most of which were implemented. During FOD walk-downs QA now inspects all SE for FOD and potential FOD vice walking the line.

Specific accomplishments are as follows:

***Significant Events***

- Completed review and rewrite of all QA exams.
- Held AVGFE training for all QARs for checkout purposes.
- Completed review of all department MRCs for QA applicability
- Completed Program binder updates
- Continued follow-up on Shop 5 Beryllium incident

- Mech Magazine accepts AS1 Doss' Jenny Fire story for publication

***Maintenance Support***

- Provided support to AIMD and squadron Avionics shops for numerous "Y" coded items
- Provided support to the T/W shop for QAR tire sign-offs, and to Power Plants for Engine turns

***Personnel***

- LT, and PR1 received their authorization as NAMDRP submitter and initiator
- AO1 Bishop trained with Security for two weeks and passed the exam to requal for his gun card.
- AE1 Carey qualified 3M 301 and PR1 Curry qualified 3M 303
- AO1 Sherlock checked into QA 29 Jan
- AD1 Underwood checked into QA 30 Jan 03
- PR1 stamp taken due to CDQAR sign-off

***QA by the Numbers***

| | | | |
|---|---|---|---|
| Audits Performed | 15 | Publications ordered | 7 |
| AVGFE Chits issued | 0 | QA FOD checks and finals | 0 |
| Broken Tools | 83 | QARs Qualified | 1 |
| CDI / Professional Tests | 37 | QAR training lectures written/given | 7 |
| CDI Periodic Evaluations | 0 | QDRs | 4 |
| CDIs Qualified | 12 | Safety / Mishap reports | 3 |
| CDQARs Qualified | 1 | SE tests | 73 |
| DTPLs qualified | 7 | SE Acceptance / Transfers | 19 |
| Engineering Investigations | 3 | SE Misuse/Abuse Reports | 0 |
| EI/HMR | 0 | Technical Directives Processed | 35 |
| Follow-up Audits | 4 | Tool Container Changes | 1 |
| HMRs | 1 | TPDRs | 3 |
| | | | 10 |
| Hydraulic Spot checks | 0 | Worn Tools | 9 |
| Hydraulic samples | 23 | Y Code investigations | 22 |
| ICRL change requests | 141 | | |
| IRACs | 42 | | |
| Missing Tools | 0 | | |
| Ordnance Qualified personnel | 0 | | |

**IM-2: 400 Branch** processed 12 engines maintaining a ZERO "Bare Firewall" record for the month. Two technicians qualified 3M 301 Maintenance PQS and one as a 301 Flight Deck Observer. One Marine MALS Tech received the "Give Em' Hell Hero" award.

**500 Branch** qualified three technicians in Tire and Wheel maintenance, two technicians qualified 3M 301 Maintenance PQS and Advanced DC 307 and 308 PQS, and three personnel received the "Give Em' Hell hero" award for outstanding maintenance efforts.

**800 Branch** processed 180 embroidery items, 225 ALSS items and 31 sewing projects with 24 ABO samples processed. Eight BIFMA items processed.

**IM-3: Shop 1/ 10**. Received milliohm meter from NAS Sigonella, P/N R1L-B (S/N 032307).

**Shop 3** Two Quality Deficiency Reports generated on ALR-67 Azimuth Indictor A1 Assemblies.

**Shop 4** CASS EO+ failed for Servo Controllers, found the A1 card in the test fixture to be bad and ordered it. Continued to troubleshoot and repair Servo Controllers on the aircraft. IATS failed for Digital Data Indicators, Horizontal Indicators, and Heads-Up Displays caused by a bad Cockpit Simulator Drawer 2 A18. Ordered and replaced. In addition, found the Cockpit Simulator Drawer 1 A19 intermitting while running Signal Data Converters.

**Shop 5** EA-6B Interior Light Control Panel Assembly was upgraded to NVG without available NAVAIR publication repair procedures. Hybrid Test Station Power Monitor and Control Unit fail during PVT on bench. RADCOM RSG ID fails while performing self-test on ID (Broad Arrow for CCA). Hybrid Test Station A4 High Voltage Switching assembly fails while running SRA's. Two EXREP EA-6B Interior Light Control Panel Assemblies ECMO-3 were received from squadron and supply. AVC NO. 5040 was issued by Naval Air Systems Command to AIMD with NAVAIR Interim Test Procedure to run NVG interior light control panel assembly. All EXREP's were repaired and issued. The A4 High Voltage Switching Assembly circuit card for HTS was received, and failed while running PVT on HTS bench, card was verified bad with MAMs. A CAT II QDR was submitted. A4 circuit card was reordered and received. Hybrid Test Station Buffer Voltage Amplifier circuit card assembly failed during PVT. BVA card was order and replaced. Three Command Launch Computers (CLC) checked good on the HTS bench and

fail in squadron aircraft (VFA - 105 and VMFA - 115) for BIT Latch Test. Two CLC's were BCM'd. AT1 Minix and AE2 Maurer qualified as CDI.

**Shop 6** Put the LS-125A in preservation, due to lack of funding, support and inactive use by the squadron.

**Shop 7** Four Quality Deficiency Reports generated on F-18 Transmitter, 1A2 assembles. Two Engineering Investigations generated. Both are for APG-73 Power Supply Circuit Card Assemblies, A3 and A4.

**Shop 8** encountered some problems with the S-3B Flight Data Computer ID. Determined that WRAP should be ran on the ID before each use and spare chips were ordered in case the ID fails again.

**Shop 9** completed work center audit with minor hits. PRC-90 Test Set rejected by Calibration Work Center for bad RF module. COM/NAV Work Center Ordered and replaced part, returning bench to an RFI status. UPM-155 test set was failing self-test due to bad 1A3A1 CCA. HUNTRON (690) trace of CCA was completed by 69B. Located two bad chips and subsequently replaced, returning to RFI status. AIM3 Test Set rejected by Calibration Work Center for a broken switch.

**Shop 11** Calibrated 381 ship items and 68 CVW-3 assets for totaling 449 this month. Command calibration readiness was 99.97 percent this month.
**Shop 12** ALQ-99 Transmitter failed antenna tests with false indication of a shorted filter capacitor. Troubleshot and found a cooling line touching the back of the filter capacitor, which caused a false reading. This condition occurred after the R&R of three filters capacitors. Line was twisted during installing. R&R line. Discovered Analog to Digital Converter circuit card problem. Found schematics in the publication missing the last section of the circuit that the CCA is failing. Initiated a TPDR on the publication.

**Shop 13** 69B-Re-certified two 2M technicians. Processed 851 2M Repair actions in support of CVW-3 and AIMD Work Centers. 208 Pri-1 2M repair actions in support of CVW-3 and AIMD Work Centers. 69C-Processes 125 cable repair actions in support of CVW-3 and AIMD Work Centers. One Pri-1 cable repair actions in support of CVW-3 and AIMD Work Centers. Manufacture two radar lines for VS-22 squadron. Manufacture RF cable for Shop 7.

**AO Shop.** AO1 Kannel from weapons assumed duties as shop LPO. He oversaw the improper installation of the SEC 5557, which enabled the use of LALS II. Production increased during the month of JAN.

**IM-4:** Has been a great month for AS's getting qualified in 3M and licensed on a multitude of different gear, this will prove to be an asset to us this deployment and beyond.

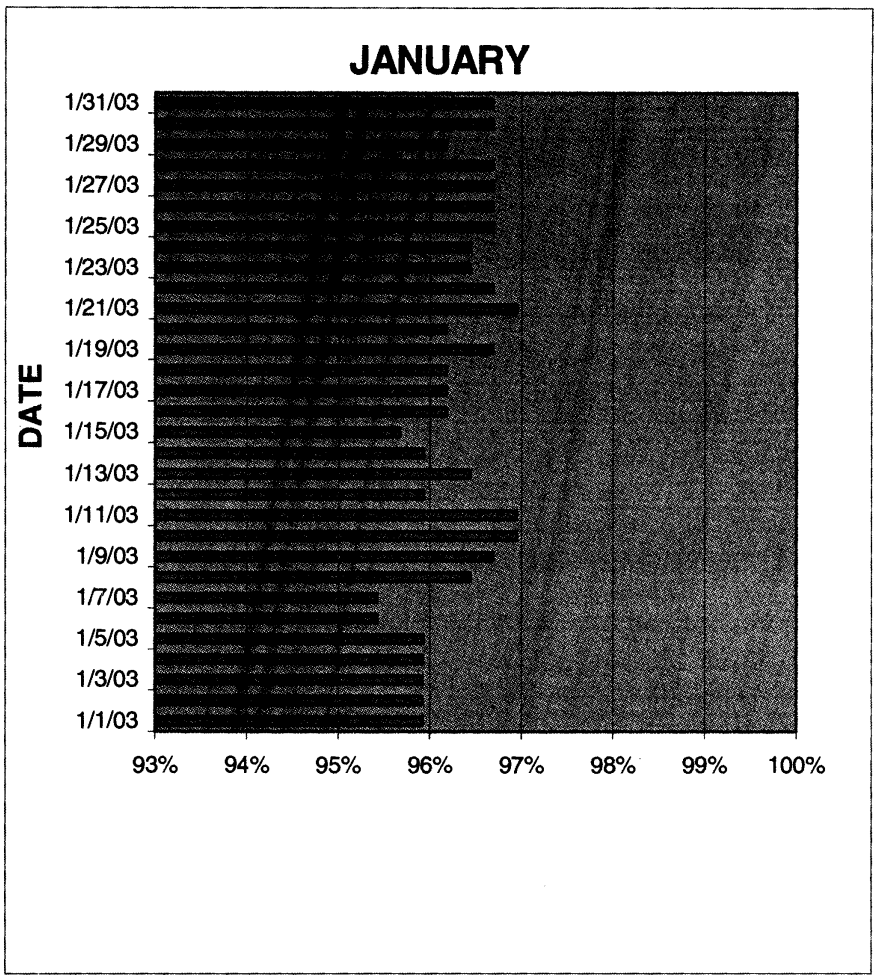
This month has been dedicated to FOD prevention. The AS's now are authorized to focus on FOD on SE rather that deck. They are permitted, during a FOD walk down, to head straight for the gear and give it a good hard look for any FOD or potential FOD.

IM4's level of readiness was 96.31 percent average for the month.
Training held 43 classes for 244 people this month with 11 classes cancelled due to NO shows.
Specific accomplishments are as follows:

Production Control 029 AS1 BUCHANAN/AS1 THOMAS
Maintenance

| DATE | % |
|---|---|
| 1-Jan-03 | 95.92% |
| 2-Jan-03 | 95.92% |
| 3-Jan-03 | 95.92% |
| 4-Jan-03 | 95.92% |
| 5-Jan-03 | 95.93% |
| 6-Jan-03 | 95.42% |
| 7-Jan-03 | 95.42% |
| 8-Jan-03 | 96.44% |
| 9-Jan-03 | 96.69% |
| 10-Jan-03 | 96.95% |
| 11-Jan-03 | 96.95% |
| 12-Jan-03 | 95.93% |
| 13-Jan-03 | 96.44% |
| 14-Jan-03 | 95.93% |
| 15-Jan-03 | 95.67% |
| 16-Jan-03 | 96.18% |
| 17-Jan-03 | 96.18% |
| 18-Jan-03 | 96.18% |
| 19-Jan-03 | 96.69% |
| 20-Jan-03 | 96.18% |
| 21-Jan-03 | 96.95% |
| 22-Jan-03 | 96.69% |
| 23-Jan-03 | 96.44% |
| 24-Jan-03 | 96.44% |
| 25-Jan-03 | 96.69% |
| 26-Jan-03 | 96.69% |
| 27-Jan-03 | 96.69% |
| 28-Jan-03 | 96.69% |
| 29-Jan-03 | 96.18% |
| 30-Jan-03 | 96.69% |
| 31-Jan-03 | 96.69% |

| DAYS | TOTAL % |
|---|---|
| 31 | **96.31%** |




TOTAL PERCENTAGE FOR JANUARY
**96.31%**

***Personnel:***

AVIATION ADMINISTRATION (AZ'S)
AVIATION STOREKEEPERS (AK'S)

**950 NX/ LPO PRODUCTION CONTROL AS1 BUCHANAN/AS1 THOMAS**

***Maintenance***

-Performed 313 preventive maintenance actions.
-Performed Preventive and corrective maintenance for 45 items of squadron support equipment
-MAF documentation and OPNAV 4790/51 records (processes ie: NDI, load test, etc…) need to be annotated.

***Personnel***

-Davis, Thomas - Light duty for 4000 trailer dropped on foot
-AS2 Regalbuto TMU-70, AN/AWG-9
-AS3 Raymond air purifying respirator qualified. A/S32P-25,

1550 scrubber, A/S32A-32
-AS3 Dente 20K and 6K forklift, A/S47A-1, 301 Maintenance person
-AS3 Escoto air purifying respirator qualified, A/M26U-4, A/M27T-7
-AS2 Rudy 301 Maintenance person

**WORK CENTER 910 AS1 DEVONISH**

***Maintenance***

-Cannibalized tie rod from tow tractor #263 to #247 (Smith and Bragg)
-Tune up for tractor 283 (Tibor)
-Replaced fuel shutoff for tow tractor #263 (Smith)
-Completed SEB on HLU #5166 and 091BUB (Morgan)
-QEC on turbine # QSJ072 (Smith, Bragg, Tibor, Oravsky)
-Remove old non-skid & applied new non-skid to 7 tow tractors (Morgan, Smith, Oravsky and night check)
-Replaced check valve (CV8) on P-25 #32 (Bragg and Smith)
-103 additional corrective maintenance actions performed.
-Parts that were hard to get - (Tierods, check valve for P-25, tires for the Spotting Dolly, and cannon plug for the P-25)

***Personnel***

-AS2 Barts - Tire and wheel
-AS3 Morgan - Respirator
-AS1 Devonish - 3M, A/M26U-4

**WORK CENTER 920 AS1 CARSWELL**

***Maintenance***

-A/M27T-5 Jenny NFT193: Burnt electrical wiring harness. Work Center 930 assisted in the rewiring of unit.
-Liquid Coolant Filtration Unit, NRFI for relay. Ordered part broad arrow for relay and ordered extra relay.
-AWG-9: Completed maintenance and calibration on both units (RFI).
-4000 Maintenance trailer: replaced two pumps and load tested.
-Covers manufactured for all the aircraft jacks.
-Replaced the Converter line fill valve on three Lox carts.
-Bent Tow bar DYN673: replaced tube assembly.
-Assisted Shop 13 by welding 12 aircraft electrical control boxes.
-Lox cart 3222: Hydraulic shop assisted in manufacture as per sample one line. Replace line and signed off MAF bringing the availability back to 100 percent.

***Personnel***

-AS2 Barnes - Submitted for work center 920 and 950 CDI.
-AS3 Medina - Submitted terminal LV for March 2003.

-AS3 Goodman - Special evaluation for the March exam.

**WORK CENTER 930 AS1 POTTKER**

***Maintenance***

-Troubleshoot and ordered a brake quick releasing valve on the 20k forklift #161.

-Replaced the input cable on the MMG-1A 775002.

-Rebuilt the brake pedal valve on 20k forklift #161.

***Personnel***

-AS1 (AW) Pottker: no new qualifications.

-AS2 Loureiro: working on 930 CDI, 3M 301 maintenance.

-AS2 Zapata: working on 3M 301 maintenance.

-AS3 Cuadrado: working on 3M 301 maintenance.

-AS3 Gutierrez: working on 3M 301 maintenance.

**WORK CENTER 980 AS2 DOBBINS**

***Maintenance***

-PM'S - 2 -500 starts on A/S47A-1, 2- 91 days on A/S32A-31A and 1 - one month on a Hyster 6K Forklift.

-Troubleshot, and replaced approx. 4 oil pressure switches, and approx. two boost pumps on different turbines.

-We need more cold weather gear. It gets really windy, and wet up on the roof, and we don't have the clothing to keep warm. Making it harder to get the work done!

***Personnel***

-AS3 Lucero- Emergency Appendectomy on 30 January. SIQ 31 January. (SIQ through14
Feb. /Light Duty through 1 March)

-AS3 Smith, G. - Flight Deck Observer Qualified

-Would like to welcome AS3 Escoto, and AS3 Smith to the flight deck.

**90A/TOOL ROOM/TRANSPORTATION AS2 WALKER**

***Maintenance***

-Rewrite of all tool inventories.

-A printer in the tool room for the transaction reports would be great.

-155 pieces of gear checked in/out in the month of JAN03. Provided over 1000 items of tools, test equipment and support equipment to 900 divisions, AIMD, Ships Company and the Air wing in the month of JAN03.

***Parking Signs***

-ASAN Martin gained for sign work. Doing very well with little cooperation from V-3.

-We are putting out about 10 per week. The biggest problem is going to be shuffling them around in the K-pool to maintain space without messing up the new paint.

-MAA had a problem returning our parking signs after Souda Bay. Talked to MA1 Southerland. No problems out of Koper. Signs were returned to the shop.

***Personnel***

-AS3 Madewell gained Jan

-ASAN Martin is getting OJT from AM3 Kaiser on Paint and Finish procedures and Paint gun use and maintenance.

-AS2 Cook ST-1000, AWG-9, HLU-196B/E, 65A102-J1.

-AS2 Walker completed 3M 301 Maintenance man.

**IM-41 3M/DC Shop AS1 FOURTUNIA**

***Maintenance***

-Completed 97 PMS checks.

-Completed 24 Spot checks.

-Basic upkeep of AIMD spaces, repairing battle lanterns, replacing overhead lights and damage control markings, repairing ladders, adjusting doors, replaced worn lagging, etc…

-Corrected numerous discrepancies from the Command Safety walk through.

-Completed the inventory of all AIMD MCU-2P gas masks.

-Set up 24 EAWS classes for AIMD Personnel.

-Administered 27 3M 301 tests.

-Provided training for 16 people earning their 3M 303 qualifications.

***Personnel***

-AS1 Fourtunia reported to IM-41

-AT3 Anderson reported to IM-41

-AT3 Fitch checked out to Shop 1

-AS1 Fourtunia completed DCPO, and 301 Craftsman quals.

-AT3 Anderson completed DCPO, 301 Craftsman, and electrical safety check PO.

**SE Training and Licensing AS2 BOSWELL**

***JAN 03 MONTHLY INPUTS***

| COMMAND | SCHD SEATS | NO SHOW | SEATS SPEC CLASSES | NO SHOW | TOTAL SEATS FILLED | TOTAL NO SHOW | PHASE ONE'S TYPED | LICENSE TYPED |
|---|---|---|---|---|---|---|---|---|
| CVW3 | 2 | 6 | 0 | 0 | 2 | 6 | 2 | 0 |
| G-1 | 0 | 0 | 18 | 0 | 18 | 0 | 18 | 2 |
| HS-7 | 32 | 16 | 0 | 0 | 32 | 16 | 32 | 0 |
| IM-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| IM-3 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |
| IM-4 | 47 | 0 | 0 | 0 | 47 | 0 | 47 | 1 |
| SUPPLY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| V1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 29 |
| V-2 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| V-3 | 21 | 0 | 0 | 0 | 21 | 0 | **21** | **59** |
| VAQ-130 | 12 | 4 | 0 | 0 | 12 | 4 | **12** | **0** |
| VAW-126 | 23 | 0 | 0 | 0 | 23 | 0 | **23** | **0** |
| VF-32 | 67 | 10 | 0 | 0 | 67 | 10 | **67** | **0** |
| VFA-105 | 1 | 0 | 0 | 0 | 1 | 0 | **1** | **0** |
| VFA-37 | 14 | 6 | 0 | 0 | 14 | 6 | **14** | **3** |
| VMFA-115 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0** |
| VS-22 | 17 | 0 | 0 | 0 | 17 | 0 | **17** | **1** |
| **TOTAL** | **244** | **42** | **18** | **0** | **262** | **42** | **262** | **103** |
| **TOTAL CLASSES OFFERED** | | | | | | | | **54** |
| **TOTAL CLASSES CANCELED DUE TO NO SHOWS** | | | | | | | | **11** |
| **TOTAL CLASSES CANCELLED DUE TO SHIPS SCHEDULED** | | | | | | | | **0** |
| **TOTAL CLASSES GIVEN** | | | | | | | | **43** |

## ***February*** -

**QA:** Operating in the Med with one liberty port this month. Pulled into Koper, Slovenia on the 31st of January and out on the 6th of February. Another busy month for QA. Hot topics this month are NAMDRP - the never-ending flood of QDRs and EIs from IM3, Tools and River City. IM3 has generated numerous NAMDRP reports this month mainly QDRs. QA was tasked with performing a wall-to-wall tool inventory for the department on the 14th.

Specific accomplishments are as follows:

***Significant Events***

- Started review of MRCs for SESS currency.
- River City conditions implemented affecting NATEC publication downloads
- Shop 5 Beryllium incident follow-up complete - physicals scheduled
- Weps/AIMD meeting in response to AMA 03-02. AO1 Sherlock designated as NOMMP/AWCAP Program Manager for AIMD QA
- QA recommends all personal tools stenciled - complete.
- New QA stamps received from Des Moines Stamp Co. and proposal sent to MMCO
- Received Code of Conduct Cards
- DTPL page check to be completed on the 27th

***Maintenance Support***

- Provided support to AIMD and squadron Avionics shops for numerous "Y" coded items
- Provided support to the T/W shop for QAR tire sign offs, and to Powerplants for Engine turns

***Personnel***

- Moved AZ3 Whitten to Swing 03-1500
- AO1 Sherlock qualified as a QAR.
- AD1 Underwood graduated from Command Indoc 11 Feb
- AT1 completed Physical Science DANTES Exam
- AD1 Underwood checked into QA 30 Jan 03
- AT1 Stettler completed Natural Sciences DANTES exam
- Enlisted Duty Preference sheets complete for all personnel
- AO1 and AD1 complete ORM University
- AT1, AO1, AD1 and AE1 complete ADAMS for Supervisors
- AO1 Bishop Liberty Incident in Koper, Slovenia
- Departmental DRB held for PR1 Curry results in EMI

***QA by the Numbers***

| | | | |
|---|---|---|---|
| Audits Performed | 17 | Publications ordered | 24 |
| AVGFE Chits issued | 0 | QA FOD checks and finals | 4 |
| Broken Tools | 87 | QARs Qualified | 0 |
| CDI / Professional Tests | 24 | QAR training lectures written/given | 2 |
| CDI Periodic Evaluations | 0 | QDRs | 12 |
| CDIs Qualified | 2 | Safety / Mishap reports | 3 |
| CDQARs Qualified | 0 | SE tests | 81 |
| DTPLs qualified | 1 | SE Acceptance / Transfers | 71 |
| Engineering Investigations | 3 | SE Misuse/Abuse Reports | 0 |
| EI/HMR | 0 | Technical Directives Processed | 13 |
| Follow-up Audits | 5 | Tool Container Changes | 1 |
| HMRs | 4 | TPDRs | 1 |
| Hydraulic Spot checks | 0 | | 16 |
| Hydraulic samples | 49 | Worn Tools | 1 |
| | 11 | Y Code investigations | 6 |
| ICRL change requests | 1 | | |
| IRACs | 27 | | |
| Missing Tools | 9 | | |
| Ordnance Qualified personnel | 0 | | |

**IM-2: 400 Branch** processed 18 engines maintaining a ZERO "Bare Firewall" record for the month. Seven Mechs have completed Phase 1 training for the Nitrogen cart and Tow Tractor. Four personnel qualified 3M 301 Maintenance PQS and three earned

their EAWS qualification. Two personnel were awarded their first Good conduct Medals.

**500 Branch** qualified three personnel in Tire and Wheel maintenance. Over 218 items processed by the Hydraulic shop and 198 items processed by the Airframes shop.

**800 Branch** processed 210 embroidery items, 298 ALSS items RFI'd, and 31 sewing projects completed and 28 ABO samples processed. There were 13 BFIMA items processed and returned to Battle Group units. Six personnel qualified on the TMU-70 LOX cart.

**IM-3: Shop 1/10.** Both shops conducted quarterly IMRL inventory. The MA 2 Generator Test Stand went down February 20, 2003, due to a power loss on load center number 11 while testing a fully loaded generator. The replacement of two fuses and two silicone-controlled rectifiers was required. March 1, the bench went down again while trying to adjust the potentiometer, which controls the generator's speed. The potentiometer open internally after repeated attempts to adjust it.

**Shop 3** Repair and Return of AN/USM 406 Sweep Cart for USS ROOSEVELT. Quality Deficiency Report generated on ALR 67 Azimuth Indictor A1 Assembly.

**Shop 4** Researched and procured necessary items for a glass polishing kit to remove scratches from Heads-Up Display Optics Assemblies and save the Navy $42,506 each. Repaired a broken wire on the Cockpit Drawer 1 A7 card connector which was causing Roll, Pitch, Yaw Computers to fail communication test 5010 1553. CASS DTU was failing for the MXI CCA, found a faulty W99 to be the cause. CASS EO+ had a bad external hard drive.

**Shop 5** Work center 69A received Broad Arrow Buffer Voltage Amplifier CCA. Hybrid Test Station passes PVT IAW TPI. Carrier Air Wing Three squadron (VFA105) received two Command Launch Computers (CLC)'s from depot level repair. Both fail for bit testing when installed in aircraft. CLC's turn in to supply for repair. WRA ran ETE on HTS IAW TPI. Work center plane checked CLC IN VFMA115 aircraft and both fail BIT Latch. CLC's were tested in shop 12 with old digitizer in test bench that failed WRA Testing. While reading Principles of Operation for CLC WRA, came to conclusion that A11 CCA controls Bit Latch test and is the interface between HARMS and cockpit controls for CLC. All three A11 SRA separately and failed IAW HTS testing. Ran both A11's and they both had different failing tests. Microcircuits ordered on A11 CCA. Work center contact NATEC Rep. in search of

a solution. Engineer Investigation for Command Launch Computer A7 circuit card was initiated. Three Command Launch Computers run end to end on HTS but fails plane check. The squadron agreed to have units troubleshot in aircraft. All three CLC's A7 circuit card discovered faulty by troubleshooting WRA's on aircraft. Engineer Investigation for A7 circuit card is in work. Hybrid Test Station fails during Performance Verification Test. After countless hours of troubleshooting HTS failure, the technician found the A12 Switch Dedicated Type I circuit card to be bad. Technician ordered A12 circuit card assembly, which was in the supply system. HTS received and replaced A12 circuit card. HTS run PVT end to end with no failures. RTBS fails during system test. High voltage power cable that runs from the WRA-23 and WRA-30 burnt beyond "I" Level repair capability. High voltage power section of RTBS will not function (no power out). After troubleshooting discrepancies, the WRA-35 was bad. Work center technician ordered a WRA-35, which was in the supply system. RTBS did a Hipotronic test on all high voltage cables. Received and replaced WRA-35 and bench passes except firing off the WRA-29 (officially not part of RTBS - SUPO asset). Troubleshooting possible causes why WRA-29 is not firing. Command Launch Computer fails plane check with two different F/A-18 (105 and 115) squadron. CLC's run good on Hybrid Test Station with new and old digitizer. Warrant Officer BECK talked to Warrant Officer POLLACK on board USS Theodore Roosevelt (IM3 Warrant Officer). They have had some of the same problems with CLC's. They suggested that we send the CLC over to them for testing and troubleshooting. Engineering Investigation of the Command Launch Computer's A7 circuit card is on hold until USS ROOSEVELT returns it back to the TRUMAN. HTS MAMS Synchro/Resolver was bad. Work center ordered a new one through supply MAMS coordinator. RTBS did fine alignment on GROUP 0 WRA-30 and WRA-32. The HTS 304 Interface Device fail self-test on bench. After troubleshooting for two days, technicians found numerous broken wires. Work center 69B assisted in the repairs. Interface Device was return to shop and self-test passes. Hybrid Test Station (PUX092) fails PVT. Technician reseated circuit cards and found bad relays and IC's with the Buffer Voltage Amplifier circuit card assembly. Work center swapped BVA with MAMS and failing statement passed. Buffer Voltage Amplifier was ordered against the bench. Inertial Measuring Unit Test Station (LNE005) fails during self-test. IMUTS will not receive SINS Data - defaulting to NOB Norfolk. Work center reseated circuit card assemblies and ohmed out connector wires. SINS interface circuit card failed. Received and replaced SINS interface card. Bench still would not run self-test, technician took power supply number two from second IMUTS bench and self-

test statements pass. Technician ordered power supply number two. Received and replaced power supply. Bench checks good IAW TPI. The problem with Command Launch Computer was finally solved. The CLC's were running end to end on Hybrid Test Station, but failing plane check. After talking to each F-18 squadron, it was discovered that VFA-105 was not loading ELINT 541 OR 571 software correctly. VFA-37 Electronic work center helped train VFA-105 with the loading of the program 050 software needed before ELINT 541 or 571 can be loaded. Six CLC'S were ready for issue and squadron EXREPS return to zero. Good job to HTS technician. HTS received A14 Switch Dedicated Type II circuit card assembly. Received and replaced A14 CCA. Wall-to-Wall IMRL Inventory in work. The Beryllium incident (December 2002) examination for five IMUTS technicians and one EMTC technician was conducted this week. A number of tests including: Blood test, Hearing test, Chest X-ray, Lung Capacity test, and Urinalysis. Test result pending.
**Shop 6** Received the Recycle Assy., which is a salvage only part, to RFI a KS-87D Film Magazine. AT1Leake requalified 3-M 301, Basic DC, ATAN Halstead Qualified 3-M 301, and Basic DC.

**Shop 7** Consolidated Automated Support System (CASS) High Power Device Test Set (HPDTS) monitor fails. Replacement is an upgraded monitor that is easier to use and screen can be seen easier. IMRL inventory. Repair and Return of six F-18 Transmitters performed due to USS ROOSEVELT having down Interface Devices for CASS HPDTS and Radar Set Test Station.

**Shop 8** slow months for production. The squadrons are doing a great job keeping the gear up on the aircraft. ATC Bachrach earned ESWS qualification; AT3 Jehorek was presented with his first Good Conduct Medal.

**Shop 9** Completed Individual Material Readiness List (IMRL) wall-to-wall inventory. Repaired broken switch on AIM3 Test Set and returned to RFU status. Two AN/UPM-137 IFF test sets were troubleshot down to variable attenuator, oscillator and frequency detector by Calibration Work Center and parts put on order by COM/NAV Work Center.

**Shop 11** Calibrated 327 TRUMAN assets and 69 CVW-3 assets (Total = 396) this month.

**Shop 12** For the last week TTS has had multiple failures due to a chaffed wire that shorted out an interlock line to TTS on a Band 4 transmitter. After repairing the wire - were unable to get the transmitter to turn on, at that point we broke the setup and

ran self-test on the bench that immediately failed. Due to the chaffed wire the IEEE/Interlock BIT test with PCOF the A7 Interlock card or items associated with P1-133 of that card were failing. Removed and repaired the A7 Interlock CCA after running end to end RFI on CATIIID and replacing faulty components - fixing part of the multiple failures on TTS (Broad Arrow for a new A7). Found a Pressure Switch with its blower section not activating on TTS. After ordering the switch it was referred off station - not carried on board (Broad Arrow). We applied a jumper across out the pressure switch temporally fixing the problem. Productive month despite being unable to run Band 7 Transmitters. Reduced shop's workable backlog to zero by repairing three transmitters. Also sent two band seven transmitters to USS Roosevelt for "Repair and return." Had trouble with HTS after being used by shop 5 to run F/A-18 Command Launch Computers (CLC's.) HTS Waveform Digitizer (BB81) failed PVT after running CLC's for shop 5. Second occurrence. BB81 and rest of bench verified good both times prior to running CLC's Removed and replaced BB81, bench is FMC. Water load was received NRFI from USS Enterprise due to improper packaging and physically broken heater Assembly. Cannibalized heater assembly from HST Band 7 Water Load to produce RFU Water load and returned USS Enterprises Asset. During normal testing procedures a Band 7 transmitter caused breakers to trip several times causing interlock CCA problems. Troubleshot down to faulty component, ordered, and removed and replaced microcircuit bringing TTS to 100% RFU Status.

**Shop 13** 69B-Re-certified one 2M technician. Processed 801 2M Repair actions in support of CVW-3 and AIMD Work Centers. 181 Pri-1 2M repair actions in support of CVW-3 and AIMD Work Centers. Submitted SNIPER 2 system testing critique to NAVAIR. Utilized HUNTRON to repair circuit card from shop 9, restoring operability of UPM-155 RADAR T/S. 69C-Processed 80 cable repair actions in support of CVW-3 and AIMD work centers. 31 Pri-1 cable repair actions in support of CVW-3 and AIMD work centers. Manufactured W1 cable for AO shop.

**AO Shop** Identified areas of concern in the 4790 programs, implemented plans to correct deficiencies. Implemented a new way of tracking AAE gear, it has enabled us to maintain 100 % inventory accuracy. Started the de-preservation and re-preservation of the entire K-pool, found numerous items that where NRFI and are working them. Found IMRL gear not RFI and required off station calibration, the fixture is now on board again.

**IM-4:** Continued divisional success in qualifications and licenses. IM-4 has shown its colors recently by starting the cruise tractor project. The cruise tractor is proving to be the needed project that will bring the division closer together as a team. ASC Bohler transferred to NATTC Pensacola, FL on the 14th.

With the FOD problem up on the flight deck under control and most gear having the new non-skid applied we can now focus on our much neglected tool room.

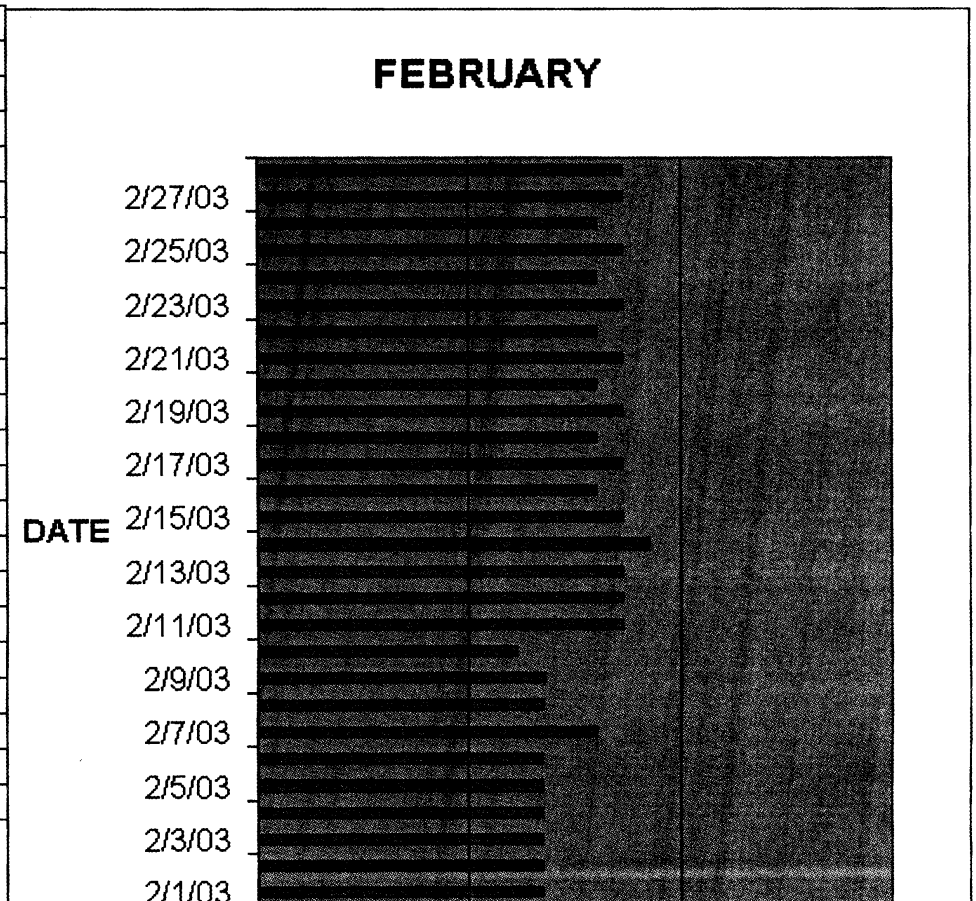
February went by slowly after pulling our of our last liberty port, Koper, Slovenia, on the 6th. By the end of the month the crew were getting restless and were eager to hear word about our next port visit. Berthing cleanliness began to lessen with the CPO's doing daily inspection and EMI being handed out for violators.

IM4's level of readiness was 97.15 percent average for the month.
Training held 37 classes for 223 people this month with 14 classes cancelled due to NO shows.
Specific accomplishments are as follows:

**Production Control 029 ASC EVANS/AS1 THOMAS**

***Maintenance***

| DATE | % |
|---|---|
| 1-Feb-03 | 96.69% |
| 2-Feb-03 | 96.69% |
| 3-Feb-03 | 96.69% |
| 4-Feb-03 | 96.69% |
| 5-Feb-03 | 96.69% |
| 6-Feb-03 | 96.69% |
| 7-Feb-03 | 97.20% |
| 8-Feb-03 | 96.69% |
| 9-Feb-03 | 96.71% |
| 10-Feb-03 | 96.44% |
| 11-Feb-03 | 97.46% |
| 12-Feb-03 | 97.46% |
| 13-Feb-03 | 97.46% |
| 14-Feb-03 | 97.71% |
| 15-Feb-03 | 97.46% |
| 16-Feb-03 | 97.20% |
| 17-Feb-03 | 97.46% |
| 18-Feb-03 | 97.20% |
| 19-Feb-03 | 97.46% |
| 20-Feb-03 | 97.20% |
| 21-Feb-03 | 97.46% |
| 22-Feb-03 | 97.20% |



| | |
|---|---|
| 23-Feb-03 | 97.46% |
| 24-Feb-03 | 97.20% |
| 25-Feb-03 | 97.46% |
| 26-Feb-03 | 97.20% |
| 27-Feb-03 | 97.46% |
| 28-Feb-03 | 97.46% |

TOTAL PERCENTAGE FOR FEBRUARY **97.15%**

| DAYS | TOTAL % |
|---|---|
| 28 | **97.15%** |

AVIATION ADMINISTRATION (AZ2 CHRISTOFFER)

- Inducted and logged over 30 squadron MAFS.
- Filed 324 scheduled and unscheduled MAFS in SE custody records.
- Made entries on OPNAV 4790/51 cards regarding load tests and NDI.
- Completed an inventory of 497 SE records.
- Updated PMS binder for 183 PM's due for the month of March.
- Entered EOM AESR start count verification on 11 gas turbine engines - 7 due 500 Start PM.
- Initiated a tracking system for monthly SE availability percentages.
- Completed 87 routing sheets for IM4 division personnel.
- Initiated 2 Broad Arrow request (AWG-9 desiccant filter, and A/S32P-25 AFFF check valve).
- Inducted A/M27T-6 and 12 t jack from USS ANZIO for PM and corrective maintenance.

AVIATION STOREKEEPERS (AK2 BYRD)

-Weekly AWP Validations improved the flow of needed parts.

**950 NX/ LPO PRODUCTION CONTROL AS1 BUCHANAN**

***Maintenance***

- Completed 250 PM's.

***Personnel***

- AS1 Thomas to day check
- AS1 Buchanan to night check
- AS3 Smith to 980
- AS3 Escoto to 980
- AS3 Raymond to 920
- AS3 Massimino to mess decks
- AS3 Jackson returned from Hazmat
- AS2 Rudy-EAWS
- AS3 Dente-P-25, Scrubber
- AS3 Davis-Scrubber, P-25, Spotting dolly

## WORK CENTER 910 AS1 DEVONISH

***Maintenance***

- Completed 66 maintenance jobs
- QEC on turbine QSJ072 (Bragg, Smith, Oravsky and Tibor)
- Replaced van axial fan on turbine QSJ196 (Smith and Oravsky)
- Replaced the clutch on HLU 075165 (Morgan)
- Replaced and Recovered all tow tractor seat backs
- Manufactured pin cover for spotting dolly QCF169 (Bragg)
- Replaced tie rod end on tow tractor SGM263 (Smith and Tibor)
- Spotting Dolly QCF130 reworked flow dividers and replaced Hydraulic charge pump (Bragg and Barnes)
- Tow tractor SGM239 contaminated brake reservoir flushed (Oravsky)
- Removed CV7 from P-25 TAU034 because of water contaminating the AFFF tank
- Changed 3 spotting dolly caster tires and 4 tow tractor tires (rear)
- Responsible 2nd classes should be able to direct gear move with a 1st class present.

***Personnel***

-AS3 Oravsky completed 3M 301 Maintenance, AMR, 3M 301 Craftsman

-AS1 Devonish completed 4970 test for CDI

-Trained 910 personnel on ordering tires using 51E

-AS1 Devonish completed 6K test

-AS2 Bragg and AS3 Smith earned 3 hours sleep in chit for replacing CV7 on P-25

## WORK CENTER 920 AS1 CARSWELL

***Maintenance***

- Completed 40 maintenance tasks.
- Both AWG-9's had broken desiccant assemblies. Removed and replaced assembly & desiccant.
- Completed (4) 52 week pm on the ADU-400'S.
- Completed maintenance on a total of (5) pieces of Squadron gear.
- T-6 Jenny from HC4 Det., Broken pump handle and a 13 WK PM. Replaced pump assembly and patch tested Class 1.
- 12Ton jack from HSL-48 Det. due 91 Day. Completed PM and load tested.
- Nan-cart #PSN801 leaking filter housing assembly, received filter housing and it was the wrong part but the unit can be checked out for use.

- Two tow bars with bent tube assemblies from the flight deck. Replaced tube assembly and stenciled unit.
- C/C Cart #00007, received hose. W/C 52A manufactured as per sample.
- A/M27T-5 #FT0099, Removed and replaced starter assembly.

***Personnel***

- AS2 Barnes completed CDI test for W/C 920&950. MO interview is schedule for 28Feb03.
- AS1 Carswell EAWS qualified.
- AS3 Medina checked out to the berthing cleaners.
- AS3 Goodman/AS3 Madewell was on the UNREP working party on the 10Feb03.
- AS2 Barnes training lecture on Battery Safety.
- AS2 Barnes received IM4 Div Tech of the Month for January.

*WORK CENTER 930 AS1 POTTKER*

***Maintenance***

- Completed 26 maintenance tasks.
- Repaired brakes problems of the 20K #370161.
- Assisted W/C 910 with the repair of three gas turbine engines. QSJ072, QSJ194, GSJ097, NTF193, QSJ021.
- Assisted W/C 920 with the rewiring of an A/M27-T5.
- Repaired the input cable on MMG-1A #775002.
- Replaced the input cable on MMG-1A #073093.
- Broken bolt got welded on the 6K #370175.
- Performed spot C/C on 7 pieces of support equipment.

***Personnel***

AS1 Pottker: Started ESWS.
3M 303 Supervisor qualification

AS2 Loureiro:
Started EAWS
Completed 3M 301 Maintenance
Completed 3M 301 Craftsman
Portable Nitrogen Bottle
HPU 1-5

AS2 Zapata:
Started EAWS
Completed 3M 301 Maintenance
Completed 3M 301 Craftsman

AS3 Gutierrez:
Started EAWS
Started 3M 301 Craftsman
Completed 3M 301 Maintenance
APG-25
Hydraulic Patch Test Qualification

AS3 Cuadrado:

Started 3M 301 Craftsman
Started AMR.
Completed 3M 301 Maintenance
Completed Respirator Quall

**WORK CENTER 980 AS2 DOBBINS**

***Maintenance***

- Completed 19 PM's.
- Completed 11 maintenance tasks.
- 182 day PM was done on the crash crane.
- Replaced Schrader valve on NAN cart.
- Fixed 5 NT4 tightening mechanisms.
- Replaced liquid level gage on LOX CART.
- Fixed oil leak on Crash Crane.

***Personnel***

None

**90A/TOOL ROOM/TRANSPORTATION AS2 WALKER**

***Maintenance***

- 350 items of support equipment checked out to support aircraft maintenance and servicing.
- Missing tool found by QA.
- Through research and the knowledge of AS1 Pottker we were able to prove to QA beyond a doubt that the pneumatic ratchet was indeed complete as is. Inventory changed to reflect.
- Tool container change sheets and purchase request submitted by AS2 Bragg for the necessary tools to complete the carry boxes.

***Parking Signs***

- Total complete is now 30.

***Personnel***

- AS3 Madewell lost 21FEB03 to 920.
- AS3 Lucero gained 21FEB03 while on LLD - lost 27FEB03 to 980.
- AS2 Walker completed Phase II testing for AGP-25.

**IM-41 3M/DC Shop AS1 FOURTUNIA**

***Maintenance***

- Completed 85 PMS checks.
- Completed 27 Spot checks. (Including two XO and one CO)
- Administered 33 3M 301 tests.
- Provided training for 12 people for 3M 303 Supervisor qualification.

***Personnel***

- AS1 Russell departed February 11th.
- AS1 Fourtunia completed 3M 303 Supervisor qualification.

**SE Training and Licensing AS2 BOSWELL**

***FEB 03 MONTHLY INPUTS***

| COMMAND | SEATS FILLED | NO SHOW | SEATS SPECIAL CLASSES | NO SHOW | TOTAL SEATS FILLED | TOTAL NO SHOW | PHASE ONE'S TYPED | LICENSE TYPED |
|---|---|---|---|---|---|---|---|---|
| CVW3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| G-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| HS-7 | 25 | 11 | 0 | 0 | 25 | 11 | 25 | 1 |
| IM-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| IM-3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| IM-4 | 62 | 0 | 0 | 0 | 62 | 0 | 62 | 20 |
| SUPPLY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| V1 | 21 | 5 | 0 | 0 | 21 | 5 | 21 | 9 |
| V-2 | 7 | 4 | 10 | 0 | 17 | 4 | 17 | 0 |
| V-3 | 23 | 0 | 0 | 0 | 23 | 0 | 23 | 5 |
| VAQ-130 | 7 | 7 | 0 | 0 | 7 | 7 | 7 | 0 |
| VAW-126 | 4 | 1 | 0 | 0 | 4 | 1 | 4 | 1 |
| VF-32 | 30 | 31 | 1 | 0 | 31 | 31 | 31 | 1 |
| VFA-105 | 16 | 8 | 0 | 0 | 16 | 8 | 16 | 1 |
| VFA-37 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 1 |
| VMFA-115 | 4 | 0 | 3 | 0 | 7 | 0 | 7 | 2 |
| VS-22 | 8 | 5 | 0 | 0 | 8 | 5 | 8 | 1 |
| | | | | | | | | |
| **TOTAL** | **209** | **74** | **14** | **0** | **223** | **74** | **223** | **49** |

| | |
|---|---|
| **TOTAL CLASSES OFFERED** | **55** |
| **TOTAL CLASSES CANCELED DUE TO NO SHOWS** | **14** |
| **TOTAL CLASSES CANCELLED DUE TO SHIPS SCHEDULE** | **4** |
| **TOTAL CLASSES GIVEN** | **37** |

***March*** -

**QA:** Operating in the Med with no liberty ports and no beer days this month. Operation Iraqi Freedom begins on the 21st.

Another "Red Letter" month for NAMDRP - the never-ending QDRs and EIs from IM3. River City has become "an email backlog" which is essentially the same thing with a new name. The amount of tool reports has decreased by 50% from last month.

Specific accomplishments are as follows:

***Significant Events***

- MRC Phase II completion rate:

| | | | |
|---|---|---|---|
| **AD1** | 972 | 404 | 42% |
| | 298 | 298 | 100% |
| | 467 | 467 | 100% |
| | 2186 | 2186 | 100% |
| | 1709 | 1709 | 100% |
| **AT1** | 911 | 854 | 94% |
| | 209 | 209 | 100% |

- Tier 2 conditions implemented due to an "email backlog". If we use the LT's logon, pub downloads are great- 5-11 KBS download speeds. During Tier 1 all is restricted, and during Tier 4 pub downloads are impossible.
- Many NAMDRP reports generated, a few erroneously and a few that point to an alarming trend in defective components being received from ARF Cecil Field. These concern the 1A2 Power Supplies for the AN/APG-73 Radar transmitters. There have been seven QDRs generated on the transmitters and the two reports received back from Boeing concerning the follow on investigations have shown that the transmitters are indeed defective.
- NATEC was supposed to travel to the ship to install a new JATDI database and provide training. The request went unfunded and the ETS request had to be cancelled. As per Doug Harder at NATEC 100 CD-ROMS were mailed on the 15th of March.
- DTPL page check completed, discrepancies sent out by the QAO. DTPL AIL checks completed in preparation for copying of all electronic publications to CD-ROM.
- Replacement External hard drive for CTPL re-shipped from COMPUSA.
- QA coordinates another successful AIMD safety stand-down.
- MULTI-RAE sniff checker sent to RAE Systems in CA
- EOC award inputs submitted
- Smallpox shots begin and end.
- QA inputs verified against IDTC training matrix
- Sewn pockets become mandatory on the first of the month
- Media arrives onboard to cover OIF and eliminates training capabilities for crew.

***Maintenance Support***

- Provided support to AIMD and squadron Avionics shops for numerous "Y" coded items
- Provided support to the T/W shop for QAR tire sign offs, and to Powerplants for Engine turns, and final checks.
- QA continues to show a presence at ALL FOD walk-downs- we

make a difference!

***Personnel***

- AD1 Underwood qualified as a QAR.
- AS1 Doss awarded ESWS Pin.
- AZ3 Blue checks into QA to turn over with AZ3 Whitten.
- LT Dunn becomes the AIMD LIFAC representative.
- AS1 Doss' NFDS application package sent out.

***QA by the Numbers***

| | | | |
|---|---|---|---|
| Audits Performed | 18 | Missing Tools | 4 |
| AVGFE Chits issued | 7 | Ordnance Qualified personnel | 3 |
| Broken Tools | 46 | Publications ordered | 12 |
| CDI / Professional Tests | 51 | QA FOD checks and finals | 14 |
| CDI Periodic Evaluations | 6 | QARs Qualified | 1 |
| CDIs Qualified | 12 | QAR training lectures written/given | 10 |
| CDQARs Qualified | 1 | QDRs | 6 |
| DTPLs qualified | 0 | Safety / Mishap reports | 0 |
| Engineering Investigations | 4 | SE tests | 105 |
| EI/HMR | 0 | SE Acceptance / Transfers | 10 |
| Follow-up Audits | 3 | SE Misuse/Abuse Reports | 0 |
| HMRs | 0 | Technical Directives Processed | 17 |
| Hydraulic spot checks | 0 | Tool Container Changes | 7 |
| Hydraulic samples | 44 | TPDRs | 1 |
| ICRL change requests | 810 | Worn Tools | 89 |
| IRACs | 33 | Y Code investigations | 11 |

**IM-2: 400 Branch** processed 20 engines and apu's. Repainted out the Port-side p-way. Five personnel received awards including three Good Conduct Medals and two personnel completed EAWS Quals and one completed ESWS Quals.

**500 Branch** processed a total of 967 MAFs. STS Bench was calibrated and is now good till 03AUG03. The NDI Program received a "No hit" audit. BZ to the NDI Techs. Hyd Shop received a "No hit" DTPL audit as well. P-way outside the Hose and Tube Shop was refurbished.

**800 Branch** 399 ALSS items processed. Over 240 sewing and embroidery projects completed. Four personnel upgraded their Ordnance quals to QASO and two personnel qualified as Team

Leaders. Three personnel qualified in Basic DC. Two personnel qualified in Advanced DC 307 and 308.

**IM-3: Shop 1** When repairing Inertial Measure Unit Cain Batteries (P/N: 681310-5) NA05-35KAA-50 states that the battery should be completely discharged before any disassembly action (except cover) to address issues of safety regarding shock. The battery, however, can recharge on its own due to chemical action. Technicians have found that a possible shock hazard can be prevented by leaving the shorting plug installed on the J1 connector while being assisted to another work center (69B). Shop 3 Incorporated CSC 55 and 56 on 58 ALQ-126B in less than a week.

**Shop 4** A power spike from Load Center 11 dumped the CASS Hybrid Test Station, but the bench powered back up. Upon closer inspection, we found the 60 Hz Three Phase Input Metal Oxide Varistors (MOV's) in the Main Power Distribution Drawer destroyed. A week later, the very same thing happened to the CASS EO+ Test Station. Separate Engineering Investigations have been submitted as a result. When the CASS External Hard Drive failed to classify, we were informed through Dave Williams (NAVAIR) that the drive inside the EHD should be ordered as P/N: 2046AS253-02 or RZ-58-E (NIIN: 01-453-3350) as a consumable allowing for the drive to be destroyed with no turn in needed due to classified material shipment concerns. Jim Hobbs (NAVAIR) has provided guidance that 200 Proof Denatured Ethyl Alcohol (NSN: 6810-00-543-7415) is permitted as an alternate to NSN: 6810-00-242-3645 indicated in Message DTG 1713ZSEP02 and NA16-30USM-2-1 WP 045 00 for rinsing the CASS EO+ Collimator Housing Assembly Mirror if necessary. IATS failed for the Power Monitor while running Roll, Pitch, and Yaw Computers. In addition, we identified a defective AirSim A19 and the Half Rack A12 CCA's. Broad Arrow assets were ordered and returned the bench back to full operability.

**Shop 5** Radar Test Bench Set fail self test. Technician tried to run group II assets with Group 0 assets and the bench failed to run WRA's 29, 30 and 31. Work center technician learned that bench would not run with Group II and Group 0 WRA's mixed. RADCOM and HTS technicians performed grooming of test stations. After replacing some high usage microcircuit benches we ran self-test IAW TPI as a result, the Radar Test Bench Set would not run system test and The WRA-29 would not fire. We discovered the RTBS WRA-37 (High Voltage Power Supply) as the cause. Two KEPCO Power Supplies failed during PVT on Hybrid Test Station. We replaced power supplies and bench back to a

full mission capable status within 3 hours. Hybrid Test Station backlog increased by 20 SRA's due to shop 4's down IATS bench. Circuit card assemblies from the DDI and servo controller box had to be run across HTS, one at a time. HTS was able to troubleshoot and repair circuit cards within a 24-hour period. Work center backlog 91 as of 27MAR03. Good job shop 5.

**Shop 7** three Quality Deficiency Reports generated on F-18 Transmitter and 1A2 assembles. Sgt Perales promoted to SSgt on 01 APR. AT2 Briggs qualified EAWS. Squadron induction level dropped significantly. Work Center personnel utilized time to obtain qualifications achieving five Advanced DC (307 and 308) and two 3M(301.

**Shop 8** Fixed a discrepancy with the UEU set up which caused noise to obscure reading signals. Problem was caused by metal particles in the connector of the Mixer Detector HP5364A. ID G81S00200-2 went down twice this month for wiring problems. This is a Grumman ID and is wire wrapped inside. In both instances, the wire wrap had worn down the insulation and shorted out to the chassis. Completed IMRL inventory of 1,030 items. AT2 Mickey qualified as EAWS. AT2 Kaanta awarded the "Give'm Hell Hero" award.

**Shop 9** Completed 100 percent page check on work center publications. Ordered and received new 4410-6 wattmeter plug-in. Repaired power cable for ARM-165A, S/N JQA041, and received back from cal in A1 status. Received the smallpox vaccinations for entire work center. Received a number of Y-codes from VFA-37 against ACLS WRAs, APN-202s, and R1623s. All WRAs checked fine on the bench but failed during plane checks. Never came to any conclusion on the cause. APM-403 bench, S/N KKE154, had a shorted "Device Power" switch. Part was placed on order and was received. Received three different APN-194/ID-2206 A2 modules. All three required replacement of wiper arms. This is a Depot Level repair. We attempted to repair at our level; however, we could not procure the whole wiper arm; therefore, we tried to order the wiper arm contacts.

**Shop 13** did their best to get the wiper arms soldered on properly. Although completed, it proved to be a difficult task. Repair of A2 modules will be limited to replacement of cosmetic items such as the faceplate, knobs, and potentiometers. On-site calibration of ASM-81 was completed. TACAN PP6730/ARM156 (S/N NYT016) power connector had a broken guide pin, preventing a tight cable connection. This caused degraded readings on some tests. We ordered and replaced new connector and received a

defective one from supply, which we inducted to the Calibration Lab in A1 status. Completed quarterly ICRL validation and are currently typing up ICRL change paperwork for items requiring different capability than what's listed. Received APM-245 S/N NXK019 back from calibration Lab in A1 status. Attempted to assist Combat Systems in repair of their ACLS test system.

**Shop 10** Received a Control Logic Assembly (CLA) Test Set (P/N: BD01-105) as a replacement from the CV-67 in non-RFI condition. Utilizing the work center's original CLA Test Set, a good one was made out of the two.

**Shop 11** Calibrated 378 TRUMAN assets, 76 CVW-3 assets and 14 Battle Group assets (Total = 458) this month. Completed onsite calibration of IM2's Servo Cylinder Test Set (STS). (Last months percent readiness was 99.72).

**Shop 12** TTS Calorimeter Electronics Assembly (CEA) failed self-test and operational tests and then stopped communicating with the computer. There is insufficient technical data available to troubleshoot or repair the CEA, even though it is SM&R coded XBGGD. Reseated microcircuits on CCA's that fixed the problem. Discovered two high voltage cables (for running loads) on TTS - they were breaking down when meggered. All other cables tested well. Breakdown in potting compound was only found in 500vdc and above.

**Shop 13** Work Center completed 100 percent Smallpox vaccination. 69B Processed 948 2M-repair actions in support of CVW-3 and AIMD work centers of which 259 were PRI-1. We used the Sniper II bench in removal and replacement of a U301 from a circuit card received from Shop 7. Sniper system would not remove component after repeated attempts. Sent an email with photo attachment requesting guidance from NAVAIR and APE. We were not able to retain the CCA because it was an expeditious repair item. 69C Processed 174 cable repair action in support of CVW-3 and AIMD work centers of which 39 were PRI-1. Manufactured two radar hard lines for VS-22 squadron.

**AO Shop** Turned over LPOs. Brought AO1 Bishop from QA to turn over with AO1 Kannel. AO1 Kannel went back to weapons department effective 07 April. Continued to trouble shoot problems with the use of LALS II. Production increased during the month of March. Completed 791 maintenance actions. Continued the de-preservation and re-preservation of the entire K-pool. The only gear remaining are the IMER's and LAU-92's. Corrected the majority of the discrepancies found. Identified

and submitted a PQDR on the Improved Triple Ejector Rack (ITER), Electronic Control Unit (ECU). It causes the Common Rack and Launcher Test Set (CRALTS) to blow fuses when tested. Assisted Combat Systems repair MT 22. Avoided the use of a CASREP, and the downing of the gun system (Close-In Weapons System Mount 22).

**IM-4:** Has pulled together as a tight group. With no liberty ports the time has started to go by slowly and supervisors are being cautious and watching for complacency. The crew has shown great pride in the cruise tractor project and is nearing completion. ASC Carter arrived this month and is now on nights as the night check production control chief.

March marked the beginning of the Iraqi Freedom War and flight operation were increased exponentially. Although the increased wear and tear on the gear is showing the crew is handling each discrepancy without problems.

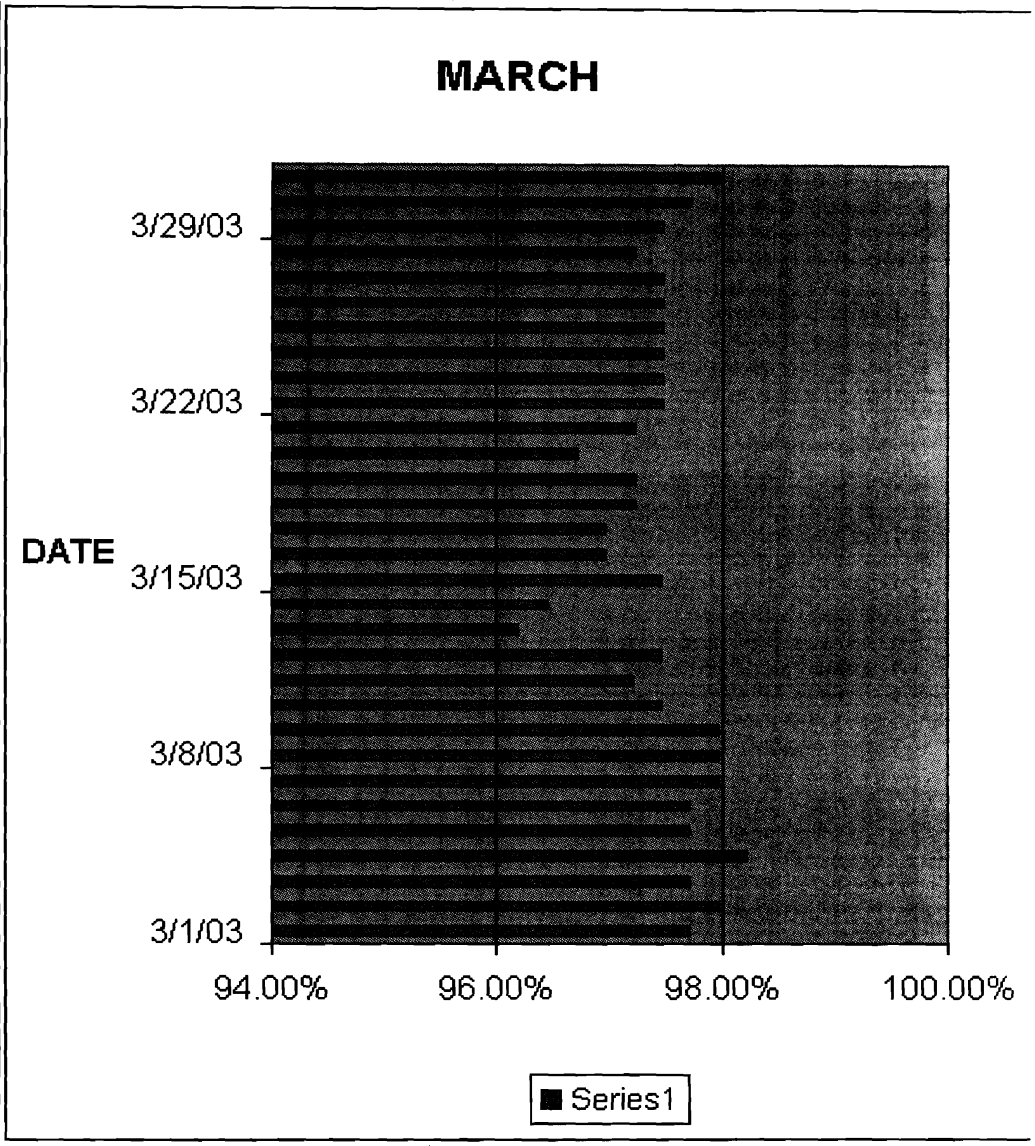
Berthing cleanliness is still a concern but is becoming easier to take care. The CPO daily walk-through inspections are serving their purpose.

IM4's level of readiness was 97.44 percent average for the month.

Training held 44 classes for 323 people this month with 22 classes cancelled due to NO shows. Specific accomplishments are as follows:

**DX Production Control 029 ASC EVANS/AS1 THOMAS**

| DATE | % |
|---|---|
| 1-Mar-03 | 97.71% |
| 2-Mar-03 | 97.96% |
| 3-Mar-03 | 97.71% |
| 4-Mar-03 | 98.22% |
| 5-Mar-03 | 97.71% |
| 6-Mar-03 | 97.71% |
| 7-Mar-03 | 97.96% |
| 8-Mar-03 | 97.96% |
| 9-Mar-03 | 97.96% |
| 10-Mar-03 | 97.46% |
| 11-Mar-03 | 97.20% |
| 12-Mar-03 | 97.46% |
| 13-Mar-03 | 96.19% |
| 14-Mar-03 | 96.45% |
| 15-Mar-03 | 97.46% |
| 16-Mar-03 | 96.96% |
| 17-Mar-03 | 96.96% |
| 18-Mar-03 | 97.22% |
| 19-Mar-03 | 97.22% |
| 20-Mar-03 | 96.71% |
| 21-Mar-03 | 97.22% |
| 22-Mar-03 | 97.47% |
| 23-Mar-03 | 97.47% |
| 24-Mar-03 | 97.47% |
| 25-Mar-03 | 97.47% |
| 26-Mar-03 | 97.47% |
| 27-Mar-03 | 97.47% |
| 28-Mar-03 | 97.22% |
| 29-Mar-03 | 97.47% |
| 30-Mar-03 | 97.72% |
| 31-Mar-03 | 97.97% |




| DAYS | TOTAL % |
|---|---|
| 31 | **97.44%** |

**TOTAL PERCENTAGE FOR MARCH**

**97.44%**

AVIATION ADMINISTRATION (AZ2 CHRISTOFFER)

- Inducted and logged 23 squadron MAFS.
- Filed 442 scheduled and unscheduled MAFS in SE custody records.
- Made 17 entries on OPNAV 4790/51 cards regarding load tests and NDI.
- Accepted LCFU, S/N 000037.
- Updated PMS binder for 186 PM's due for the month of April.
- Entered EOM AESR start count verification on 11 gas turbine engines - 1 due 500 Start PM. S/N QSJ194.

- Re-preserved 5 items of SE and made all required entries on OPNAV 4790/51 cards.
- Completed 66 routing sheets for IM4 division personnel.

PERSONNEL/ DATES (IM4)

- March 3, AS3 Dente went TAD to S2M, AZ3 Fabiano qualified ESWS.
- March 4, AS2 Boswell EAWS qualified.
- AS3 Smith graduated ASF academy.
- March 8, AS2 Ozuna EAWS qualified.
- March 11, AS1 Buchanan EAWS qualified.
- March 14-15, AS3 Oravski was SIQ.
- March 16, safety standdown.
- AZ2 Christoffer graduated ASF academy.

PERSONNEL/ DATES (IM4)

- AK2 Byrd: Damage Control 307 and 308
- AK2 Byrd earned EAWS- Air Warfare Qualified

**NX PRODUCTION CONTROL 029/950 ASC CARTER/AS1 BUCHANAN**

***Maintenance***

- 277 preventative maintenance actions
- 22 pieces of squadron gear
- Painted shop garage door
- Painted all deck edges and other areas including shelving and cupboards
- Surveyed tow bar # DYN676

***Personnel***

- AS3 Garcia-TAD on 31 Mar to laundry
- AS3 Oravsky-gained on 31 Mar
- AS2 Regalbuto-CDI-910, 950. c/c cart, APG-25, Power Boss
- Special Recognition -
- Sleep in chits for AS2 Beard and AS2 Regalbuto

**WORK CENTER 910 AS1 DEVONISH**

***Maintenance***

- AS3 Tibor is working on the cruise tractor.
- QCF143 Spotting dolly throttle cable (Smith & Bragg)
- QCF069 drive tires (Smith)
- P-25 check valve (Bragg, Smith, Oneal)
- Scrubber #259 leaking head gasket (Smith)
- Manufactured pin cover for spotting spotting dolly (Bragg)
- P-25 #33 no start (Oneal)
- Scrubber #259 leaking hydraulic pump (Bragg, Oneal, Barnes)
- Scrubber #256 leaking head gasket (Smith)
- Manufactured power steering lines for tow tractor (Smith)
- Power boss radiator leaking (Tibor) 263031

- Reworked the front end of tow tractor SGM294 (Kihara, Oravsky, Tibor)
- changed the ring gear on tow tractor SGM239

***Personnel***

- AS3 Oravsky SIQ (wisdom teeth) 15-16 MAR 03
- AS2 Lacy onboard 23 MAR 03
- AS2 Kihara Gained from MAA 17 MAR 03
- AS1 Devonish CDI 25MAR03
- AS3 Oravsky 301 Craftsman
- AS1 Devonish 301 Craftsman
- AS1 Devonish 307 Advanced DC
- AS3 Smith & AS2 Oneal good counseling for job well done on P-25 and Scrubber.
- AS2 Bragg was the Support Equipment Tech of the Month for February.

**WORK CENTER 920 AS1 CARSWELL**

***Maintenance***

- NAN Purge Cart- received bottles from Bahrain and installed on S/N#7279 unit RFI.
- A/M27T-5 Jenny #RBO106 contaminated, replace filters and fluid RFI class 0.
- NAN-Cart #PZN575, replaced boost pump assy.
- 91-Day Inspection on (2) HSL-48, 12 Ton jacks.
- Assisted Power Plants in welding F-14 exhaust assy.
- 17 Ton jack #001195, receive pump unit non-RFI reordered another pump assy. Due to bad pump and completed DTI.
- 20 Ton jack #002423, on the plane had a leaking ram. We replaced o-ring, back up ring, and load tested.
- Nan-cart #PZN095, replaced gage and calibrated low-pressure gage assy.
- B-4 Stand #KK0005, replaced ram assembly and load tested.
- Lox Cart #003456, replaced filler valve.
- Completed maintenance on (3) squadron PON-6's.
- Received LCFU from IMRL #000037, acceptance inspection and patched tested.
- Transferred (2) ETU-110 Trailers for VMFA-115 Det. #TGE009/910013, and Engine adaptor #000126,000060.
- A/M27T-5 Jenny #NFT273, canabalized backing plate from #PRX280.
- 4000 Trailers replaced hardware.
- Sent a motor pump relay for the LCFU to the USS Roosevelt (ASC Rosenberg.
- Sent a Damper, shock absorber for C/C Cart to LTJG Beaton HC-8 Det. 4 USNS Artic.

***Personnel***

- AS3 Williams-gained from the berthing TAD.

- All hands received small pox vaccination.
- PR2 Vinson gave OJT on NAN-Purge Cart.
- Safety standdown from 1300-1500.
- ASAN Martin finishing up signs.
- Revised berthing SOP.
- AS3 Goodman working party (safety observer)

**WORK CENTER 930 AS1 POTTKER**

***Maintenance***

- Repaired alternator problems of the 20K 370161
- Drilled broken bolt on 20K 370161
- Trouble shot and fixed various 6K's during UNREPs
- Fixed no AC output gripe on TAP060
- Fixed frequency gripe on MMG-1A 775002
- De-preserved and Preserved all ST1000, Defender 2000
- Fixed brake problem on 6K 165
- Replaced alternator on 6K 178
- C/C on various pieces of support equipment.

***Personnel***

- AS1 Pottker:
- Started ESWS. 80% completed
- AS2 Loureiro:
- Started EAWS
- Started 303 W/C Sup.
- AS2 Zapata:
- EAWS 50% completed

**WORK CENTER 980 AS2 DOBBINS**

***Maintenance***

- 1 month pm on 6 k
- 26 week pm on lox cart and NAN-3
- 26 week pm on tow tractor
- Turbine QSJ 094 500 start
- Changed oil on power boss & completed 91 day pm
- Unclogged jets on scrubber & Troubleshoot
- Replaced starter on P-25 TAU033
- Repaired electric system on crash cane twice this month
- Replaced low pressure value on NAN-3
- Replaced two front tires on tow tractors
- Changed two turbine hoses on SGM 283 and SGM 239
- Adjusted parking brake on SGM 291
- Repaired scrubber squeegee twice on right side
- Changed alternator on QSJ 239
- Adjusted governor on SGM 247
- Crash cane no power to motor drive cabinet burned fuse
- Tightened power steering pump on SGM 239

- SGM 238 had no reverse shifter was lose
- Changed alternator belt on Scrubber
- Replaced air filter on P-25 TAU032
- Unclogged jets on scrubber
- Troubleshoot 283 on 3:6:1 repaired butterfly valve
- Replaced oil pressure switch on SGM 294

***Personnel***

- Dobbins CDI in work

**90A/TOOL ROOM/TRANSPORTATION AS2 WALKER**

***Personnel***

- AS2 Walker completed Phase I training for the YB4410 crane.
- AS2 Barts checked into tool room.
- AS2 Cook checks out to work center 910. Completed Phase I training for the YB4410 crane.

***Maintenance***

- 272 items of support equipment checked out to support aircraft maintenance and servicing.
- Over 600 tools checked out for maintenance and support.
- New tool containers have been configured for new tools when they come in.
- Tool container change sheets and purchase request submitted by AS2 Bragg for the necessary tools to complete the carry boxes.

***Parking Signs***

- Refurbishment of 57 parking signs completed by ASAN Martin.
- Signs placed in the hanger to facilitate maintenance on weapons gear. Should be placed back in K-pool upon completion.

**IM-41 3M/DC Shop AS1 FOURTUNIA**

***Maintenance***

- Completed seventy-eight PMS checks.
- Completed Twenty-four Spot checks.
- Basic upkeep of AIMD spaces, repairing battle lanterns, replacing overhead lights and damage control markings, repairing ladders, adjusting doors, replaced worn lagging, etc…
- Adjusted the Cycle schedule to ease some of the forth quarter maintenance and allow more work for time at sea.
- Installed Force Revision 1-03. That was fun. All MIPs and MRCs have been signed initialed and installed.
- Administered twenty-two 301 Maintenance Person Tests.
- Provided training for fourteen people for 3M 303 qual

***Personnel***

- AT3 Anderson, Awarded ESWS pin.

- AS1 Fourtunia, Completed EO course, RPPO Qualified.
- AM2 Melville, set up twenty-six EAWS classes resulting in eleven people receiving their pin, administered five EAWS exams, and sat two boards.
- ADC Page transferred out.
- AEC Lee Checked in.

**SE Training and Licensing AS2 BOSWELL**

***MAR 03 MONTHLY INPUTS***

| COMMAND | SEATS FILLED | NO SHOW | SEATS SPECIAL CLASSES | NO SHOW | TOTAL SEATS FILLED | TOTAL NO SHOW | PHASE ONE'S TYPED | LICENSE TYPED |
|---|---|---|---|---|---|---|---|---|
| CVW3 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 1 |
| CS-7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| DECK | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| G-1 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 13 |
| G-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| HC-6 | 0 | 0 | 14 | 0 | 14 | 0 | 14 | 0 |
| HS-7 | 28 | 17 | 0 | 0 | 28 | 17 | 28 | 7 |
| IM-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-2 | 8 | 0 | 0 | 0 | 8 | 0 | 8 | 5 |
| IM-3 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 |
| IM-4 | 77 | 1 | 0 | 0 | 77 | 1 | 77 | 26 |
| SUPPLY | 0 | 0 | 8 | 0 | 8 | 0 | 8 | 2 |
| V1 | 42 | 7 | 0 | 0 | 42 | 7 | 42 | 1 |
| V-2 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 0 |
| V-3 | 28 | 0 | 0 | 0 | 28 | 0 | 28 | 26 |
| VAQ-130 | 15 | 8 | 0 | 0 | 15 | 8 | 15 | 0 |
| VAW-126 | 24 | 7 | 0 | 0 | 24 | 7 | 24 | 1 |
| VF-32 | 37 | 11 | 0 | 0 | 37 | 11 | 37 | 1 |
| VFA-105 | 4 | 11 | 2 | 0 | 6 | 11 | 6 | 0 |
| VFA-37 | 8 | 2 | 0 | 0 | 8 | 2 | 8 | 1 |
| VMFA-115 | 14 | 0 | 0 | 0 | 14 | 0 | 14 | 0 |
| VS-22 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 2 |
| **TOTAL** | **299** | **68** | **24** | **0** | **323** | **68** | **323** | **91** |
| **TOTAL CLASSES OFFERED** | | | | | | | | **66** |
| **TOTAL CLASSES CANCELED DUE TO NO SHOWS** | | | | | | | | **22** |
| **TOTAL CLASSES CANCELLED DUE TO SHIPS SCHEDULED** | | | | | | | | **0** |
| **TOTAL CLASSES GIVEN** | | | | | | | | **44** |

***Personnel***

**-AS2 BOSWELL COMPLETED:**

313 SCENE LEADER

EAWS

ENROLLED IN ESWS

COMPLETED 39 PQS PAGE 4 ENTRIES
**-AS2 GANT COMPLETED:**
301 MAINTENANCE MAN
305 MOOW
ENROLLED IN EAWS
LICENSE P-25
AVIATION MAINTENANCE REQUIREMENTS

## ***April*** -

**QA:** Operating in the Med with no liberty ports and one beer day and two picnics this month. Operation Iraqi Freedom continued with CVN-75 / CVW 3 dropping more ordnance than any other Battle Group.

Another month has come and gone without the opportunity to update our 'Wall of Shame'. There were zero SE misuse/abuse reports filed and no 'crunches' to report.

Specific accomplishments are as follows:

***Significant Events***

- MRC Phase II completion rate:

| | | | |
|---|---|---|---|
| **AD1** | 753 | 494 | 66% |
| [redacted] | 298 | 298 | 100% |
| | 467 | 467 | 100% |
| | 2186 | 2186 | 100% |
| | 1709 | 1709 | 100% |
| ***AT1*** | 911 | 911 | 100% |
| [redacted] | 209 | 209 | 100% |

- Tier 2 conditions implemented due to an "email backlog". If we use the LT's logon, pub downloads are great- 5-11 KBS download speeds. During Tier 1 all is restricted, and during Tier 4 pub downloads are impossible.
- Many NAMDRP reports generated this month as well. It was the first month since taking over CODR reporting from the Weapons Department. W/C 710 generated seven within this period, all of which were initiated and submitted, without missing a beat.
- CIBC fastener issue with VF-32 resolved.
- MULTI-RAE sniff checker being sent back through NAVAIR.
- QA provides additional 'safety observers' for UNREPs.

- Media departs USS HARRY S TRUMAN. Internet access almost back to normal.

***Maintenance Support***

- Provided support to AIMD and squadron Avionics shops for numerous "Y" coded items.
- Provided support to the T/W shop for QAR tire sign offs, and to Powerplants for Engine turns, and final checks.
- QA continues to show a presence at ALL FOD walk-downs- we make a difference!
- Identified FOD issue concerning use of 'Baker Boxes' as trash receptacles by maintainers and addressed issue with CAG LCPO.
- Identified possible FOD issue concerning aluminum high-shouldered nuts on drawbar handles.

***Personnel***

- PR1 Curry departs on EL. Will become part of homecoming crew vice returning to ship.
- AMC departs on EL and returns.
- AT1 takes over as acting QAS. Runs W/C with iron fist.

***QA by the Numbers***

| | | | |
|---|---|---|---|
| Audits Performed | 23 | Missing Tools | 5 |
| AVGFE Chits issued | 4 | Ordnance Qualified personnel | 0 |
| Broken Tools | 66 | Publications ordered | 6 |
| CDI / Professional Tests | 11 | QA FOD checks and finals | 11 |
| CDI Periodic Evaluations | 6 | QARs Qualified | 0 |
| CDIs Qualified | 3 | QAR training lectures written/given | 32 |
| CDQARs Qualified | 3 | QDRs | 6 |
| DTPLs qualified | 0 | Safety / Mishap reports | 0 |
| Engineering Investigations | 2 | SE tests | 93 |
| EI/HMR | 0 | SE Acceptance / Transfers | 4 |
| Follow-up Audits | 6 | SE Misuse/Abuse Reports | 0 |
| HMRs | 0 | Technical Directives Processed | 22 |
| Hydraulic spot checks | 0 | Tool Container Changes | 0 |
| Hydraulic samples | 56 | TPDRs | 0 |
| ICRL change requests | 140 | Worn Tools | 63 |
| IRACs | 33 | Y Code investigations | 9 |

**IM-2: 400 Branch** - 16 engines and APUs were processed during the month. Power Plants personnel completed 15 qualifications as well. One individual received a 2nd degree burn to his right hand while heating a bowl of soup. No lost workdays.

**500 Branch** - The Spot Welder is still AWP for a transformer and the compressor for the HAZMAT freezer is also still AWP. The LORAD X-ray machine was returned from rework and is RFU. 819 MAFS were processed by 500 Branch. One sailor burned his left hand by touching an engine cowling he was spot welding. No lost workdays.

**800 Branch** - 446 embroidery and sewing projects were completed this month by the PRs. A total of 339 ALSS items were processed. The LOX converter test stand was calibrated by a Cal Team that flew onboard.

**IM-3: Shop 4** While running Optical Stabilizers and Pod Forward Sections on CASS EO+, the IR Camera would cut off causing the screen to blank out (go green). The camera was ordered and replaced with the correct P/N: 3193775-7 and NSN: 4920-01-483-0626.

**Shop 5** Calibration items for April were turned into calibration lab on 2APR03. The MAMS Buffer voltage amplifier CCA (BVA) for HTS failed while troubleshooting in Shop 12 on HTS. MAMS BVA circuit card was ordered and received. RADCOM Vector Volt Meter (VVM) failed annual calibration. The station would have been down for some E-2C RADAR WRA's and SRA's. However, the shop was still able to run these components on the six bay RADCOM station. The calibration lab was able to repair the VVM later in the evening, making the RADCOM was down for the above items for only a few hours rather than several days to weeks. IMUTS Power Supply 3 was received NRFU from supply. Work center 62F was able to cannibalize to keep the bench up. Consumable/Repairable Part numbers that were hard to get during deployment were documented.

**Shop 6** No inputs

**Shop 7** No inputs except maintained normal production efforts.

**Shop 8** Qualified EAWS: AT2 Kaanta, AT2 Colangecco. Qualified ESWS: AT2 Berrios, AT1 Jones. Bench Issues: Dakota: DTU card in slot 6 failed, replacement is onboard. The High voltage power supply failed and was replaced with one from TAZ. Buford: Low voltage power supply burned up, replacement onboard. Cartman:

Calibrated Cartman, GPI card failed was replaced with card from TAZ.
Oscar: Replaced bad Power Meter, Calibrated bench.

**Shop 9** Completed 36 Evals and PIMS for E4's and E5's, respectively. Completed IMRL wall-to-wall. Completed MAMS/TBI inventory. Sent Rework request to AIRLANT for AN/APM-455; S/N 00123. Surveyed AN/APM-231; S/N 13 was rejected by the cal lab for a bad frequency meter. ARM-200 went down for ARC-182 mounts. The MX-18314A adapter box took a power hit when hooking up the cable from the UUT. All on-screen instructions were followed but there was still power present at CB1, 115VAC, with the switch off. Self-test called out U2 as being bad. Still did not work after replacement so we traced back in the circuit to U1 and U24, had them replaced, worked just fine after that. In addition, replaced CB1. Test set C-9154, S/N DHV041, cable W5 broke while running a R-1623. Pin 4 broke off. The connector was put on order and the cable repaired on 03105 day. Placed new meter leads on order for all of the toolboxes. The work center ordered FLUKE meter leads because they have a tighter fit on the multimeters. Supply noted parts handling issues, as far as classified gear is concerned. No hand-to-hand paperwork is required but the gear's classification should be written on the 'corrective action' bock of the VIDS/MAF and the MAF bag attached to the bubble wrap. ATCS Clark delivered a "Confidential" stamp to us so we can stamp the RFI tags and the VIDS/MAF. Completed DTPL audit and we took a hit for not having IRAC 29 incorporated in NA 01-1A-509. When going to correct the deficiency, we discovered the IRAC was incorporated and it was just a mistake made by the auditor.

**Shop 11** - Calibrated 332 TRUMAN assets, 113 CVW-3 assets and 6 Battle Group assets for a total of 451 this month. Completed onsite calibration of IM2's Servo Cylinder Test Set (STS). Command calibration readiness was (TBA) percent this month.

**Shop 12** TTS - Oil drained back into station from transmitter when all valves and switches were closed shut and turned off. Having assistance from hydraulics shop to read piping and tubing - PCOF was narrowed down to high-pressure relief valve. After tapping on valve with hammer the internal spring reset and fluid flow returned to normal. The replacement valve was ordered and supply found a cross on station, replacement valve was installed and coolant oil section still checks 4.0 IAW system testing. HTS Calibration Standard reporting A Bus 100 "Initialization Failure." After trouble shooting the cause of the failure it was found to be a defective Calibration Standard (BB80). Total

impact of this failure was the inability to certify that HTS was within standards by Performance Verification Testing (PVT) and Certification Testing (CTO). This also prevented HTS from performing daily pre-op's required for HTS operation. Solution: Replaced calibration module. Ran gear down in shop 5 until replacement arrived.
**Shop 13** 69B Completed 869 2M repair actions in support of CVW-3 and AIMD work centers. Completed 290 PRI-1 2M repair actions in support of CVW-3 and AIMD work centers. 69C Completed 117 cable repair actions in support of CVW-3 and AIMD work centers. Completed 26 PRI-1 cable repair actions in support of CVW-3 and AIMD work centers. Completed 7 PIMs and Evals combined for SEAOPDET personnel. Completed IMRL Inventory.

**AO Shop** Production for the month of APR was steady. Completed 790 maintenance actions. Continuing the de-preservation and re-preservation of the entire K-pool, The only gear remaining are the BRU-11's and a few small items. Working the Fly-Off issues, off-load requirements, and BCM gear issues. Completed Semi-Annual Audit, received very few hits, and all where corrected in a timely manner, 100 percent better then the previous audit. Shipped off M61A2 Gun System and BRU-32 Bomb Rack for an EI..

**IM-4:** April was the beginning of the end of the Operation Iraqi Freedom War and flight operation were significantly reduce the first half of the month and finally ending a week later. We managed superbly in handling the increased wear and tear on the gear by repairing minor discrepancies immediately. Only a few unit discrepancies required further detailed repairs alone with "Broad Arrow " messages to expedite receipt of parts not in stock.

Berthing cleanliness is still a concern but is becoming easier to take care. The CPO daily walk-through inspections are serving their purpose.

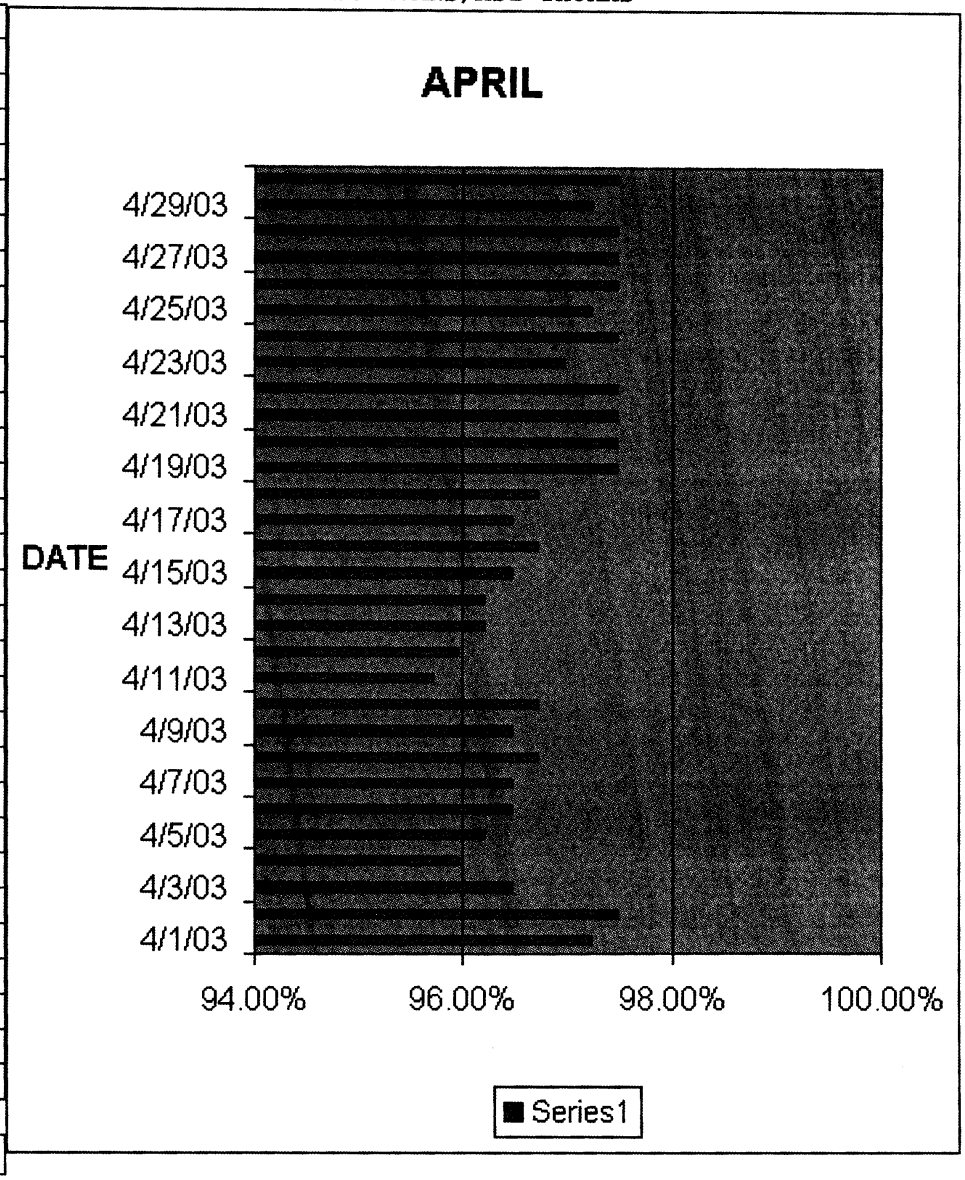
IM4's support equipment readiness dropped slightly to 96.84 percent for the month, mainly due to parts availability.

Training held 45 classes for 216 people this month with 22 classes cancelled due to No shows.

Specific accomplishments are as follows:

**DX Production Control 029 ASC EVANS/AS1 THOMAS**

| *DATE* | % |
|---|---|
| 1-Apr-03 | 97.22% |
| 2-Apr-03 | 97.47% |
| 3-Apr-03 | 96.46% |
| 4-Apr-03 | 95.95% |
| 5-Apr-03 | 96.20% |
| 6-Apr-03 | 96.46% |
| 7-Apr-03 | 96.46% |
| 8-Apr-03 | 96.71% |
| 9-Apr-03 | 96.46% |
| 10-Apr-03 | 96.71% |
| 11-Apr-03 | 95.70% |
| 12-Apr-03 | 95.95% |
| 13-Apr-03 | 96.20% |
| 14-Apr-03 | 96.20% |
| 15-Apr-03 | 96.46% |
| 16-Apr-03 | 96.71% |
| 17-Apr-03 | 96.46% |
| 18-Apr-03 | 96.71% |
| 19-Apr-03 | 97.47% |
| 20-Apr-03 | 97.47% |
| 21-Apr-03 | 97.47% |
| 22-Apr-03 | 97.47% |
| 23-Apr-03 | 96.96% |
| 24-Apr-03 | 97.47% |
| 25-Apr-03 | 97.22% |
| 26-Apr-03 | 97.47% |
| 27-Apr-03 | 97.47% |
| 28-Apr-03 | 97.47% |
| 29-Apr-03 | 97.22% |
| 30-Apr-03 | 97.47% |
| **DAYS** | **TOTAL %** |
| 30 | **96.84%** |




***AVIATION ADMINISTRATION*** ***(AZ2 CHRISTOFFER)***

- Inducted and logged 44 squadron MAFS.
- Filed 477 scheduled and unscheduled MAFS in SE custody records.
- Made 16 entries on OPNAV 4790/51 cards regarding load tests and NDI.
- Updated PMS binder for 121 PM's due for the month of April.
- Entered EOM AESR start count verification on 11 gas turbine engines - 1 due 500 Start PM. S/N QSJ092.
- Completed 66 routing sheets for IM4 division personnel.

*PERSONNEL/ DATES (IM4)*

- April 3, Zone Inspection

- April 5, Fraternization Training
- April 7, AS3 Morgan, AS3 Strate, and AZ3 Fabiano assigned a working party.
- April 13, AS2 O' Neal counted as a loss.
- April 17, AS3 Morgan, AS3 Williams, ASAN Martin, and AS3 Castrillion assigned a working party.
- April 18, AS2 Dickenson was SIQ.
- April 20, Steel Beach Picnic.
- April 22, AS2 Boswell ESWS qualified.
- April 24, AS3 Morgan EAWS qualified. 900 Division audit.
- April 26, AS3 Strate reenlisted.
- April 27, AS3 Oravsky reenlisted. Steel Beach Picnic.
- April 28, AS2 Ozuna reenlisted.
- April 29, AS3 Castrillion, AS3 Morgan, and AS3 Smith G. assigned a working party,

**AVIATION STOREKEEPERS (AK2 BYRD)**

- Expedited 169 requisitions for work centers 910, 920, 930, and 950.
- Received 94 off station requisitions.
- Processed and received over 50 PM Kits and Parts.
- Processed 3 high cost repairable parts for work centers 910, 920, 930. (Scrubber and Forklift parts ordered
- Shipped 8 BFIMA items via S-8. (USS San Jancinto, VRC-40, Beach DET Turkey "mission support during time of war, Enduring Iraqi Freedom)

**NX PRODUCTION CONTROL 029/950 ASC CARTER/AS1 BUCHANAN**

***Maintenance***

- 229 preventative maintenance actions
- 27 pieces of squadron gear
- Performed 1 unscheduled 500 start on A/S47-1 Turbine

***Personnel***

- AS2 Dickenson and AS3 Castrillion return from TAD
- AS3 Oravsky sent to berthing.
- AS2 Beard-CDI 910, 51E
- AS3 Davis-Hydraulic patch qualified, T-5, T-6, T-7, MMG, C-21
- AS3 Morgan-Tire "o" and "I" level qualified
- AS3 Jackson-power boss, c-21, spotting dolly, c/c cart, T-5, T-6, T-7, Awg-9, A/S31A-31, NAN cart, Turbine, Tmu-70, P-25

**WORK CENTER 910 AS1 DEVONISH**

***Maintenance***

- AS3 TIBOR COMPLETED THE DESIGN OF THE CRUISE TRACTOR

- QCF143 Broken stud on drive tire (Bragg and Lacy)
- SGM247 valve cover gasket broken (Smith and Tibor)
- QCF127 leaking oil cooler (Kihara)
- SGM281 hydraulic leak (Lacy)
- Power boss #31 leaking water fitting (Smith and Lacy)
- QCF127 hydraulic filter sensor leaking (Lacy, Bragg)
- Power boss Hydraulic hose ruptured (Smith, Tibor)
- Power boss radiator leaking (Kihara)
- QCF070 leaking fuel line (Kihara, Smith)
- 50 minor maintenance and corrosion control

***Personnel***

- AS2 Bragg completed separation physical on 7APR03
- AS2 O'Neal transferred 15APR03
- AS2 Cook shifted to day check25APR03

Qualifications -

- AS3 Smith SE Tire and Wheel and Hydraulic Patch Tester.
- AS3 Tibor received Power Boss License.

Special Recognition

**WORK CENTER 920 AS1 CARSWELL**

***Maintenance***

- NAN Purge Cart- received bottles from Bahrain and installed on S/N#7279 unit RFI.
- Completed a total of six (BIFMA) aircraft jacks within a two-hour turn-around time.
- Broad arrow on AWG-9, #000011 for the gasket and the hose assy.
- Completed a total of six squadron end items of Support Equipment for maintenance.
- T-5 Jenny #NFT324, replaced ring gear and starter assy.
- T-5 Jenny #NFT273, replaced emergency shut off cable.
- SEC 5595 on the hanger deck crane A/S32-44 awaiting parts and enclosures 4-7.
- Tow bar #DYN663 replaced bent tube assy.
- C/C Cart #000007, replaced regulator assy.
- ETU-110 #910013, replaced swivel fitting and load tested.
- T-7 Jenny #PRX280 received LH steering arm assembly back to a 100% availability.
- LCFU #000027 checked in with a burnt relay and replaced it on the spot.
- B-1 Stand #920027, replaced safety rail assy.
- Strut Cart #383024 R/R line as per sample.
- Audit on the 25Apr03.
- Assisted IM3 in welding a F14 engine exhaust assy.
- Received (2) tow bars from Det in Sardinia.

- We discovered crack nuts on tow bars on F/L Deck having aluminum nuts. They were replaced on the spot with stronger nuts.
- Completed 91-day inspection on a 17-ton aircraft jack for VRC-40.

***Personnel***

- AS3 Williams-gained from the berthing TAD.
- AS3 Williams/ASAN Martin, 300 man working party on 17Apr03.
- AS1 Carswell welding audit on 08Apr03 with one discrepancy noted.
- Responsible for coordinating 3 reenlistments within 3 days.
- Dress whites inspection on the 24Apr03
- E-4 Evals turned into LPO/CPO.
- AS3 Raymond and AS3 Williams completed Hydraulic Contamination.
- AS3 Madewell and AS3 Goodman working party.

**WORK CENTER 930 AS1 POTTKER**

***Maintenance***

- Repaired brakes on 6K 171
- Trouble shot and fixed various 6K's during UNREPS
- Fixed no start gripe on 6K 161
- Drilled and taped broken bolts on C-21 #025
- Drilled and taped broken bolts on MMG-1A #093
- Drilled and taped broken bolts on counter weight on 6K 173
- Got radiator braised for 6K 171
- Installed new lights on various 6K forklifts that need it.
- Trouble shot and fixed the bad wiring harness on 6K 173
- Replaced alternator on 6K 178

***Personnel***

- AS1 Pottker:
- Started ESWS. 90% completed
- AS2 Loureiro:
- Started EAWS 90% completed
- Started 303 W/C Sup. 50 % completed
- AS2 Zapata:
- EAWS 75% completed

**WORK CENTER 980 AS2 DOBBINS**

***Maintenance***

- 1 month pm on 6 k
- 26 week pm on tow tractor
- Changed oil on power boss & completed 91 day pm

- Replaced low pressure value on NAN-3
- Replaced two front tires on tow tractors SGM242
- Changed two turbine hoses on SGM 283 and SGM 239
- Adjusted parking brake on SGM 291
- Repaired scrubber squeegee twice on right side
- Tightened power steering pump on SGM 289
- Changed alternator belt on Scrubber
- Unclogged jets on scrubber
- Troubleshoot 283 on 3:6:1 repaired butterfly valve
- Replaced oil pressure switch on SGM 294

***Personnel***

- AS2 Dobbins CDI in work
- AS3 Smith SE Licenses in work
- AS3 Escoto SE Licenses in work

**90A/TOOL ROOM/TRANSPORTATION AS2 WALKER**

***Maintenance***

- 227 items of support equipment checked out to support aircraft maintenance and servicing.
- Over 600 tools checked out for maintenance and support.
- Tool container change sheets and purchase request submitted by AS2 Bragg for the necessary tools to complete the carry boxes.

***Parking Signs***

- Completed and stored back in K-pool.

***Personnel***

- AS2 Barts and AS2 Cook completed EAWS Test. Awaiting board.

**IM-41 3M/DC Shop AS1 FOURTUNIA**

***Maintenance***

- Completed 144 PMS checks.
- Completed 24 Spot checks.
- Basic upkeep of AIMD spaces, repairing battle lanterns, replacing overhead lights and damage control markings, repairing ladders, adjusting doors, replaced worn lagging, etc…
- Continuing to update the SKED program for upcoming 3M Assist visit.

***Personnel***

- AS1 Fourtunia, awarded ESWS pin, completed Intermediate Algebra I Pace course.
- AT3 Vance, qualified EAWS.
- AM2 Melville, assisted 21 personnel in qualifying as EAWS/ESWS. Qualified conveyor operator, CLEP Exams in

Behavior and Ethics, Theory and Practice.
- AT3 Anderson, qualified conveyor operator.

***SE Training and Licensing AS2 BOSWELL***

***APR 03 MONTHLY INPUTS***

| COMMAND | SEATS FILLED | NO SHOW | SEATS SPECIAL CLASSES | NO SHOW | TOTAL SEATS FILLED | TOTAL NO SHOW | PHASE ONE'S TYPED | LICENSE TYPED |
|---|---|---|---|---|---|---|---|---|
| CVW3 | 2 | 1 | 0 | 0 | 2 | 1 | 2 | 0 |
| CS-7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| DECK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G-1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| HS-7 | 8 | 0 | 0 | 0 | 8 | 0 | 8 | 7 |
| IM-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-2 | 8 | 0 | 0 | 0 | 8 | 0 | 8 | 2 |
| IM-3 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 0 |
| IM-4 | 35 | 1 | 0 | 0 | 35 | 1 | 35 | 30 |
| SUPPLY | 6 | 0 | 0 | 0 | 6 | 0 | 6 | 3 |
| V1 | 15 | 0 | 0 | 0 | 15 | 0 | 15 | 13 |
| V-2 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| V-3 | 19 | 2 | 0 | 0 | 19 | 2 | 19 | 11 |
| VAQ-130 | 4 | 16 | 0 | 0 | 4 | 16 | 4 | 0 |
| VAW-126 | 44 | 0 | 0 | 0 | 44 | 0 | 44 | 1 |
| VF-32 | 28 | 9 | 0 | 0 | 28 | 9 | 28 | 1 |
| VFA-105 | 8 | 4 | 17 | 1 | 30 | 6 | 30 | 0 |
| VFA-37 | 1 | 3 | 4 | 0 | 5 | 3 | 5 | 1 |
| VMFA-115 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 |
| VS-22 | 6 | 3 | 0 | 0 | 6 | 3 | 6 | 2 |
| | | | | | | | | |
| **TOTAL** | **190** | **42** | **21** | **1** | **216** | **44** | **210** | **80** |

| | |
|---|---|
| **TOTAL CLASSES OFFERED** | **67** |
| **TOTAL CLASSES CANCELED DUE TO NO SHOWS** | **22** |
| **TOTAL CLASSES CANCELLED DUE TO SHIPS SCHEDULED** | **0** |
| **TOTAL CLASSES GIVEN** | **45** |

***Personnel***

**-AS2 BOSWELL COMPLETED:**

313 SCENE LEADER

EAWS

ENROLLED IN ESWS

COMPLETED 39 PQS PAGE 4 ENTRIES

**-AS2 GANT COMPLETED:**

301 MAINTENANCE MAN

305 MOOW

ENROLLED IN EAWS

LICENSE P-25

AVIATION MAINTENANCE REQUIREMENTS

***May*** -

**QA:** There were 23 days on the home stretch with a 6 day stopover in Portsmouth, England. End of the deployment meant the tying up the loose ends, compiling lessons learned and utilizing to look forward to the future. Return of all CDI/CDQAR stamps, painting out passageway 01-185-2-L, and re-certifying all personnel gun qualifications were just a few. Also included were Mid-terms, conducting Health and Comfort inspections, and providing inputs for the Shipwide Safety Standown.

*SE Misuse/Abuse*

One SE Misuse/abuse was written against VFA-37 for not performing and documenting preoperational inspections on a daily basis and more importantly before accepting the gear. The unit was noticed by AIMD's LCPO during FOD walk down and discovered to have a collapsed hose, the high- pressure indicator switch broken off and it had less than a ¼ tank of hydraulic fluid in the reservoir. Bad business.

*Hydraulic Contamination*

There were 21 trend analysis sheets have been turned in for the month.

*Miscellaneous*

May was a very busy month for the AS QAR, as far as getting IM4 personnel certified in both hydraulic contamination and T/W safety. The numbers for the month of May was four for hydraulic contamination and seven for tire and wheel safety

***AVGFE***

Nothing to report.

**Corrosion Prevention Control/ Emergency Reclamation**

Just had C/C and Emergency Reclamation Audit. Program looks great; reminded AM1 Schulz about 2nd quarter Emergency Reclamation (ERT) drill. AM1 Schulz knows he has till the end of June to have a (ERT) drill.

**Aeronautical Equipment Welders**

AS1 Carswell doing great with the program. I am expecting AM2 Wheeler to take over the program until AM1 Bond goes though the welding school and gets certified. AS1 Carswell is currently turning over with AT1 Colbert, AS1 will be taking over as Dept Training Coordinator.

**CDI Stamps**

After performing the requisite D-action and R & Rs, Sea-Op-Det. personnel returned their CDI/ CDQAR stamps prior to return to NOB. Numbers included 50 CDI and 3 CDQAR stamps.

**QA Testing**

TOTAL TEST ADMINISTERED = 62

1. Professional test: 2
2. S/E test: 56
3. General Corrosion test: 0
4. Avionics Corrosion test: 0
5. S/E Corrosion test: 0
6. Hydraulic Contamination test: 5
7. 4790.2 (NAMP) test: 1

**SAFETY**

No personnel from AIMD were injured during the month of May. A marked decrease from the month of April, which was a particularly bad month for AIMD with 7 personnel suffering injuries. Conducted 4 Work center Environmental Safety Survey (WCES) Audits with zero discrepancies. Successfully coordinated the end of deployment Safety Standown for over 400 personnel within the Department. Overall there were 13 mishaps during the six month deployment within the Department.

Safety / mishaps reports= 0
Naval Ordnance Maintenance Management (NOMMP) Routing Control Numbers issued = 4
Ordnance Qualified personnel in W/c 710 = 0
Workcenter Environmental Safety Audits = 4

**NOMMP/AWCAP**

Issued 4 RCN numbers to the Weapons Department for the month of May. Between Weapons and AIMD Ordnance (710)

*NAMDRP*

The number of NAMDRP reports generated fell drastically as the number of flight hours decreased. The following are numbers broken down by category:

PQDRs - 2
Eis - 2
HMRs - 1

*TOOL CONTROL PROGRAM*
The number of Missing/Broken/Worn tool reports generated dropped as well.
The numbers for May are:

Missing Tool Reports - 0
Broken Tool Reports - 12
Worn Tool Reports - 22

One final note; on May 15th a PTID (Instrument Display) was turned into Supply by VF-32. Further investigation by QA revealed that squadron personnel while in route to supply dropped the WRA down a ladderwell. There is much that can be learned from this particular incident. The damage to the PTID wasn't annotated on the MAF when it was turned in to supply. Screening WRAs / SRAs prior to signing for them identifies possible problems before W/Cs take custody. Most importantly though a shipmate was injured as well when this particular piece of gear was dropped down the ladderwell. Much of the heavier or more unwieldy gear has specially designed cradles, PODs, or cages that are supposed to be used when transporting them. Utilizing these devices would most likely have prevented this and several other incidences from occurring.

**IM-2: 400 Branch** - 4 engines and APUs were processed during the month. Power Plants personnel completed 27 qualifications. Completed an IMRL wall-to-wall inventory with 100% accountability. 10 personnel received awards.

**500 Branch** - The Spot Welder is still AWP for a transformer and the compressor for the HAZMAT freezer is also still AWP. 146 MAFS were processed. Completed an IMRL wall-to-wall inventory with 100% accountability. 500 Branch personnel completed a total of 10 qualifications. 12 personnel received awards.

**800 Branch** - 212 embroidery and sewing projects were completed this month by the PRs. A total of 214 ALSS items were processed. 16 personnel completed qualifications. Completed an IMRL wall-to-wall inventory with 100% accountability. 7 personnel received awards.

***June*** -
**QA:** Little in the way of reports was generated due to the lack of an Air Wing and the post-deployment stand down, but it was business as usual in regards to audits. The new QAS, AMC Vezey checked in from IM-2 Division, and AZ2 Ferguson reported onboard

and is currently being trained by AZ2 Feathers to assume duties as AIMD CTPL.

Breakdown of the Programs are as follows:

*SE Misuse/Abuse*

No SE Misuse / abuse reports were written in the month of June. With the Air Wing disembarked, there's a lot more room to move SE gear around. Hopefully we can keep this number at zero for the next underway period.

*Hydraulic Contamination*

Eleven trend analysis sheets have been turned in as of 30 June 2003. The numbers will rise next month due to pre-ops being performed before the next underway period.

*Miscellaneous*

No Tire and Wheel, Safety or Hydraulic contamination certificates were done in the month of June due to POM leave. Next month we'll be back to business getting ready for PIA.

*AVGFE*

Sniffer kit #506129 was received from rework and checked good after testing. We also received three probes for kit #501756, putting the kit in an "up" status.

**Corrosion Prevention Control/ Emergency Reclamation**

The only issue with Corrosion is getting the required NAMP corrosion training to a few personnel that need it. AS1 Carswell is working the issue, trying to get an instructor to give the training onboard HST.

**Aeronautical Equipment Welders**

Nothing to report at this time.

**CDI Stamps**

PR1 Curry inventoried the stamps and updated the CDI chart. He also updated the CDI monitor tracker.

**QA Testing**

*TOTAL TEST ADMINISTERED = 04*

1. Professional test: 0
2. S/E test: 04
3. General Corrosion test: 0
4. Avionics Corrosion test: 0
5. S/E Corrosion test: 0
6. Hydraulic Contamination test: 0
7. 4790.2 (NAMP) test: 0

**SAFETY**
Two personnel were injured this month onboard HST. AE1 Carey broke his thumb in three places on a hatch, and ASAN Goughnour injured his knee when a B-4 stand fell on his knee while performing maintenance on it. No missing days of work were reported for each incident.

Safety / mishaps reports= 02
Naval Ordnance Maintenance Management (NOMMP) Routing Control Numbers issued = 01
Ordnance Qualified personnel in W/c 710 = 00
Workcenter Environmental Safety Audits = 05

**NOMMP/AWCAP**
Issued one RCN to the Weapons Department for the month of June. MHU-191 skid handles are breaking in between the wheel caster and the handle of the skid.

NAMDRP
Received closing reports for RCN's 0037, 0038 and 0060. 0037 and 0038 were found NOT to be cost effective to incorporate. 0060 was closed due to the lack of an exhibit, although it was a software problem and no exhibit was required. This is currently being addressed.

TOOL CONTROL PROGRAM
There were no Broken / Worn / Missing Tool Reports generated for the month of June.

**IMRL**
- IMRL transfer / acceptance inspections - 10
- Training for the department: 8 sessions, 30 minutes each, totaling 4 hours of training.

**ICRL**
ICRL change requests processed - 10

**IM-2: 400 Branch** - Zero engines and APUs were processed during the month. Power Boss class scheduled for washing out the Jet Shop prior to the deck non-skid being re-done during PIA 03.

**500 Branch** - The Spot Welder is still AWP for a transformer and the compressor for the HAZMAT freezer is also still AWP. AMC Vezey transferred to QA as the new QAS.

**800 Branch** - 36 embroidery and sewing projects were completed this month by the PRs. Completed new covers for the new Admirals p-way.

**IM-3: We do not have any input for the month of June other than personnel partaking of POM leave.**

Was a time to be joyful for the accomplishment and success of combating a viscous dictator. Although we didn't hit any liberty ports supervisors were ensuring morale was up and consistently discouraged complacency. The cruise tractor was finally completed, and personally commented upon by one of our VIP's "The Speaker of the House" Dennis Hastert.

**IM-4:** Was basically slow with mostly the duty sections performing the required scheduled and unscheduled maintenance. Duty sections were also tasked with conducting tours of the ship and the handling of working parties.

The month of June was also devoted to fine tuning our plans for offloading our support equipment for refurbishment at Norfolk Naval Shipyard in Portsmouth Virginia. Several additional items were schedule to be sent to SEFAC in Maryland and AMSEC in Virginia Beach for more in-depth rework.

Berthing cleanliness is becoming easier to maintain since each division has taken control of its own assigned berthing. The CPO daily walk-through inspections are serving their purpose.

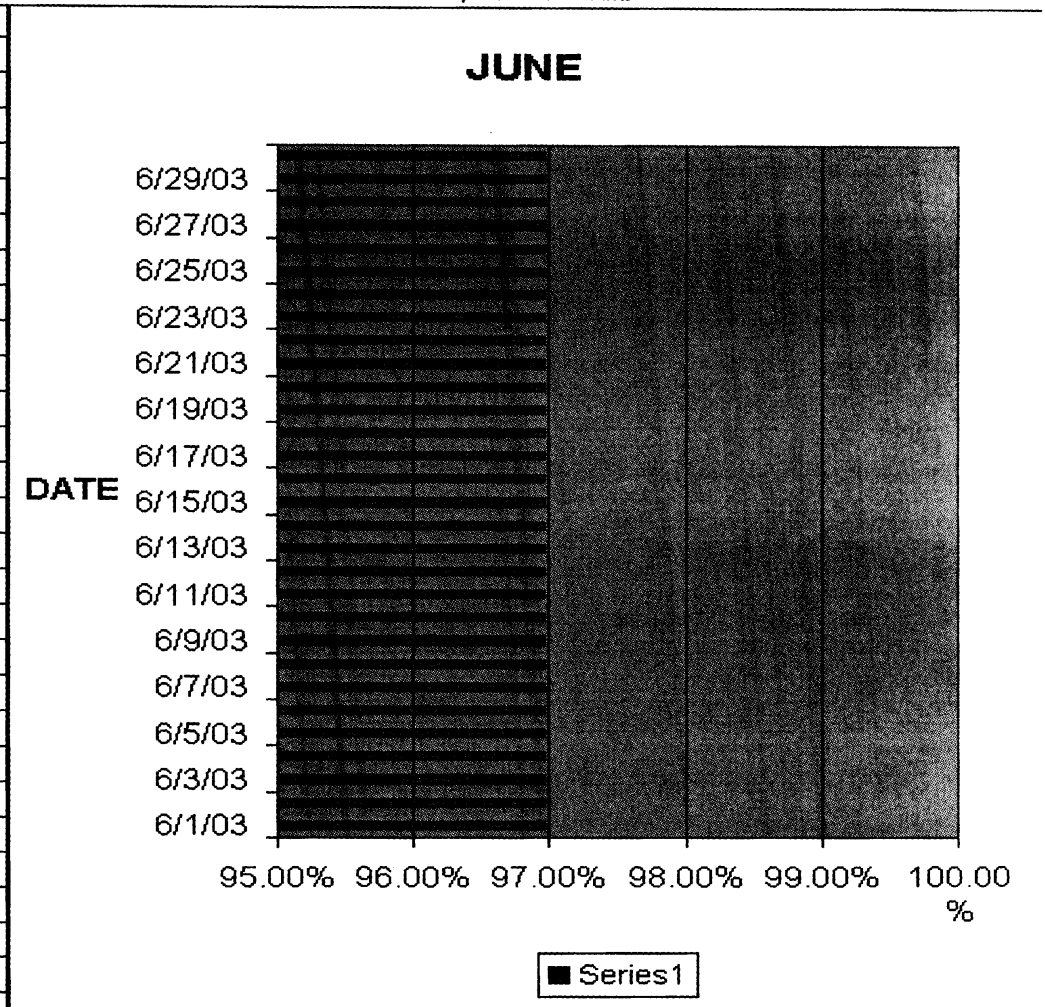
IM4's support equipment readiness was 96.96 percent for the month of June.

Training scheduled 17 classes and POM. One class was held for 7 people with 16 classes cancelled due to no-shows or ship's schedule.

Specific accomplishments are as follows:

**DX Production Control 029 ASC EVANS/AS1 THOMAS**

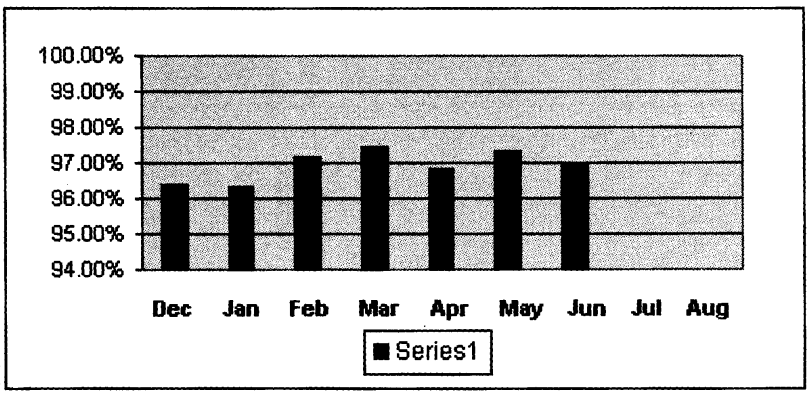
| DATE | % |
|---|---|
| 1-Jun-03 | 96.96% |
| 2-Jun-03 | 96.96% |
| 3-Jun-03 | 96.96% |
| 4-Jun-03 | 96.96% |
| 5-Jun-03 | 96.96% |
| 6-Jun-03 | 96.96% |
| 7-Jun-03 | 96.96% |
| 8-Jun-03 | 96.96% |
| 9-Jun-03 | 96.96% |
| 10-Jun-03 | 96.96% |
| 11-Jun-03 | 96.96% |
| 12-Jun-03 | 96.96% |
| 13-Jun-03 | 96.96% |
| 14-Jun-03 | 96.96% |
| 15-Jun-03 | 96.96% |
| 16-Jun-03 | 96.96% |
| 17-Jun-03 | 96.96% |
| 18-Jun-03 | 96.96% |
| 19-Jun-03 | 96.96% |
| 20-Jun-03 | 96.96% |
| 21-Jun-03 | 96.96% |
| 22-Jun-03 | 96.96% |
| 23-Jun-03 | 96.96% |
| 24-Jun-03 | 96.96% |
| 25-Jun-03 | 96.96% |
| 26-Jun-03 | 96.96% |
| 27-Jun-03 | 96.96% |
| 28-Jun-03 | 96.96% |
| 29-Jun-03 | 96.96% |
| 30-Jun-03 | 96.96% |




| DAYS | TOTAL % |
|---|---|
| 30 | |
| **MONTH** | **%** |
| December | **96.37%** |
| January | **96.31%** |
| February | **97.15%** |
| March | **97.44%** |
| April | **96.84%** |
| May | **97.33%** |
| June | **96.96%** |
| July | |
| August | |
| **MONTHS** | **TOTAL %** |
| **6** | **96.91%** |

TOTAL PERCENTAGE FOR JUNE

**96.96%**



***AVIATION ADMINISTRATION*** ***(AZ2 CHRISTOFFER)***

- Filed 402 scheduled and unscheduled MAFS in SE custody records.
- Made 36 entries on OPNAV 4790/51 cards regarding load tests and NDI.
- Entered EOM AESR start count verification on 11 gas turbine engines

Completed 71 routing sheets for IM4 division personnel

***PERSONNEL/ DATES*** ***(IM4)***

- June 9 Start of second POM period.
- June 19 AZ3 Foster started terminal leave.
- June 25 End of POM period.

**AVIATION STOREKEEPERS** **(AK2 BYRD)**

- Contributed to a team effort of maintaining a high percent support equipment readiness by the constantly expediting Outstanding Requisitions to emphasize on the status updates and delivery of parts. Maintained a ready available record of all receipts for work center issues. Also maintaining and handling the delivery and issue of materials need for divisional personnel. While returning from deployment, we maintained an accurate and expeditious inventory for the supply of SE PIA parts for all work centers in 900 division. All PM kits have been accepted in our programs and maintained by the fulfillment of additional parts to complete each and every kit.

**PRODUCTION CONTROL 029/950 ASC CARTER/AS1 BUCHANAN**

***Maintenance***

- 109 preventative maintenance actions
- 48 pieces of squadron gear
- Performed 1 unscheduled 500 start on A/S47-1 Turbine

***Personnel***

- AS3 Oravsky returned from berthing.

**WORK CENTER 910 AS1 DEVONISH**

**Maintenance**

Unscheduled (big jobs list individual & repetitive small jobs need quantity) -

-95% Parts received for PIA

-Scrubber 002159 battery replaced

**Special Jobs** (welding, help other shops, squadrons etc.) -

-Crash Crane glass replaced

**<u>Lessons Learned</u>**

Items that made your job difficult/easy -

-Keeping people off the gear when in port.

-Keeping sponsors on track for new personnel reporting

Procedures/policies that need to be reviewed/changed -

-Proper pass down on signs while in port for duty section

-Communication between IM4 & AIMD/Squadrons/V-1/2/3/4 that were excellent/terrible & why -

-Receiving permission from Air department and the ACDO to run the turbine in the elevator well or to get an elevator run to the flight deck. There was never a definite answer from either.

***Personnel***

-AS2 Bragg on terminal leave 27Jun03

**WORK CENTER 920 AS2 Barnes**

***Maintenance***

- Installed new lift cylinder and load tested B-4 stand KK0008.
- Assisted work center 950 in completion of PMS during stand down, 24MAY03 to 25JUN03.
- Repaired aircraft jack 000803.
- Did continuous preoperational inspection on all 920 gear.
- Removed and installed new hydraulic pump on 17 ton floor jack 001195.
- Completed inventory of all tie down chains.
- Safety locks re-cabled on 4000 engine trailer 000164.

***Personnel***

- AS2 Barnes completed 910 CDI stamp as added work center.
- Gained ASAN Goughnour.
- Gained AS3 Pylarinos.
- Gained AS1 Walker.

**WORK CENTER 930 AS1 POTTKER**

***Maintenance***

- Repaired quick disconnect on 6k #175
- Trouble shot and fixed various 6K's during unreps
- Fixed no start gripe on 6K 171 and 176
- Installed new lights on various 6K forklifts that need it.
- Trouble shot and fixed the bad wiring harness on 6K 175
- Replaced alternator on 6K 173
- C/C on various pieces of support equipment.

***Personnel***

-AS1 Pottker: qualified ESWS.

-AS2 Loureiro: qualified EAWS

-Started 303 W/C Sup. 50 % completed

**WORK CENTER 980 AS2 DOBBINS**

***Maintenance***

- 1 month pm on 6 k

-Window ordered for Tilly

***Personnel***

- AS2 Dobbins CDI completed CDI

**90A/TOOL ROOM/TRANSPORTATION AS2 WALKER**

***Maintenance***

- Transportation setup and running properly

***Parking Signs***

- Properly being maintained and updated as needed Personnel

**IM-41 3M/DC Shop AS1 FOURTUNIA**

***Maintenance***

- Completed 79 PMS checks.
- Completed 10 Spot checks.
- Basic upkeep of AIMD spaces, repairing battle lanterns, replacing overhead lights and damage control markings, repairing ladders, adjusting doors, replaced worn lagging, etc…
- Continuing to update the SKED program for upcoming 3M Assist visit.
- Complete 3M Quarterly schedule.

***Personnel***

- AS1 Fourtunia, assigned to unit locker 12.
- AS3 Goodman qualified 3M 301
- AS1 selected Section Leader Sect 3

**SE Training and Licensing AS2 BOSWELL**

***JUN 03 MONTHLY INPUTS***

| COMMAND | SEATS FILLED | NO SHOW | SEATS SPECIAL CLASSES | NO SHOW | TOTAL SEATS FILLED | TOTAL NO SHOW | PHASE ONE'S TYPED | LICENSE TYPED |
|---|---|---|---|---|---|---|---|---|
| CVW3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS-7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DECK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G-1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HS-7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUPPLY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| V1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| V-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| V-3 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 |
| VAQ-130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VAW-126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VF-32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| VFA-105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VFA-37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VMFA-115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VS-22 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| **TOTAL** | **7** | **0** | **0** | **0** | **0** | **0** | **7** | **0** |
| **TOTAL CLASSES OFFERED** | | | | | | | | **17** |
| **TOTAL CLASSES CANCELED DUE TO NO SHOWS** | | | | | | | | **0** |
| **TOTAL CLASSES CANCELLED DUE TO SHIPS SCHEDULED/NO TAKERS** | | | | | | | | **16** |
| **TOTAL CLASSES GIVEN** | | | | | | | | **1** |

***Personnel***

**-AS2 BOSWELL COMPLETED:**

COMPLETED 49 PQS PAGE 4 ENTRIES

**-AS2 GANT COMPLETED:**

50 % on EAWS

## ***July*** -

**QA:** Even though we spent 10-22 July at-sea in support of FRS CQ's, little in the way of reports were generated, but it was business as usual in regards to audits. A large number of IMRL assets were processed for transfer during this period. AZ2 Feathers made great strides in getting our new CTPL, AZ2 Ferguson up to speed.

Breakdown of the Programs are as follows:

***SE Misuse/Abuse***

One SE misuse/abuse was written on V1 Air Department. During FOD walk down on 14 July, three gauge sight glasses were found deliberately broken. The misuse/abuse chit was done to reinforce the importance of keeping non-essential personnel off the yellow gear. Replacement parts were over $500 for the above incident.

***Hydraulic Contamination***

Seventeen trend analysis sheets have been turned in as of 22 July 2003.

***Miscellaneous***

Eleven Hydraulic contamination certificates were done in the month of July. No Tire and Wheel certifications were issued.

***AVGFE***

All kits are in an "up" status.

**Corrosion Prevention Control/ Emergency Reclamation**

Nothing to report at this time

**Aeronautical Equipment Welders**
Nothing to report at this time.

**CDI Stamps**
PR1 Curry inventoried the stamps and updated the CDI chart. He also updated the CDI monitor tracker.

Three new CDI stamps were issued; one to AO2 Travers (704), one to AS1 Dobbins (916), and one to AS1 Walker (921).

**QA Testing**
TOTAL TEST ADMINISTERED = 84

1. Professional test: 19
2. S/E test: 48
3. General Corrosion test: 0
4. Avionics Corrosion test: 4
5. S/E Corrosion test: 1
6. Hydraulic Contamination test: 8
7. 4790.2 (NAMP) test: 4

***SAFETY***
Three AIMD personnel were injured this month onboard HST as follows:

a) AS1 Thomas was moving into the 01-54-5-1 berthing. While removing a zip-tie on a locker with a knife, he stabbed himself in his thigh, receiving five stitches.

b) AMC McLeod broke his toe when he slipped on the lower rung of a swimming pool ladder while climbing out.

c) AS2 Gant broke his lower left leg in four places while moving an Aircraft Spotting Dolly on Elevator three. That incident is still under investigation.

Safety / mishaps reports= 03
Naval Ordnance Maintenance Management (NOMMP) Routing Control Numbers issued = 0
Ordnance Qualified personnel in W/c 710 = 00
Workcenter Environmental Safety Audits = 03

**NOMMP/AWCAP**
No RCN numbers for the Weapons / Ordnance Department were issued for the month of July.

***NAMDRP***
No new reports were generated in the month of July. HMR V21853-03-0061 was closed. CRU-103 O2 regulators will be processed IAW NA 13-1-6.4-2, but will be submitted for reporting purposes.

Lt. Dunn and AMCS Poirier were deleted from the NAMDRP program as initiators, and Lt. Belmont and AMC Vezey were added. PR1 Curry was given NAMDRP submitter capabilities.

***TOOL CONTROL PROGRAM***
Five broken tool reports were generated, and one missing tool report was filed.

**IMRL**
IMRL transfer / acceptance inspections - 59
Training for the department - 19

**ICRL**
ICRL change requests processed - 29

**CTPL**
DTPL trained - 04
Publications issued - 52
IRAC's - 43
TPDR's issued - 0
TD's processed - 11

**IM-2: 400 Branch -** Shop prepared for shipyard period. Shop painted. Off loaded shop gear to NNSY bldg. 236 for rework. AD1 Taylor selected as Divisional SOQ, ADAN Romero selected as Department BJOQ. AD3 Bruscato and ADAN Romero advanced to next higher paygrades under the CAP program.
**500 Branch -** STS Bench in shop 52A was placed in an inactive status. AM1 Jones attended HAZMAT school. AM3 Platt is attending STS Bench school till 16SEP03.

**800 Branch -** PR1 Glynn and PR2 Romano attended a PR Tasking conference at NAs Oceana. 131 sewing projects completed.

**IM-3: Shop 1.** Completed quarterly work center QA Audit with no major discrepancies.
**Shop 3.** Shipped obsolete ALE-41 Pods to FISC Norfolk. Prep shops for return and identified items requiring calibration during PIA. Maintained normal production efforts.
**Shop 4.** CASS RRT visited. No inputs except maintained normal production efforts.

**Shop 5.** Inventoried all Group "0" IDs to prepare for Group "2" incorporation. Assisted USS Ronald Reagan with getting their RTBS bench up and running.
**Shop 6.** Transferred BRITE (LANTIRN) bench. Maintained normal production efforts.
**Shop 7.** Prep shops for return and identified items requiring calibration during PIA. Friends and Family Day Cruise tour stop. CASS RRT visited.
**Shop 8.** Hybrid CASS SVM020 Failed SMAT testing for a faulty DTU card. One of four HYBRID Test stations inoperable. Replaced DTU card with one from stock resulting in minimal down time. HYBRID CASS SVM016 failed for a faulty fan and air sensor. One of four HYBRID Test stations inoperable. Replaced fan and two sensors, minimal downtime on station. ATC Bachrach transferred. Gains were AT1 Miller and AT3 Kempf.
**Shop 9.** Inventoried and temporarily sealed all toolboxes with the exception of toolboxes 1,4 and 14. Received 2nd R382 variable attenuator, S/N 3352, the ACLS bench. Painted the Chill Water valves the proper colors. 13 June sent APM-231, S/N 13, to rework. On 13 June sent APM-455, S/N 000123, to rework. Gained two Attenuators, Variable, S/N 257 and 264, 05 June. AT3 Martin, Patrick Check out of the shop. Separated at the end of enlistment. Conducted Shop QA Audit on 18 July with zero discrepancies. Conducted Publications Audit 18 July. Gained two 6060AN signal generators, S/N 4040113 and 4015127, 29 July. AN/APN-171 test set W1044881 changed status to F1 due to a broken connector on the W-6 cable. Connector was placed on order 31 July. The document number for the required part is 3213D101.
**Shop 10.** Nothing to report.
**Shop 11.** Calibrated 681 TRUMAN assets this month. Command calibration readiness was 99.41 percent this month.
**Shop 12.** Off-load containers for ALQ-99 Transmitters being shipped to POD Manager (NAS Whidbey Island). Stored IDs and support equipment in preparation for PIA and new CASS installation. Performed a "Wall to Wall" inventory of IMRL in preparation for transfer and storage.
**Shop 13.** Conducted wall-to-wall IMRL inventory. Preserved PACE stations and related equipment. Had two pieces of equipment calibrated. Conducted quarterly ESD training for IM3 Division.
**AO Shop** Production for the month of June and July dropped off. Working on Semi-Annual IMRL inventory. Working on transfer of Non-RFI gear to DRMO, being sent tomorrow. Send 2 BRU-11's and 1 AERO-7 to the Enterprise. Conduct the major offload of ordnance. Duty sections were also tasked with conducting tours of the ship and the handling of working parties while in port.

The month of July was also devoted to fine tuning our plans for offloading our support equipment for refurbishment at Norfolk Naval Shipyard in Portsmouth Virginia. Several additional items were schedule to be sent to SEFAC in Maryland and AMSEC in Virginia Beach for more in-depth rework.

Berthing areas were being prepared for schedule moving of personnel to aft section of the ship.

**IM4:** Support equipment readiness was 96.96 percent for the month of June.
Training scheduled 53 classes. Held 32 classes for 164 people this month with 21 classes cancelled due to NO shows or ships schedule.

Specific accomplishments are as follows:
AVIATION ADMINISTRATION (AZ2 CHRISTOFFER)

- Filed 397 scheduled and unscheduled MAFS in se custody records.
- Made 22 entries on OPNAV 4790/51 cards regarding load tests and NDI.
- Entered EOM AESR start count verification on 11 gas turbine engines
- Completed 81 routing sheets for im4 division personnel.

PERSONNEL/ DATES (IM4)

- JULY 30 TILLY OFF-LOAD.
- JULY 31 PORTSMOUTH INDOC.

***AK***

***MONTHLY INPUTS***

**PERSONNEL DATA** TIME LOST (SICK, LEAVE, S/L, OTHER)
**AK2 Byrd: no time lost at work**
**AK3 Faison: no time lost at work**

Personnel transferring/separating/gains (names & dates) - N/A

Qualifications: N/A

Special Recognition - N/A

**MAINTENANCE**
Contributed to a team effort of maintaining status updates and delivery of parts.

**LESSONS LEARNED**
ITEMS THAT MADE YOUR JOB DIFFICULT/EASY: N/A

Procedures/policies that need to be reviewed/changed: N/A

Communication between IM4 & aimd/squadrons/v-1/2/3/4 that were excellent/terrible & why - N/A

Any other problem/good thing encountered - we have accomplished all tasks needed as per each work center to go into PIA. Assisted in the required transportation for the se and weapons gear off-load. Completed and expedited four open purchases on various items for the "Tilly" or crash crane and forklifts.

**TRANSPORTATION/TOOL ROOM**

Transportation monthly input
Reserved 9 vans 14 busses for wide exam.
lost AS1 WALKER and gained AS2 DICKENSON.
Packed tool room for move to PORTSMOUTH SHIP YARD

**W/C 920**

**PERSONNEL INFO**

1. AS1 (AW) WALKER RECEIVED 900-CDI STAMP.
2. ASAN MARTIN TIRE WHEEL "O" AND "I" LEVEL AND HYDRAULIC CONTAMINATION IN ROUTE.
3. AS3 PYLARINOS COMPLETED HYDRAULIC CONTAMINATION.
4. AS3 WILLIAMS TIRE WHEEL "O" AND "I" LEVEL IN ROUTE.
5. ASAN GOUGHNOUR RETEST HYDRAULIC CONTAMINATION 22 AUG.

**MAINTENANCE**

1. FOUND DETERIORATED RADIATOR ON A/M27T-5 FT0193 INSTALLED NEW ONE.
2. REPAIRED FAULTY TOW BAR ON M-10 LZR008.
3. COMPLETED 26WK PM ON HSU-1 FROM SQUADRON HS-3.
4. REPAIRED BOUND BRAKE HANDLE ON TMU-70 000506.
5. POSITIVELY SEARCHED AND REPAIRED LEAK ON AWG-9 000011.
6. COMPLETED PRESERVATION CHECK ON DRYHONER NLB170.
7. INSTALLED NEW RAIL LANYARDS ON B-4 STAND NSN003.
8. DOCUMENTED CORROSION PREVENTION.
9. CONTINUOUSLY TRAINED ON TIRE/WHEEL, HYDRAULIC CONTAMINATION, AND ASSOCIATED WORK CENTER GEAR.

SUMMARY

Gained new personnel into work center that hit the road running. In the short time they are eagerly gaining information and qualifications. With this mentality we as a division would be on top of the power curve.

**W/C 930**
**PERSONNEL:**
AS1 POTTKER
AS2 LOUREIRO
AS3 ABLE
AS3 SURLINE
AS3 EDWARDS

**MAINTENANCE:**

- REPAIRED QUICK DISCONNECT ON 6K #175
- TROUBLESHOT AND FIXED VARIOUS 6K'S DURING UNREPS
- FIXED NO START GRIPE ON 6K 171 AND 176
- INSTALLED NEW LIGHTS ON VARIOUS 6K FORKLIFTS THAT NEED IT.
- TROUBLE SHOT AND FIXED THE BAD WIRING HARNESS ON 6K 175
- REPLACED ALTERNATOR ON 6K 173

C/C ON VARIOUS PIECES OF SUPPORT EQUIPMENT.

**W/C 950**
**PERSONNEL DATA**
AT SEA 10JUL-24-JUL

PERSONNEL TRANSFERRING/SEPARATING/GAINS (NAMES & DATES) -
ASAN SOLON-GAINED 11JUL
ASAN VANDERCOLFF—GAINED 11JUL-LOST TO 930
AS3 MASSIMINO-GAINED FROM S-2M
AS3 DENTE-GAINED FROM S-2M
ASAN EGELAND-TAD TO S-2M
AS3 ZUNIGA-TAD TO S-2M

**QUALIFICATIONS:**
ASAN SOLON-INDOC
ASAN VANDERCOLFF—INDOC
AS3 MASSIMINO-HYDRAULIC PATCH
AS3 DENTE-HYDRAULIC PATCH, A/S37A-3, HLU-196, T-5, NAN-4, PORTABLE N2 BOTTLE
AS3 ZUNIGA-HYDRAULIC PATCH
AS3 MYTIDES-HYDRAULIC PATCH

SPECIAL RECOGNITION -

*MAINTENANCE*
**PM'S (LARGE JOBS LISTED INDIVIDUAL & QUANTITY OF SMALL)**
352 PREVENTATIVE MAINTENANCE ACTIONS

**UNSCHEDULED (BIG JOBS LIST INDIVIDUAL & REPETITIVE SMALL JOBS NEED QUANTITY)**

LOTS OF TRAINING AND CLASSES GIVEN TO ALL INDIVIDUALS

**SPECIAL JOBS (WELDING, HELP OTHER SHOPS, SQUADRONS ETC.)**

**LESSONS LEARNED**

ITEMS THAT MADE YOUR JOB DIFFICULT/EASY

PROCEDURES/POLICIES THAT NEED TO BE REVIEWED/CHANGED

COMMUNICATION BETWEEN IM4 & AIMD/SQUADRONS/V-1/2/3/4 THAT WERE EXCELLENT/TERRIBLE & WHY.

ANY OTHER PROBLEM/GOOD THING ENCOUNTERED.

***JULY 03 MONTHLY INPUTS***

| COMMAND | SEATS FILLED | NO SHOW | SEATS SPEC CLASSES | NO SHOW | TOTAL SEATS FILLED | TOTAL NO SHOW | PHASE ONE'S TYPED | LICENSE TYPED |
|---|---|---|---|---|---|---|---|---|
| CVW3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS-7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DECK | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| G-4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HS-7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-2 | 9 | 0 | 0 | 0 | 9 | 0 | 9 | 2 |
| IM-3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| IM-4 | 0 | 0 | 131 | 0 | 131 | 0 | 131 | 43 |
| SUPPLY | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 3 |
| V1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| V-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| V-3 | 20 | 0 | 0 | 0 | 20 | 0 | 20 | 8 |
| VAQ-130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VAW-126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VF-32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VFA-105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VFA-37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VMFA-115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| VS-22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| **TOTAL** | **33** | **0** | **131** | **0** | **164** | **0** | **164** | **61** |

| | |
|---|---|
| **TOTAL CLASSES OFFERED** | **53** |
| **TOTAL CLASSES CANCELED DUE TO NO SHOWS** | **21** |
| **TOTAL CLASSES CANCELLED DUE TO SHIPS SCHEDULED** | **0** |
| **TOTAL CLASSES GIVEN** | **32** |

***August*** -

**QA:** The month of August was relatively uneventful, dominated by a large number of IMRL transfers (139). Seventeen audits were performed, with nine requiring follow-up.

Breakdown of the Programs are as follows:

*SE Misuse/Abuse*

Nothing to report.

*Hydraulic Contamination*

Nothing to report.

*Miscellaneous*

Nothing to report.

***AVGFE***

All kits are in an "up" status.

**Corrosion Prevention Control/ Emergency Reclamation**

Nothing to report at this time

**Aeronautical Equipment Welders**

Nothing to report at this time.

**CDI Stamps**

PR1 Curry inventoried the stamps and updated SMQ's and the CDI chart. He also updated the CDI monitor tracker. Two SMQ's are being stubborn in removal, and AZ2 Howell in PC has forac.

Six CDI stamps were turned in; AD3 Vasquez (418), AT1 Mocha (610), AT2 Pachter (615), AE1 Taylor (643), AT2 Smith (645) and AT1 McKeever (655).

We have one new QAR and one new CDI; AE1 Taylor is the new QAR (0415) and AT2 Meeks is AIMD's newest CDI (657).
One note: New CDI stamps are in the process of being ordered.

**QA Testing**

TOTAL TEST ADMINISTERED = 02

1. Professional test: 01
2. S/E test: 01
3. General Corrosion test: 0
4. Avionics Corrosion test: 0
5. S/E Corrosion test: 0
6. Hydraulic Contamination test: 0
7. 4790.2 (NAMP) test: 0

**SAFETY**
Two AIMD personnel were injured the month of August onboard HST as follows:

1) AOAA Lozano was involved in a one-care accident as a passenger and suffered a fractured collarbone.

2) ADAN Sweeney shut a shipboard hatch on his ankle, resulting in six stitches and seven days light duty.

Safety / mishaps reports= 02
Naval Ordnance Maintenance Management (NOMMP) Routing Control Numbers issued = 0
Ordnance Qualified personnel in W/c 710 = 00
Workcenter Environmental Safety Audits = 04

**NOMMP/AWCAP**
No RCN numbers for the Weapons / Ordnance Department were issued for the month of August.

*NAMDRP*
Nothing to report.

*TOOL CONTROL PROGRAM*
Two broken tool reports were generated, and no missing tool reports were generated.

**IMRL**
IMRL transfer / acceptance inspections - 139; AIMD - 38
Weapons - 101

**QA TRAINING**
Seventeen lectures were given.

**ICRL**
ICRL change requests processed - 14

**CTPL**
DTPL trained - 23
Publications issued - 74
IRAC's - 34
TPDR's issued - 0
TD's processed - 24

**IM-2: 400 Branch -** ADAN Sweeney received 6 stitches due to shutting ankle in hatch. AD3 Vazquezcintron qualified EAWS.

AD1 Perez retired, rcvd NAM. Wall to wall IMRL inventory completed. Non-skid of entire shop completed. Painted shop.
**500 Branch** - 6 personnel TAD to LIFAC for duration of shipyard period. STS bench in 52A placed in an inactive status. AM3 Platt attending STS bench school.

**800 Branch** - Manufactured curtain for Jet shop. PR1 Glynn assisted USS George Washington in troubleshooting ABO analyzer. Two personnel TAD to LIFAC for duration of shipyard period. O2 Test bench placed in an inactive status.

**IM-3: Shop 1** Performed preservation on the MA2 Generator Test Stand and ten Battery Charger Analyzers. Completed quarterly work center QA Audit with no major discrepancies.
**Shop 3** No inputs to report.
**Shop 4** AT3 Agee went TAD to LIFAC. AT2 Smith transferred to NASO. Tech Assist from Mike Tibbs for EOTS Optical Alignment will go out when 400 Hz is restored. Ordered a steering mirror (received) and a touch screen. AN Wiese went to the PIA Tiger Team.
Completed quarterly IMRL inventory.
**Shop 5** Performed preservation on HTS, RADCOM, EMTC, RTBS, CATIIID and IMUTS for PIA. Made a temporary loan to NASO of HTS ID #TH0301-1000-004. Completed IMRL transfer on E2C ID Cables 123SAV5649-1. Gained AE1 Hilliard, transferred AE3 Shosser.
**Shop 6** No inputs to report.
**Shop 7** Two gains ATAN Torrez checked in August 25, and AT3 Liu checked in Sep 2nd. Preserved RFTS, LFTS, MTS, C&D, CTS, And Hydraulic Service Set SN: HPG0003 August 20 - September 3. Gained AT3 Zellner from S-2M AUGUST 29. Gained AT2 Hannahs from AMSU August 25. Lost AT3 Brocksopp to the DC Shop (IM-41). Loss of 400 HZ in shop August 26. IMRL wall to wall August 11 to August 15th. Transferred F/A-18 RE ID and Self Test Adapter August 5$^{th}$ (only one we have). August 12th safety stand down. August 20th came into the yards.
**Shop 8** AT2 Pachter, Jessica, transferred to STA21 program to commence in Denver Colorado. AT3 Kempf, Ryan checked in. AT3 McLemore, Christine checked in. CASS Hybrid Bench (CARTMAN) failed for two defective fan sensors. Replaced items bringing bench back into RFI status. All CASS stations except the Block 2 RF (OSCAR) were preserved.
**Shop 9** AT1 Mocha, Mark retired. AT1 Braley, AT3 Marshall, AT3 Daring, and ATAN Conn went TAD to LIVEFAC for the 2003 PIA. Conducted wall to wall IMRL inventory.

**Shop 10** Transferred the Synchrophazer Analyzer Test Set and released a Broad Arrow report to reflect impaired repair capability for the E2 aircraft.

**Shop 11** Calibrated 402 assets. Lost chilled water to work center and production had to stop due to over heating of Calibration Standards.
**Shop 12** Performed preservation on HTS, RADCOM, CAT and TTS for PIA. AT3 Eisle reported onboard and AT3 Hall returned from TAD MAA. Shop 13 ESD Program monitor conducted. Work center QA audit conducted. SNIPER II bench transferred.
**AO Shop** Production for the month of August was minimal. Semi-Annual IMRL inventory completed. Transferred AAE to the GW and the Enterprise and NASO. Waiting to transfer AERO-7's to MALS-14. Received AO3 Brown, currently in INDOC. Continue to work the backlog and order spare parts.
**IM-4:** Time for conducting the major offload of over 1559 items of aviation support equipment scheduled for rework, rehab and corrosion treatment.

The month of August was also devoted to fine tuning our scheduling plans for refurbishing those items at Norfolk Naval Shipyard in Portsmouth Virginia. Several additional items were sent to SEFAC in Maryland and DYNCORP in Portsmouth for more in-depth rework.

Berthing areas were being prepared for schedule moving of personnel to aft section of the ship.

Training scheduled 53 classes. Held 32 classes for 164 people this month with 21 classes cancelled due to NO shows or ships schedule.

**900/Admin & 029/Production Control (AZ2 CHRISTOFFER)**

- Filed 205 scheduled and unscheduled MAFS in SE custody records.
- Made 16 entries on OPNAV 4790/51 custody records regarding load tests, NDI, and preservation.
- Entered EOM AESR start count verification on 11 gas turbine engines
- Initiated and processed 79 general correspondences and 3 FITREP packages.
- Preserved 13 items of support equipment and made all applicable updates to NALCOMIS and OPNAV 4790/51 custody records.
- Transferred 32 items of support equipment

**901/SE Training & Licensing (AS2 BOSWELL)**

- Conducted 31 classes
- Trained 178 personnel and initiated 178 SE Certification Phase I sheets

- Typed 54 SE licenses
- AS2 Boswell selected as AIMD's Junior Sailor of the Quarter

**903/SE Material Control Branch (AK2 BYRD)**

| REQUISITION/ DDSN: | | OPEN PURCHASE REQUISITIONS: | | |
|---|---|---|---|---|
| - Processed | 65 | | - 1 | |
| - Received | 12 | - 1 | | |
| - Follow-ups | 48 | | - 2 | |
| - Expedited | 18 | | | - 1 |

**SERVMART:**

| | ITEMS | TOTAL ($) |
|---|---|---|
| Requested | 12 | $164.00 |
| Received | 10 | $126.00 |

SIGNIFICANT (s):
- None

**910/Mechanical Repair Branch (AS2 LACY)**

**SCHEDULED MAINTENANCE.**

- Completed highest PM, rehab, and corrosion on tractor SGM249, has not received panels back from DYNCORP to put back together. 60 percent complete.
- Completed highest PM, and rehab on the following tractors: SGM247, SGM283. Units have not been painted and panels not received from DYNCORP (control numbers received 29 AUG). 45 percent complete.
- Tractor SGM281 completed highest PM and rehab, with exception of front tube is on order and not received yet. 33 percent complete.
- Tow tractor SGM263 completed most of rehab and PM. 25 percent complete.
- Tractor SGM281 front tube flat ordered tube 28AUG03.
- Tractor SGM283 transmission leak repaired. Ordered and received thrust bearings for front end.
- Tractor SGM263 trouble shot fuel in oil pan found, bad fuel injectors. Ordered 3 injectors.
- Ordered thrust bearing and SGM283 and SGM263.
- Turbine QSJ021 wiring harness and fuel return line burned.

*QUALS/SCHOOLS*

| | |
|---|---|
| AS2 Lacy | No quals completed |
| AS2 Tibor | No quals completed |
| AS2 Regalbuto | No quals completed |
| AS2 Kihara | No quals completed |
| AS3 Surline | Received respirator qual |

| | |
|---|---|
| AS3 Thielen | Received respirator qual |
| AS3 Mytides | No prevent class |
| AS3 Morgan | No quals completed |
| ASAN Solon | Received respirator qual |

*LESSONS LEARNED*

- Get respirator quals done in advance.
- It takes a while to get control numbers. Plan ahead to get control numbers on time.

**920/Hydraulic & Structural Repair Branch (AS1 WALKER)**

- From Aug 5-8 moved support equipment from the ship in NOB to building 172 at the Norfolk Naval Shipyard.
- Inspected the condition and preserved 28 fifteen foot tow bars.
- Disassembled 28 fifteen foot tow bars and 4 twenty-four tow bars.
- Sand blasted 75% of all tow bar piece: head, feet, insert, and angle.
- Disassembled nan-carts S/N PZN095 and PZN801.
- Pressure washed A/M27T-5 S/N FT0099 and RB0106.

**930/Electrical Repair Branch (AS1 POTTKER)**

***PERSONNEL:***

- AS1 Pottker: No new qualifications
- AS2 Loureiro: No new qualifications
- AS3 Able: No new qualifications
- AS3 Dente: No new qualifications
- AS3 Edwards: No new qualifications

**MAINTENANCE:**

- Completed support equipment off load 8AUG03.
- Started rework on 4 6k forklifts.
- Turned 7 6k forklifts, 2 20k forklifts into DYNCORP for rework.
- Completed highest PM and load test on 4 6k forklifts.
- Turned Grove Crane (YB4410) into DYNCORP for safe for surface and repair.

**980/Flight Deck Troubleshooter (AS1 DOBBINS)**

**MAINTENANCE:**

- Continued to perform spot C/C on Tilly.
- Removed 3 air tanks for repair.
- Started corrosion control on Crash Dollies

***September*** -

**QA:** The month of September was uneventful with the exception of Hurricane Isabel. Fifteen audits were performed, with four requiring follow-up.

Breakdown of Programs is as follows:

**QA Testing**

TOTAL TEST ADMINISTERED = 02

1. Professional test: 01
2. S/E test: 01
3. General Corrosion test: 0
4. Avionics Corrosion test: 0
5. S/E Corrosion test: 0
6. Hydraulic Contamination test: 0
7. 4790.2 (NAMP) test: 0

**CDI Stamps**

- CDI stamps were inventoried.
- CDI chart was updated.

One note: New QAR / CDQAR / CDI stamps are in production and should arrive onboard within the next two or three weeks.

**SAFETY**

AO1 Wise took over as AIMD Safety Program Manager. AT1 Stettler is his alternate. Letters of designation have been typed up and are currently in route. AD1 Taylor took over as IM-2 Divisional Safety Petty Officer.

Safety / mishaps reports= 00

Naval Ordnance Maintenance Management (NOMMP) RCN's issued = 0

Ordnance Qualified personnel in W/c 710 = 00

Workcenter Environmental Safety Audits = 04

*NAMDRP*

-EI **V21853-03-0012** was found to be valid and was closed out. Information was forwarded to ATC Johnson in Shop 7. A software change request has been initiated and will be incorporated in the next Software Support Change (SSC).

***-TPDR** V21853-03-0062 **was generated by 64D on CASS Technical Publication NA16-30USM636-2-1.***

**NOMMP/AWCAP**

No RCN numbers for the Weapons / Ordnance Department were issued for the month of September.

*TOOL CONTROL PROGRAM*
Broken Tool Reports - 1
Worn Tool Reports - 2
Missing Tool Reports - 0
Tool Boxes banded - 20

**IMRL**
IMRL transfer / acceptance inspections - 111; AIMD - 45 / Weapons - 66

**ICRL**
ICRL change requests processed - 00

***AVGFE***
All kits are in an "up" status.

**QA TRAINING**
Eleven lectures were given.

**CTPL**
DTPL trained - 2
Publications issued - 16
IRAC's - 29
TPDR's issued - 01
TD's processed - 19

*SE Misuse/Abuse*
Nothing to report.

*Hydraulic Contamination*
Nothing to report.

**Aeronautical Equipment Welders**
Nothing to report at this time.

**Corrosion Prevention Control/ Emergency Reclamation**
Nothing to report.

**IM-2: 400 Branch -** The following Test Cell items were transferred to the listed commands; F110 package - CV 67, F404 EIP panel - CVN 73, F404 power cable and charge amplifier - CVN 76. Received F110 sling back from CVN 73.

**500 Branch** - Compressor motor for HAZMAT freezer received, awaiting install. STS and T-10 benches placed in type II pres for duration of PIA03. X-ray vault semi-annual inspection completed, RFI.

**800 Branch** - Embroidery machine overhauled by contractor. ALSS Branch handling shipping and receiving of ready room chairs to LIFAC. 22 sewing and embroidery projects completed.

**IM-3: Shop 1** Charged two lead acid batteries for Tilley at Norfolk GSE. In work on IMRL excess list and ICRL val/ver.
**Shop 3** ATC Lohry turned over duties as shop 3 CPO to ATC Gray. AT1 Ward went TAD to AMSU. Shop secret material inventory completed with ship. QA audit completed with zero hits.
**Shop 4** ATC Lohry turned over duties as shop 4 CPO to ATC Gray. AT1 Clifton was TAD for two weeks to ASF training. AT2 Scimone was TAD for two weeks to Connector Repair school. AN Wiese returned from being TAD to PIA Tiger Team. NATEC Rep. Mike Tibbs came out for two days for the EOTS bench, but was then pulled to the USS ENTERPRISE. Ordered IPA and LAM for CASS EO "Cyclops" bench. Received LAM for CASS EO "Cyclops" bench. Ordered and received Optical Driver and cable for CASS Hybrid "Speedy" bench. Temp Loan MDL and RPYC ID with two cables from IATS bench to AIMD NAS Oceana. Temp Loan MICROVAX II from EOTS bench to USS ENTERPRISE. Temp Loan of HUD Alignment tool returned from USS ROOSEVELT. Quarterly IMRL audit completed. CAT II TPDR completed on CASS Publication. Preserved AAM-60 and IATS bench.
**Shop 5** Completed third Quarter ICRL verification. Received AT1 Williams as a new check in on 8 Sep 03. Assisted Shop 12 in moving Work Center item down to Shop 5 in preparation for the installation of the High Powered CASS Bench and currently serving as a combined Shop 5 and 12. Transferred Programmable Load Assembly P/N A31U29176-1 S/N 8636-35 to the USS John F Kennedy CV 67.
**Shop 6** No inputs to report.
**Shop 7** Transferred F/A-18 RE ID/Self Test Adapter August 5$^{th}$ (only one we have) and one of two and AN/AWM 57B Noise test sets. Performed ICRL verification. Prepared space for painting.
**Shop 8** Inventoried and performed preservation on all toolboxes with the exception of toolboxes 65B-1 and 65C1-3. Inventoried and performed preservation on all ESD mats with the exception of numbers 00033 and 00005. AT3 Kempf went TAD to Security. AT3 Mclemore is attended indoc. Completed IMRL transfer of FEMS ID and CIU ID with Cables to USS JOHN F. KENNEDY.
**Shop 9** AT1 Stefanides, Theodore and ATAA Taylor, Erick, checked aboard. AT3 Vance, Jarvis went UA - returned 5 October.

Transferred APM-403, ARM-146, and MX-18314A test sets to the USS Enterprise. Transferred the C9154 test set to the USS Roosevelt. APM-421 test set status was changed to F1 due to it not passing self-test. Unit was repaired and continues calibration. ICRL Validation completed.
**Shop 10** IMRL: part number LK-0001, serial number 006(BDHI/Fuel Flow/RPM/EGT Ind) and part number 31-301-8191, serial number 130 (Buddy Stores T/S) were transferred to the USS Kennedy. Chief Campbell, AE3 Locke and AN McGarity completed CPR training on September 23rd. AEAN Grant ended his enlistment on 15 September 03. Began work on Shop 1 IMRL (photographing). Built up S-3 F/Q cable with assistance from Shop 13.
**Shop 11** Calibrated 866 assets. Lost 60 Hz bench power to work center and production had to stop for one week due to loss of power of Calibration Standards.
**Shop 12** IMRL part number 128SAV62330-1 serial number NXR009 Panel Interface device was transferred to the USS Kennedy. ATC Gray completed CPR training. AT3 Hall ended his enlistment on 21 September 03. Began clearing the shop for the PIA team to install the CASS high power bench. To date is more than half way done and should be finished before the end of the week.
**Shop 13** ICRL Validation completed. Inventoried and inspected all bench components and ordered replacements as needed.
**AO** Production for the month was minimal. RFI'd F/A-18 Gun. Transferred AERO-7 MAL 14. Transferred LALS II CV-67. Transferred Adapter pylon toCV-67. RFI'd LAU-127. Transferred NRFI LAU-138 and received RFI LAU-138 from AIMD Oceana. RFI'd Entrance Unit turned into supply. Quarterly ICRL review completed.

**IM-4:** The first full month at Norfolk Naval Shipyard in Portsmouth Virginia. Scheduled respirator classes for divisional personnel for the sanding and blasting of aviation support equipment. Coordinated the swapping of Grove Cranes (Tonka) with CNAL and training of 8 personnel so that supply department can continue their work efforts of moving stores and parts onboard and off station.

**900/Admin & 029/Production Control (AZ2 CRISTOFFER)**

- Filed 206 scheduled and unscheduled MAFS in SE custody records.
- Made 52 entries on OPNAV 4790/51 cards regarding load tests, NDI, and preservation.
- Entered EOM AESR start count verification on 11 gas turbine engines
- Completed 53 routing sheets for IM4 division personnel.

- Preserved 47 items of support equipment.

**90A/Issue & Receipt and Transportation (AS2 COOK)**

- CLASSES SCHEDULED: 20 classes scheduled
- VEHICLES ISSUED: VANS: 151
  PICKUP TRUCKS: 48
  2 ½ TON: 26
  5-TON: 35
  TOTAL VEHICLES ISSUED: 262
- VIP PARKING: 8 VIP GUESTS
- ISSUE AND RECIEPT (SE OR MHE): 4 PIECES OF GEAR

**901/SE Training & Licensing (AS2 BOSWELL)**

- Conducted 46 classes
- Trained 206 personnel and initiated 206 SE Certification Phase I sheets
- Typed 74 SE licenses
- Initially qualified eight Supply Dept personnel on the AP308 Grove Crane in support of the onload and offload of ship stores and materials.

**903/SE Material Control (SK2 BYRD)**

- REQUISITION/ DDSN: OPEN PURCHASE REQUISITIONS:
  - o Processed 53 - 1
  - o Received 19 - 2
  - o Follow-ups 27 - 2
  - o Expedited 10 - 0

- SERVMART:
  - None
- SIGNIFICANT (s):
  - End of Month closeout.

**910/Mechanical Repair Branch (AS2 LACY)**

***PERSONNEL:***

- ASAN Solon: Received tow tractor license

***MAINTENANCE:***

- Completed highest PM and refurbishment on P-25 TAU034.
- Completed highest PM, front end rebuild and refurbishment of 3 tow tractors.
- Blasted and painted cruise tow tractor.
- Completed highest PM on P-25 TAU033, submitted panels and stencil request to DYNCORP.
- Completed highest PM and refurbishment on 3 HLU-288's.

- Replaced exhaust temp gauge on turbine (QSJ074).
- Replaced fuel line and wiring harness on turbine (QSJ021).
- Replaced leaking hydraulic filter gasket on P-25 TAU034.

**920/Hydraulic & Structural Repair Branch (AS1 WALKER)**

***PERSONNEL:***

- ASAN Jacob Goughnour changed to W/C 980
- AS2 Ruben Garcia gained from TAD Supply (Laundry)

***MAINTENANCE:***

- Completed NAN carts PZN801 and PZN095
- Completed highest PM on all Jennys
- Removed nitrogen 18 bottles for hydro test
- Disassembled NAN carts PZN575, PZN873 and PZN061.
- Started cleaning of four 4000 trailers.
- Assembled three H-60 tow bars with the exception of bearings.
- Continued blast and paint of tow bar parts.
- Assembled all 15 ft tow bars.

**930/Electrical Repair Branch (AS1 POTTKER)**

***PERSONNEL:***

- No new qualifications

***MAINTENANCE:***

- Reworked three MMG-1A Mobile Elect. Power Plant.
- Reworked three 6,000-pound forklifts.
- Installed new lights on all 6,000-pound forklifts
- Replaced alternator on 6,000-pound forklift, S/N 173
- C/C on various pieces of support equipment.

**980/Flight Deck Troubleshooter (AS1 DOBBINS)**

***PERSONNEL:***

- AS1(AW) Dobbins: ASF training in Blackwater, N.C. from 15SEP03-26SEP03.
- AS2(AW) Beard: 5 Ton driver's license.

***MAINTENANCE:***

- Continued to perform spot C/C on Tilly.
- Removed 3 air tanks for repair.
- All four Crash Dollies are now complete, and preserved.
- S-3 sling, and SH-60 slings are preserved, and we'll be getting in work on the remainder of the slings towards the first of October.

***October*** -

**QA:** The month of October was loaded with audits. The QA work center was audited, resulting in one discrepancy, but audits on the QA managed programs NAMDRP and Safety were flawless.

Quality Assurance has built a plan to prepare for the upcoming CAMSEE, in which the Inspectors will be utilizing a more "hands-on" approach inspecting, including the Program Managers going through drill scenario's while being observed.

Breakdown of Programs is as follows:

**QA Testing**

TOTAL TEST ADMINISTERED = 15

1. Professional test: 03
2. S/E test: 08
3. General Corrosion test: 01
4. Avionics Corrosion test: 0
5. S/E Corrosion test: 0
6. Hydraulic Contamination test: 01
7. 4790.2 (NAMP) test: 02

**CDI Stamps**

-Inventoried stamps and updated CDI chart.
-Received all Stamps with the exception of 800 CDQAR Stamps. Awaiting refill supply of ink.

**SAFETY**

Safety / mishaps reports= 00
Naval Ordnance Maintenance Management (NOMMP) RCN's issued = 0
Ordnance Qualified personnel in W/C 710 = 01
Workcenter Environmental Safety Audits = 04

*NAMDRP*

***- Audit was performed on the NAMDRP program, the result being zero discrepancies.***

- **EI** V21853-03-0059 was found to be valid, and approval was given for an exam plan to be generated.

- **TPDR** V21853-03-0063 was generated on publication NA 17-600-193-6-2.

- **TPDR** V21853-03-0064 was generated on publication NA 17-600-141-6-2.

**NOMMP/AWCAP**
***No RCN's for the Weapons / Ordnance Department were issued for the month of October.***

*TOOL CONTROL PROGRAM*
Broken Tool Reports - 4
Worn Tool Reports - 2
Missing Tool Reports - 0
Tool Boxes banded - 6

**IMRL**
IMRL transfer / acceptance inspections - 359; AIMD - 59 / Weapons - 300

**ICRL**
ICRL change requests processed - 36

***AVGFE***
All kits are in an "up" status.

**QA TRAINING**
Nine lectures were given.

**CTPL**
DTPL trained - 1
Publications issued - 37
IRAC's - 22
TPDR's issued - 02
TD's processed - 34

*SE Misuse/Abuse*
Nothing to report.

*Hydraulic Contamination*
Nothing to report.

**Aeronautical Equipment Welders**
Nothing to report at this time.

**Corrosion Prevention Control/ Emergency Reclamation**
Nothing to report.

**Explosive Handling Certification**

An audit was performed on this program, with no discrepancies noted.

**IM-2: 400 Branch**. Completed IMRL tailoring review and submitted results to IMRL CPO for submission at Tailoring Conference. 7 personnel completed classes during the month of October.
**500 Branch -**. T-10 and STS Benches placed in inactive status and Level II preservation. 4 personnel completed classes. Film processing is down due to overboard discharge restrictions while in the shipyard. NOB or Oceana may be used as backup developing if necessary.
**800 Branch -**. 75 sewing and embroidery projects completed. O2 Test Bench placed in inactive status and Level II preservation.

**IM-4:** The refurbishment effort is going well and is on schedule. With a minor set back from last month due to Hurricane Isabel, the process for blasting and painting is on track with DYNCORP. Additionally, requested funding for "A" and "C" school training, and formal training locally.

LTJG Robinson assumed the duties as the IM-4 Division Officer.

**<u>900/Admin & 029/Production Control (AZ2 CHRISTOFFER)</u>**

- Filed 107 scheduled and unscheduled MAFS in SE historical records.
- Made load tests and NDI entries on OPNAV 4790/51 SE custody records.
- Entered EOM AESR start count verification on 11 gas turbine engines
- Completed 94 routing sheets for IM4 division personnel.
- Transferred 18 HLU-196 Bomb Hoisting units to DYNCORP.

**<u>90A/Issue & Receipt and Transportation (AS2 COOK)</u>**

- CLASSES SCHEDULED: 35 5-Ton (RX, Deck, Weapons)
  5 JLG (IM-4)
- VEHICLES ISSUED: Vans: 127
  Pick-ups: 54
  5-Tons: 40
  2 1/2-Tons: 26
  TOTAL: 247
- VIP PARKING: ADM Fallon 2 days
- ISSUE AND RECIEPT (SE OR MHE): 4 pieces issued
- CLEANING VEHICLES: 15 hours
- PRE-OPPERATIONAL INSPECTIONS: 4 hours
- TURNING IN VEHICLES FOR MAINTENANCE: 20 hours

- CHECKING IN AND OUT GOVS: 140 HOURS
- SHOP FIELD DAY/CLENLINESS: 7 hours
- COLLATERIAL DUTIES: 2 hours
- Completed JLG Manlift course at PWC NORVA

**901/SE Training & Licensing (AS2 BOSWELL)**

- Conducted 15 classes
- Trained 41 personnel and initiated 41 SE Certification Phase I sheets
- Typed 26 SE licenses

**903/Material Control (SK2 BYRD)**

| REQUISITION/ DDSN: | | OPEN PURCHASE REQUISITIONS: | |
|---|---|---|---|
| - Processed | 34 | - 4 | |
| - Received | 18 | - 3 | |
| - Follow-ups | 15 | - 6 | |
| - Expedited | 8 | | - 3 |

SERVMART:

| | ITEMS | TOTAL ($) |
|---|---|---|
| Requested | 24 | $487.00 |
| Received | 17 | $246.00 |

SIGNIFICANT (s):

- Coordinated with SK1 Hanson (RMB) to get an outstanding material requirement report for IM-4 only. Made necessary changes and follow-ups.
- Checked with supply to cancel Doc# 3192-db04 is. Item has been cancelled.
- Open purchase was done on column steering for 6K forklift through Wiggins Lift Co.
- Checked on open purchase on the steering column and has not been shipped off. ESD 3318 Doc# 3300-1002 , P/N: 600444.
- Picked up the screws from Tidewater Industrial Fasteners, invoice was received.
- Took nitrogen bottles to Fire-x Corp. for hydrostatic testing. Bottles were picked up two days later.
- Initiated open purchase for EA-6B sling. Sling will not be delivered approximately 8 to 10 weeks due manufacturing and assembly.
- Approval for Nitrogen bottles to go to Fire-X Co. for rework/ testing, only 48 hrs to process and complete status.

- Sling was put on order through HECO Slings. POC: Mr. Conrad Elban, (757) 855-7139. ESD: 31 DEC 03.
- Column Steering for 20k forklifts, p/n [illegible]0444, Wiggins Lift Co., POC: Mr. Peter Fix, [illegible] ESD: 09 DEC 03.
- Open purchase was done for screws through Tidewater Industrial Fasteners for 400 screw caps. Doc# 3300-1005. POC: Bob Hammel ([illegible] ESD: 20 OCT 03.

**910/Mechanical Repair Branch (AS2 LACY)**

***PERSONNEL:***

- No new qualifications.

**MAINTENANCE:**

- COMPLETED THE HIGHEST PM,REHAB, AND CORROSION ON THE FOLLOWING TRACTORS: SGM 281, SGM263.
-COMPLETED THE HIGHEST PM, REHAB, AND CORROSION ON THE FOLLOWING HLU-288: PTG475, PTG519, PTG518.
-IN WORK ON THE HIGHEST PM AND REHAB ON THE FOLLOWING TRACTORS:SGM269, SGM239.
-IN WORK ON THE HIGHEST PM AND REHAB ON THE P-25 #TAU033, #TAU034
-REPAIRED POWER STEERING BRACKETON TOW TRACTOR SGM239.
-TROUBLESHOT AND REPLACED POWER STEERING PUMP ON TOW TRACTOR SGM281.
-MANUFACTURED TAILPIPE ON TOW TRACTOR SGM263.
-REPLACED FRONT WHEEL STUD ON P-25 TAU033.

**920/Hydraulic & Structural Repair Branch (AS1 WALKER)**

***PERSONNEL:***

- No new qualifications
- Completed Blues inspection 24 OCT 03
- Utility uniform inspections conducted every Friday

**MAINTENANCE:**

- Cleaned and load tested 4000 trailers s/n c98052, 000248, 000164, and 012635.
- Disassembled/assembled C/C Carts s/n 000007, 000034, 000059, and 000113.
- Disassembled/assembled nan-4 s/n PZN095, PZN801, PZN575, PZN873, PZN061.
- Completed highest pm on T-5 s/n FT0099, FT0193, NFT273, NFT324, QNB146, and RB0106.
- Completed highest pm on T-7 s/n PRX338 and PRX280.
- Cleaned and greased B-4c stands s/n 748056, NSN003, NSN008, KK0005, and KK0001.
- Started pm on AWG-9 000011 and 000061

**930/Electrical Repair Branch (AS1 POTTKER)**

**PERSONNEL:**

- Training conducted on Advance DC 307 and 308
- No new qualifications

**MAINTENANCE:**

- Worked on MMG-1A 775002
- Finished 6K 370173
- Off Loaded 20K Fixed all gripes on 20K and Load test

**980/Flight Deck Troubleshooter (AS1 Dobbins)**

**PERSONNEL:**

- AS2 LUCERO separated on SEP 06 2003
- ASAN GOUGHNOUR gained from W/C 920

**MAINTENANCE:**

- PM's (large jobs listed individual & quantity of small)
- Reworked 4 crash dollies
- CC on Tilly Crash Crane.

***November*** -

**QA:** Breakdown of Programs is as follows:

**QA Testing**

TOTAL TEST ADMINISTERED = 01

1. Professional test: 0
2. S/E test: 01
3. General Corrosion test: 0
4. Avionics Corrosion test: 0
5. S/E Corrosion test: 0
6. Hydraulic Contamination test: 0
7. 4790.2 (NAMP) test: 02

**CDI Stamps**

-Inventoried stamps and updated CDI chart.
-Refill ink onboard, and 800's CDQAR stamps arrived.

**SAFETY**

Safety / mishaps reports - 01
Naval Ordnance Maintenance Management (NOMMP) RCN's issued - 0
Ordnance Qualified personnel in W/C 710 - 03
Workcenter Environmental Safety Audits = 04

Explosive Safety Audit (special) was performed on AOC LeGrand. Program was found to be on-line and in good order.

*NAMDRP*
There were no NAMDRP reports generated in the month of November.

**NOMMP/AWCAP**
***No RCN's for the Weapons / Ordnance Department were issued for the month of November.***

*TOOL CONTROL PROGRAM*
Broken Tool Reports - 09
Worn Tool Reports - 12
Missing Tool Reports - 15
Tool Boxes banded - 0 (All tool boxes were unbanded for a hands on 100% inspection of every tool, inventory list, shortage sheet and open document numbers.)

**IMRL**
IMRL transfer / acceptance inspections - 55; AIMD - 55; Weapons - 0

**ICRL**
35 ICRL change requests were generated.

***AVGFE***
All kits are in an "up" status.

**QA TRAINING**
Seven lectures were given.

**CTPL**
DTPL trained - 1
Publications issued - 17
IRAC's - 14
TPDR's issued - 0
TD's processed - 21

*SE Misuse/Abuse*
No SE Misuse and Abuse reports were generated in November.

*Hydraulic Contamination*
A special pre-CAMSEE audit was performed 21 November. AM1 Pedro is doing an excellent job managing this program.

**Aeronautical Equipment Welders**
Nothing to report at this time.

**Corrosion Prevention Control/ Emergency Reclamation**
Conducted program audit. AM1 Schulz needs the Corrosion Control for Supervisors in February 2004.

**Explosive Handling Certification**
An audit was performed on this program with no discrepancies noted.

**IM-2: 400 Branch**. ADC Cummins and AD1 Taylor re-enlisted. ADAN Sweeney was frocked to AD3. Five personnel completed various periods of OJT training at NAS Oceana. All Power Plants personnel completed the Navy Skills Survey. AD1 Sample and AD2 Green reported for duty.
**500 Branch -**. AM2 Looker was frocked to AM1. AM1 Rausch and AMAN Liles reported for duty. AMAN Liles was frocked to AM3.
**800 Branch -**. Forty sewing and embroidery projects completed. Processed 32 ready room chairs for LIFAC.

**IM-3: Shop 1** MA2 Generator Test Set Calibration team scheduled to arrive in January. Lead Acid Battery Locker NMC due to secured ventilation during PIA 2003 and temp loan of both battery analyzer/discharge units. NICAD battery Locker deluge shower deck needle-gunned and primed in anticipation of contractor installing one-step.
**Shop 3** The ALM-88 transferred to AIRLANT, and the ALQ-108 MAM's and spares were turned into supply (S-6). Continued the computer install, for a total of 100 for AIMD.
**Shop 4** AGCS returned from calibration, MICROVAX temp-loaned to NASO, MDL temp-loaned to USS ENTERPRISE, LMU sent to calibration then transferred to USS KENNEDY, OS alignment tool temp-loaned to NASO and returned, MAMS inventory completed and AT1(AW) Cowart reported onboard. CASS install almost complete.
**Shop 5** Depreserved 4-bay RADCOM S/N PPD120, RTBS, one HTS S/N QLV155 and three CATIII-D test benches. Received BA 3318GB00 for IMUTS purge station. Received ANC ID P/N 123SAV62031-1 S/N MQQ002 back from temp loan. Troubleshooting HTS S/N QLV155 and RTBS S/N DQW007.
**Shop 6** No inputs to report.
**Shop 7** Work Center completed QA audit. Identified the problem with the dielectric tester. Putting parts on order through the manufacture. One person OJT at NAS Oceana on CASS benches. Obtained MOV's for CASS benches.
**Shop 8** CASS Install team completed fabrication of CASS rails and installation of air conditioning unit. Completed inventory and photographing of MAMs. Transferred CASS communication shorting

plugs and keyboard/mouse cable to USS George Washington. IMRL Tailoring/Review Conference held at CNAL.
**Shop 9** Unsealed 11 tool boxes and corrected discrepancies. Lagging team completed PIA job to lag frame 69 bulkhead. Re-assembled shop and began system testing in preparation for IDTC.
**Shop 10** Identified work center calibrated items requiring off-ship calibration, scheduling accordingly. Reviewed work center IMRL listing for all gear that's in a status other than A1, repairing as required. Conducted full review of work center tool control program, verifying 13 toolboxes for cleanliness, tool material condition, and correct box inventory.
**Shop 11** Calibrated 487 assets. Command calibration readiness was 98.71 percent this month. **Shop 12** Finished preparing the shop for painting.
**Shop 13** QA Audit with 2 minor discrepancies on tools. Zero discrepancies on publications. Built W3K Data Converter Cable for shop 10.
**AO** Transferred one CRALTS to the WASP. PIA work still being conducted in the main shop and in K-Pool, (A/C install, and safety stations in K-Pool. Working on 4790 programs.

**IM-4:** November was a very busy month for maintenance due to it being our midway point thru the PIA period. Majority of the heavy rolling stock items were refurbished and painted. The items that were sent to SEFAC in Maryland are progressing toward being completed on time. We took a little time off to celebrate Thanksgiving and reflect on the progress that each maintenance tech achieve during the pass three months of PIA. Training scheduled 22 classes. Held 22 classes for 73 people this month.

**900/Admin & 029/Production Control (AZ2 CHRISTOFFER)**

- Filed 114 scheduled and unscheduled MAFS in SE custody records.
- Made 30 entries on OPNAV 4790/51 custody records regarding load tests, NDI, and preservation.
- Entered EOM AESR start count verification on 11 gas turbine engines
- Initiated and processed 57 general correspondences and 19 E4 evaluation packages.
- Preserved 15 items of support equipment and made all applicable updates to NALCOMIS and OPNAV 4790/51 custody records.

**90A/Issue & Receipt and Transportation (AS2 COOK)**

- Classes scheduled: 10 billets
- Vehicles issued: 154 vans

48 pickups
54 5-tons
6 2 1/2-tons

- Total 262 vehicles issued for the month of November.

- VIP parking: one sign for CNAL Inspection Team parking/transportation for retirement ceremony of RADM Baugh, 105 guests were expected

- Issue and Receipt (se or mhe): 12 pieces of gear
- Cleaning vehicles: 11 man hours
- Pre-operational inspections: 4 man hours
- Turning in vehicles for maintenance: 20 man hours
- Checking in and out vehicles: 140 hours
- Shop field days: 7 hours
- Collateral duties: 2 hours

**901/SE Training & Licensing (AS2 BOSWELL)**

- Conducted 22 classes
- Trained 73 personnel and initiated 73 SE Certification Phase I sheets
- Typed 34 SE licenses
- AS2 Boswell selected as AIMD's Junior Sailor of the Quarter, (2nd time selected)

**903/SE Material Control Branch (AK2 BYRD)**

| REQUISITION/ DDSN: | | OPEN PURCHASE REQUISITIONS: |
|---|---|---|
| - Processed | 18 | - 0 |
| - Received | 11 | - 1 |
| - Follow-ups | 9 | - 6 |
| - Expedited | 4 | - 1 |

SERVMART:

| | ITEMS | TOTAL ($) |
|---|---|---|
| Requested | 68 | $360.21 |
| Received | 51 | $285.66 |

SIGNIFICANT (s):
Still working the previous issues. Sling, Screws, and Steering Column.

**910/Mechanical Repair Branch (AS2 LACY)**

***MAINTENANCE***

- Completed highest PM and rehab on the following tow tractor: SGM239, sgm269.

- Completed highest PM and rehab on P-25, SN TAU033, rear door in work with weld shop.
- Completed highest PM and rehab on turbine QSJ141, and QSJ033.
- In work on highest PM and rehab on spotting dolly QCF070.
- Completed highest PM and rehab on spotting dolly QCF127, and QCF169.
- Repaired fuel leak on turbine QSJ110.
- Replaced hydraulic tank site glass on spotting dolly QCF070.
- Sanded and painted spotting dollly QCF070.
- HLU288 gear case cracked. .
- Commanding officer walked through spaces on 20 nov03.

PERSONNEL
- AS2 Regalbuto Prevent Class
- AS3 Surline Prevent Class
- AS3 Mytides Prevent Class

**920/Hydraulic & Structural Repair Branch (AS1 WALKER)**

***PERSONNEL***
- Lost AS3 Gary Raymond.
- AS3 Massimino attended PREVENT class.
- AS1 Walker attended the PO1 Leadership class.

***MAINTENANCE***
- Completed hydro test, rework and preservation on NAN carts PZN061, PZN575 and PZN873
- Completed highest PM on 17 aircraft jacks.
- Blast and paint panels for Jennies
- Completed and preserved C/C carts.
- Removed and replaced pump on the M-10 hydraulic fill unit.
- Turned hanger deck crane over to DYNCORP for incorporation of SEC 5595.
- Removed and replaced leg on jack number002364
- Completed rework and preserved AWG-9's

**930/Electrical Repair Branch (AS1 POTTKER)**

***PERSONNEL***
- AS1 Pottker - No new quals
- AS2 Loureiro - Working on ESWS 35% complete
- AS3 Cuadrado - Working on 307 and 308 Schedule to take exam.
- AS3 Dinda - Working on 307 and 308 Schedule to take exam.
- AS3 Dente - Working on 307 and 308 Schedule to take exam.
- AS2 Loureiro selected as AIMD's Junior Sailor of the Quarter

MAINTENANCE
- C-21 all complete

- Finished 6K 370175
- 6K 178 Working on brake problems
- MMG-1A working on DC

**980/Flight Deck Troubleshooter (AS1 DOBBINS)**

***PERSONNEL***

- AS1 Dobbins: Leadership Training
- AS2 Beard: No New QUALS
- AS3 Smith: No New QUALS
- AS3 Escoto: No New QUALS

MAINTENANCE

- Continued working on crash crane
- Completed rework on crash dollies
- Started rework on 3 aircraft slings

**COMMAND RELIGIOUS MINISTRIES DEPARTMENT**

*"Devoted to God and Country we unite to deliver innovative, life transforming service throughout and beyond the Sea Service."*

-- Chaplain Corps Vision

The Command Religious Ministries Department (CRMD) was instrumental to the ship and crew as we transitioned from an aggressive shipyard environment to the Atlantic Fleet's ready carrier. Through dynamic ministry opportunities, counseling, Navy Relief loans, Red Cross assistance, lay-leader support, and our 12-computer library and cyber-café, CRMD is key to USS HARRY S. TRUMAN's esprit-de-corps, high morale, and operational success. Some specific accomplishments this year include:

- Provided life transforming ministry opportunities to the 7,500 Sailors and Marines of the HARRY S. TRUMAN Battle Group in support of Operation Enduring Freedom and Operation Iraqi Freedom while forward deployed in the Mediterranean Sea.

- Provided vital ministry presence to combat naval aviators during Operation Iraqi Freedom. Offered prayers to air wing personnel before every strike lead brief and was a calming presence on the flight deck during strike launches and recovery operations.

- Coordinated the ship's 2003 Pre-deployment seminar that was attended by 1600 Sailors, Marines and their families, preparing ship's company personnel for the challenges of the upcoming deployment. This including providing the crew with a comprehensive pre-deployment guide, that details resources available for virtually all possible scenarios that a family may encounter.

- Command Chaplain received appointment as Principal Advisor on Religion and Culture to Commander, Carrier Group TWO.

- Pioneered and facilitated the Navy's first shipboard Tuition Assistance (TA) approved Religious Education Program. This fully accredited upper level course titled "Introduction to the New Testament" was provided for nine students.

- Coordinated three HST Battle Group Video-teleconferencing opportunities that brought together 120 families from the Hampton Roads area with their Sailors from CCG 2, HST, and CVW 3.

- Hosted Rabbi and Navy Commander Moe Kaprow from COMSIXTHFLEET for a one week visit. This visit included a special Jewish Sabbath fellowship meal and our largest Jewish service this deployment. His visit was critical to the inauguration of the Jewish program on board.

- Created and facilitated a command wide lecture series on generational theory. Utilizing the most recent sociological trends and current shipboard demographics, this one-hour lecture was provided to Commander, Carrier Group TWO staff, CVN 75 Department Heads, Chief Petty Officer's Mess and three Carrier Prospective Executive Officers.

- In addition to 70 weekly religious worship and education programs, CRMD offered and supported numerous command wide personal development and education initiatives. These included Basic Living Values Education, the four-session Life Skills Workshop, and logistic support for several cultural events including the 2003 Martin Luther King, Jr., African-American Heritage, and Women's History Month celebrations.

- Coordinated and conducted the first ever immersion baptism on board HARRY S. TRUMAN. This significant religious service, held in the ship's hangar bay, turned a Joint Direct Air Munition (JDAM) storage crate into a baptismal pool. During coverage of Operation Iraqi Freedom, this event was witnessed by numerous members of the national media and became a significant story highlighting the ministries of U.S. Navy chaplains on board aircraft carriers.

- Coordinated the Command's Christian Holy Week and Jewish Passover celebration. A total of 11 services where provided with 933 personnel attending.

- Hosted the Fleet and Family Support Center (FFSC) Return and Reunion program. Considered by FFSC to be one of their best attended programs in history, with 136 classes and 7,898 Sailors and Marines participating.

- Planned and coordinated the Religious Ministries Department's second Planned Incremental Availability consisting of an aggressive 22-job shipyard work package. Completed 30% of all departmental ships force work. This included a 100% increase in the lighting for the Chapels stained glass.

- Facilitated all command personnel support programs including one memorial service, the National Day of Prayer celebration, two Video Tele-conferencing sessions, and the September 11th moment of reflection.

- Concluded the Life Skills Workshop with a total of 142 participants. Classes included - "Growing as a Navy Leader", Navy Right Spirit program, anger and stress management classes. One of the command's primary tools for preventing disciplinary problems.

- RP1(SW) Sharon Hay and RP3(SW) Racquel Zachary qualified Enlisted Aviation Warfare Specialist.

- RPSN Duronn Stern, RPSN Racquel Zachary, and RPSN Robert King were advanced to Third Class Petty Officer. RPSN Duronn scored an incredible 75 on the advancement exam and was in the top 1% of all fleet wide RPs in his paygrade.

- RP1(SW/AW) Sharon Hay was awarded a NMCCM, RP3(SW/AW) Racquel Zachary and RP3 Rosemarie Harry was awarded a NMCAM.

- RP1 Sharon Hay and RPSN Racquel Zachary qualified Enlisted Surface Warfare Specialist. RP1(SW) Dean Huggins was awarded a NMCCM and RP2(SW) William Green was awarded a NMCAM.

- The Library and Multi-media Resource Center had 64,767 visitors, and processed 593 American Red Cross messages.

- ROF: Total amount of disbursements made to benevolent organizations - $16,500. Four quarterly audits and one Administrator change audit performed. No discrepancies noted.

## COMBAT SYSTEMS DEPARTMENT

### CS1 Telephone/Communication Division

Maintained and monitored nearly 200 voice and data circuits ensuring battle-group communications efficiency.

TELCOM division consists of two Officers, three Chief Petty Officers and 24 enlisted personnel responsible for operating all shipboard communications suite.

Communications center processed over 675,000 SIPR/NIPR messages in support of ship and staff personnel.

Connected and maintained over 125 Video Teleconferences in support of combat operations.

### CS2 Information Systems Security Division

ISS division consists of two Chief Petty Officers and five enlisted and is responsible for maintaining network security.

Maintained an impenetrable, virus free network. Participated in several information systems security vulnerability scenarios maintaining security proficiency.

Reaccredited the SIPRNET Local Area Network (LAN) to include the ability to process up to NATO SECRET information.

### CS3 Automated Data Processing Division

ADP Division consists of one Officer, two Chief Petty Officers, and 40 enlisted personnel and is responsible for the preventive and corrective maintenance on the ADP systems suite.

Supports over 6,000 users. Resolving over 7,000 trouble calls, ranging from educational/instructional issues to network failures. Supported embarked Commander Carrier Group Two, Destroyer Squadron Two-Two, and Carrier Air Wing Three staffs.

Processed over 5 million outbound and 6 million incoming e-mails.

Executing a life cycle phased replacement plan, replaced 609 workstations, updating obsolete computer systems. The process also refreshed all network workstations.

Installed JTT/JRE in support of Operation Enduring and Iraqi Freedom. This was the only afloat installation of this type in the Mediterranean area of responsibility.

**CS4 Combat Systems Damage Control Division**

DC Division consists of two Chief Petty Officers and six enlisted personnel and is responsible for the preventive, and corrective maintenance of damage control equipment.

During PIA-03 the cableway inspection team corrected more than 219 cable discrepancies pulling over 18,000 feet of cable in support of repairs.

**CS5 Combat Systems Data Division**

CSD division consists of one Officer, three Chief Petty Officers, and 32 enlisted personnel and is responsible for preventive and corrective maintenance of the ACDS suite, Meteorological systems, and the MTRF program.

The ship's Module Test and Repair Facility (2M Lab) performed 317 mini/micro mini repairs, averted or corrected 45 CASREPs, and saved the Navy over $ 766,121.06 in estimated repair costs. Petty Officer Goulet received a Department of the Navy Letter of Commendation for his efforts in Gold Disk Development.

During PIA-03 the meteorological suite was upgraded to NITES 2002, providing the ship with additional data storage, and specialized servers enhancing the system speed and stability. Twenty-one Cathode Ray Tubes in the ship's display system were aligned to provide precise accurate display for ship's surveillance systems.

**CS6 Ship's Surveillance Command and Control Division**

SSCC division consists of one Officer, two Chief Petty Officers and 37 enlisted personnel and is responsible for the preventive, and corrective maintenance of the ship's eight major radar systems, IFF, and the Navigational systems suite.

Flawlessly maintained the SPS-48, SPS-49, SPN-43, SPN-41, SPN-46, SPS-67, RASCAR, and FURUNO radar systems, permitting safe navigation and safety of flight throughout the workups and deployment. Operations accumulated 41,244 miles traveled, 20,342.1 flight hours and 7,890 traps, of which 5,743.9 flight hours and 2,126 traps in a combat environment.

In support of the Carrier Task Force, CS6 provided two critical technical assistance visits during wartime operations. The first was a repair of the Explosive Ordnance Disposal Team Two's radar systems in their Force Protection Intervention Craft. The second was a "safety of flight" critical repair of an Arleigh Burke Destroyer's AN/URN-25 TACAN system. This assist allowed the destroyer to conduct flight operations in support of VBSS missions, and Operation Iraqi Freedom.

**CS7 Ship's Self Defense Systems Division (SSDS)**

SSDS division consists of one Officer, three Chief Petty Officers and 31 enlisted personnel and is responsible for the operation, preventive and corrective maintenance of the ship's self-defense weapons systems.

Completed 24 successful PACFIRES, two successful TDU shoots and expended 7,900 rounds of 20MM CIWS ammunition.

Safely downloaded 30,000 rounds of 20 MM CIWS ammunition, and 24 NATO Sea Sparrow Missiles during the post deployment ammo off-load.

No new equipment installations or alterations were accomplished during the PIA.

Replaced the non-skid surfacing on 12 weapons sponsons, rehabilitated three CIWS magazines, and replaced the electrically safe deck matting in 16 NSSMS and CIWS spaces during PIA-03.

**CS9 Telephone/television Communications Maintenance Division**

CS9 division consists of one Officer, one Chief Petty Officer and 39 enlisted personnel responsible for the preventive and corrective maintenance of the ship's communications suite. This includes HF, UHF, SHF, EHF, Telephone, and Television systems.

Completed six-month wartime deployment with near one hundred percent combat readiness for the entire communications suite. The communications suite supported COMMANDER CARRIER GROUP TWO, DESTROYER SQUADRON TWO TWO and CARRIER AIR WING THREE Staffs.

Ensured the CONUS and MED POTS lines were available throughout the deployment to meet all operational requirements. Usage for the POTS lines was extrapolated and delivered to Mr. Sunoy

Banerjee, and Mr. John Bentrup, research analysts, for the Center for Naval Analyses. This information was analyzed to determine the peak usage hours and bandwidth allocation of satellite services. Resulting data was briefed to SPAWAR PEO C4I and COMNETWARCOM.

Rewired and aligned satellite television suite to allow for the reception of six Armed Forces Network (AFN) and four other satellite news and entertainment channels increasing the coverage by five hundred percent from the previous deployment. This enhanced crew morale and allowed the command to get up to date wartime information through news broadcasts.

Maintained satellite SHF and VTC systems at optimum performance, permitted the Commander, Carrier Group TWO to conduct Video Teleconferencing to obtain and disseminate time critical information in support of combat operations.

Installed KY-68 Secure telephone system in the Commander Carrier Group Two Stateroom.

Flawlessly operated with the proto-type AN/WSC-3 (V)11 "Have Quick" A20 module field change. This field change permitted locally generated "Auto TOD". The Field Change permitted 100 percent fully operational "Anti-jamming" communications in support of strike operations during Operational Iraqi Freedom.

Established phone and e-mail connectivity for over 40 reporters during the combat operations in support of Operation Iraqi Freedom. Fabricated several connecting cables to permit press personnel to interface with ship's systems.

**DECK DEPARTMENT**

January 2003 found Truman and her crew enjoying themselves in Souda Bay, Crete after a festive New Year port visit. Truman was one month into an anticipated wartime deployment to the Mediterranean Sea in support of Operation Enduring Freedom and eventually Operation Iraqi Freedom. Through out the six-month deployment the Department superbly conducted 63 mishap free seamanship evolutions to include: 29 Underway Replenishments, 6 anchorings, 17 boat handlings and 11 crane operations. As a result, Truman received over 15 million gallons of JP5 and 3,200 pallets of cargo. One of the key Underway Replenishments occurred on 10 April when Deck Department and HST successfully conducted the first Underway Replenishment while simultaneously conducting aerial combat missions since the Vietnam Era. The

fine Sailors in Deck kept two replenishment stations connected and the personnel safe while the ship completed a 180-degree turn to "get into the winds" for launching aircraft.

In February Truman saw its second of three port visits in the new year by pulling into Koper, Slovenia where many Sailors enjoyed the comforts of a new friend while others took advantage of MWR tours to Italy, Austria and Germany. The port visit to Koper was the last before Truman set sail to the Eastern Med to commence combat missions against Iraqi.

Operation Iraqi Freedom began in March and for six weeks that followed, Truman and her crew began an impressive campaign of putting "bombs on target" against the former Iraqi regime. Deck Department aided in this campaign by standing vigilant watches on the bridge and conducting flawless Underway Replenishments to ensure that the pilots had ample bullets, bombs and fuel to meet any and all tasking from the President. Additionally, during an Underway Replenishment with the USNS SPICA the Department assisted in the recovery of a down helicopter pilot. The RHIB crew recovery many key pieces of equipment that aided in making a determination on the cause of the crash.

Once the war was over in May and Truman presence was no longer needed in the reconstruction efforts, the ship set sail for home but not before anchoring at Portsmouth, England for one last port visit. While there, Deck Sailors took advantage of the opportunity and traveled throughout England to celebrate victory with our most trusted ally.

During the tail end of the deployment and prior entering Norfolk Naval Shipyard, Deck aggressively managed the 3-M program and planned a successful yard period where over 200 Depot Level job were accepted for the upcoming repair availability. This active participation and keen attention to detail will ensure that Deck Department and Truman will be ready to meet all required tasking immediately upon leaving the Norfolk Naval Shipyard.

To the delight of the crew's family and friends, Truman returned home early from the deployment. The return was even more special because the crew returned from a very successful deployment having engaged in a wartime environment in support of Operation Iraqi Freedom. Immediately upon mooring the ship, the Department commenced a four-week stand down that allowed these Sailors the opportunity to spend well-deserved time with their

love ones. Demonstrating the pride and professionalism that has become standard for Truman, the Department kept the press on during the stand down period to keep Truman looking sharp by painting the ship's sides. This allowed Deck to maintain continued minimum working hours prior to departing for the shipyard.

The end of June saw the last of the stand down and it was back to business as normal for these war fighters. The Department began making preparations for one more two-week underway period and a family day cruise before setting sail for another major deployment…this time to Norfolk Naval Shipyard in support of a maintenance period, commonly called Planned Incremental Availability (PIA).

July started off with touching up the ship's sides and making sure that all Deck equipment was in top-notch condition and ready to meet any taskings. Truman got underway on the 9th for flight deck qualifications and ammo offload. As expected, the two-week underway period went better than anticipated. The flight deck qualifications concluded early, which allowed Deck Department to show the East Coast what Truman can do. We completely transferred the remaining ammunition via two connected replenishment station and flight deck vertical replenishment in only two days. This facilitated the ship returning to Naval Station, Norfolk two days early. Upon returning on 23 July, Truman began putting the final preparation in place for a one day Family Day Cruise. On 26 July, over 3,000 family and friends came on board and received a glimpse of what Truman Sailors some times takes for granted. The successful public relations event started and concluded with the waterfront's best Deck Sailors undocking and docking the ship.

In mid August, Truman got underway for PIA 03 with the promise of making improvements to this fine warship. Immediately and throughout the next three-months Deck Department started an aggressive overhaul of the small boats, anchors, anchor chain, RHIB Deck, Underway Replenishment stations and the addition of a new starboard side RHIB Davit. On top of that, the Department was tasked to spray paint over 350 spaces, resulting in improved appearance and quality of life for Truman Sailors. Additionally, and perhaps most beneficial, Deck Department scheduled and actively pursued over 130 schools and advanced training to improve the knowledge of undesignated seaman and rated Boatswain's Mates. The investment resulted in five young seamen advancing to BM3 and three senior Sailors advancing to BM1.

At the conclusion of November, the Department completed the major jobs scheduled during PIA and made major preservation to the sides. Deck Department pushed-and-pulled, interfaced-and-coordinated at all shipyard, contractor and ship's force levels to ensure Truman was battle ready immediately upon leaving Norfolk Naval Shipyard in the New Year.

During the first part of December the Department continued "shining the diamond" by preserving the interior spaces and making much needed improvements to the berthing spaces. On 18 December, the command held its Christmas Party followed with another opportunity to takes some leave to spend quality time with the Sailor's friends and families. Additionally, the Department saw the arrival of over 30 new Deck seamen.

**DENTAL DEPARTMENT**

With the beginning FY03 USS HARRY S. TRUMAN Dental Department was diligently working on staff and squadron personnel that arrived for the FY03 deployment with extensive dental needs. Process improvements initiated in all clinical functional areas resulted an increase in Operational Dental Readiness (ODR) for the ship's crew from 96% to 98% and squadron readiness from 89% to 98.2%. The department is staffed by five officers and 15 enlisted. CDR L. K. Nesbit assumed the position of Department Head from CDR Matthew Herzberg in August 2003. The Department Leading Chief Petty Officer is DTCS L. V. Ferraro.

During FY03, 56,280 clinical procedures were performed during 13,129 patient visits at a cost benefit value of $2,600,000. Among the treatment completed during FY03 was 3,569 exams, 3,305 fillings, 1449 cleanings, 840 teeth were extracted and 80 root canals were completed. Two laboratory technicians completed fifteen hundred laboratory procedures, including 99 crowns and bridges and 31 partials. Major equipment purchases during the year were a radiographic film processor, autoclave and flat screen computer monitors.

Extended clinic hours and diligence by all departmental personnel during the FY03 deployment resulted in squadron ODR increasing to 98.2% from an average of 89%. This increase was accomplished by superior departmental teamwork in spite of being undermanned by one dental officer for the first seven weeks of the deployment. Within the initial two months of squadron arrival aboard the HARRY S. TRUMAN dental personnel replaced

over 140 missing records, examined 120 Class 4 patients and treated 97 Class 3 patients in addition to treating ship's crew. Fourteen MEDIVAC patients with dental emergencies from the USS HARRY S. TRUMAN Battle Group were promptly treated and expeditiously returned to duty.

Ten of 14 enlisted members attained dual SW/AW qualification while on deployment. Two enlisted members were promoted via the Command Advancement Program, a First Class Petty Officer and a Second Class Petty Officer. One Third Class Petty Officer was promoted via the Navy-wide advancement exam. Two dental officers earned the Surface Warfare Dental Department Officer (SWDDO) designation.

As FY03 closes, the Dental Department is challenged with keeping the ODR at previously noteworthy high levels while in the shipyards. The department worked at reduced levels at the Norfolk Naval Shipyard Dental Clinic during November and December. During this period the clinic received new paint and the decks were resurfaced with PRC creating an esthetic pleasant work center. Dental readiness has decreased to 92% due to reduced facility availability and total implementation of the new BUMED dental classification guidelines. These new guidelines will identify people with significant dental disease and enable the dental department to target and expedite treatment to those people with the greatest need.

**ENGINEERING DEPARTMENT**

**Organization and Personnel**

The Engineering Department consists of seven separate divisions: Auxiliaries (A-Div), Electrical (E-Div), Damage Control (DC-Div), Maintenance and Material Management (3M Div), Maintenance Support Center (MSC Div), Quality Assurance (QA Div), and Repair (R-Div). Three Principal Assistants oversee the operation of these divisions for the Chief Engineer: the Auxiliaries Officer (A and E), the Damage Control Assistant (DC), the 3M Officer, and the Ship's Maintenance Manager (MSC, QA, and R). The Ship's Maintenance Manager also manages the Battle Force Intermediate Maintenance Activity (BFIMA), which provides repair support to ships in company using the capabilities of shops in Combat Systems Department, AIMD Department, Deck Department, as well as Engineering Department and others as required.

DIVISION PERFORMANCE

QA Division

- Reviewed/issued a total of 92 controlled work packages
- Reviewed/issued 23-controlled work packages in support of Level I valve repair
- Reviewed/issued 12-controlled work packages in support of Nuclear Level I valve repair
- Reviewed/issued 15 controlled work package and provided NDT support for the cutout and replacement of 17 Level I valves
- Reviewed/issued 1 controlled work package and provided NDT support for the repair of an elevator push rod locking ring
- Reviewed/issued 2 controlled work packages in support of replacing Nuclear Level I valves
- Reviewed/issued 2 controlled work packages and provided NDT support of high pressure hydraulic piping repair to port RHIB boat davit
- Issued 29 controlled work package for weight tests on chain hoists and stores elevators
- Performed over 100 Quality Assurance Surveillances
- Performed 5 radiographic inspections of qualification welds thus qualifying 5 welders
- Provided more than 200 hours of QA training to over 1500 personnel.

## 3M-division

- Training:

  - Developed basic indoctrination training curriculum and instructors guide, student guide/handout and PowerPoint slide show. Additionally tailored the basic 3M (301) PQS and combined it with the student guide/handout.
    - Chief areas of instruction were a basic description of the 3M program and its purpose. There was a special emphasis on terminology, properly following an MRC, safety precautions, Hazmat usage and Tagout precautions. Minimal PQS tasks are accomplished, rather the goal being for the student to gain a conceptual understanding and working knowledge of basic terms and precautions during the performance of maintenance.
  - Developed tailored work center supervisor curriculum. The purpose of which is to train individuals (with an above average and working knowledge of 3M admin) to effectively take over a work center.

    - Chief areas of instruction were in the responsibilities of a WCS, how to verify their work center's equipment to properly take over a work center and the manual building of PMS schedules.
  - Conducted equipment validation training with 3M Assistants.
  - Performed work center admin reviews and training.
  - Conducted OMMS training for 100% of HST personnel with OMMS access. This was accomplished with the help of MDS AIRLANT team.
  - Conducted extensive IEM training prior to and throughout the shipyard period.

- Zone inspections:
  - Conducted weekly and bi-weekly inspections.
  - During the shipyard period conducted targeted zone inspections bi-weekly.
  - Electrical safety was added to the inspector brief and ZIDLs with electric safety hits tracked separately.

- MISC.:
  - Implemented the shipboard equipment validation program IAW CNAFINST 4790.1
  - Researched the latest version of Sked and shipboard installation and on site training. An implementation goal date of April 2004 is scheduled.
  - Hosted a CNAF 3M Team visit in Sept 2003 to review IEM equipment layed-up during the six-month yard period. Conducted a through admin review of 100% of HST work centers.

- Annual PMS accomplishment and spot check program stats:
  - 65,070 MRs scheduled, 64,253 accomplished with an annual RAR of 98.65%.
  - Over 6,700 command-wide spotchecks performed with 301 found to be unsatisfactory.
  - Over 6,600 departmental spotchecks performed with 232 found to be unsatisfactory. HOD and division officer spotcheck accomplishment rate was 82.5%.

**LEGAL DEPARTMENT**

The Legal Department's primary mission in 2003 was to provide legal services to the command and crew in the form of legal counsel to the Commanding Officer, administration of military justice, directing and reviewing command investigations, coordinating the command tax program and

providing legal assistance as requested by the crew. In addition, the Legal Department continued to prepare powers of attorney while deployed and administered the Liberty Risk Programs in preparation for each port visit.

Military Justice. In 2003, more than 800 report chits were processed. As a result, more than 250 personnel received Commanding Officer's Non-Judicial Punishment, 47 cases were dismissed by the Executive Officer at Executive Officer's Investigation, and approximately 400 were handled at the department level. Additionally, the Legal Department prepared and processed 57 Summary Courts-Martial, 19 Special Courts-Martial, and 2 General Courts-Martial.

Investigations. The Legal Department directed and coordinated 300 Preliminary Investigations and more than 30 Line of Duty Investigations.

**Administrative Law.** The Legal Department processed more than 150 administrative separations, including 88 Other Than Honorable discharges. Reasons for administrative processing ranged from pattern of misconduct to personality disorder to commission of a serious offense. Moreover, Legal forwarded 11 Military and Civilian Personnel Claims for consideration. More than 50 Foreign Claims were adjudicated while in overseas liberty ports.

**Legal Assistance.** The Legal Department assisted more than 3,000 crewmembers in various legal matters including contract disputes, Soldiers and Sailors Civil Relief Act issues, Landlord/Tenant disputes, various estate planning tools and tax services. More than 2,000 powers of attorney were prepared and notarized and 300 miscellaneous notary services were provided.

**Tax Assistance.** The Legal Department prepared more than 2,000 electronic tax returns. The tax program refunded more than $500,000 to crewmembers while saving them more than $100,000 in preparation and filing fees.

**Liberty Risk.** Along with the Command Master Chief, the Legal Department processed more than 400 cases for liberty risk consideration, while coordinating the Liberty Risk Program throughout the 2002-2003 cruise.

**MEDICAL DEPARTMENT**

USS HARRY S. TRUMAN's Medical Department had another banner year in 2003 with a highly successful deployment to the Mediterranean Sea in support of the war on terrorism. The crew ushered in the new year in Souda Bay, Crete. The ship also made a port call to Koper, Slovenia prior to commencement of Operation Iraqi Freedom (OIF) on 20 March 2003. On 4 March, TRUMAN was tasked with administering the Smallpox vaccine to the entire crew prior to 9 March. The Medical Department exceeded all expectations by vaccinating 4,876 personnel within 96 hours. While on deployment, the Medical Department also undertook three mass Anthrax vaccination evolutions. Shortly after TRUMAN's involvement in OIF ended on 19 April, the ship made a port of call to Portsmouth, England while transiting home from the deployment. For starters, the Medical Department received its third Blue "M" award for maintaining exemplary medical readiness.

Upon arriving home on 23 May, the Medical Department was tasked with administering a Post-Deployment Health Assessment (PDHA) to the crew within 30 days. Despite being short-staffed during the POM period, Medical came together once again to meet this challenge. The Medical Department administered the fourth series of the Anthrax vaccine to the crew during a brief underway period in July. As TRUMAN pulled into the Norfolk Naval Shipyard in August for a Planned Incremental Activity (PIA), the Medical Department encountered a new set of challenges. Most notably, the department was partitioned in half for most of this period as a result of chill water pipes replacement and "one-step" decking materiel installation.

Medical experienced significant personnel turnover this past year. Over 50% of the staff reported aboard this past year, including a full-time Radiation Health Officer as well as a new Surgeon, General Medical Officer, Physician Assistant, Physical Therapist, and Leading Chief Petty Officer. Those medical personnel that were onboard TRUMAN this past year were quite successful in their endeavors. The department had one of its Corpsmen, HM1 Andrew Ali, selected as the command's Sailor of Quarter. Eleven Hospital Corpsmen and two officers were promoted this past year. Regarding professional accomplishment, five Medical Department officers obtained the SWMDO designation, while the enlisted staff attained 13 new ESWS and 20 EAWS designations.

A few of the Medical Department's notable workload measures for 2003 are as follows:

| | | | |
|---|---|---|---|
| Outpatient Visits | 22,690 | Optical Fabrications | 1,226 |
| Physical Exams | 1,175 | Audiograms | 3,302 |
| Flight Deck Screens | 1,437 | MEDEVACS, Incoming | 8 |
| Surgeries | 190 | MEDEVACS, Outgoing | 25 |
| Ward Admissions | 65 | Medical Boards (LIMDU) | 40 |
| Avg. Stay (Days) | 3.1 | Specialty Referrals | 518 |
| X-Ray Exposures | 1,811 | Accident/Injury Reports | 445 |
| Lab Procedures | 20,890 | Medical Responses | 43 |
| Pharmacy Prescriptions | 15,849 | Pregnancies | 62 |
| OTC Medicine Requests | 7,977 | SARP Screenings | 152 |

**NAVIGATION DEPARTMENT**

41, 225 Nautical Miles Steamed
Deployed from 05DEC02-23MAY03
10 Sea and Anchor Details
9 Restricted Straight Passages
Port Visits:
Souda Bay, Crete: 30DEC02-03JAN03
Koper, Slovenia: 31JAN03-06FEB03
Portsmouth, England: 06-12MAY03
Qualified 16 Officers of the Deck (Underway)
Qualified 17 Junior Officers of the Deck (Underway)

32 Replenishments At Sea:

1. USS Harry S. Truman (CVN 75) Monthly RAS summary (January 03 to January 04):

a. January 2003:

(1) 07 Jan: USNS Leroy Grumman (T-AO 195) - RAS(F)
(2) 11 Jan: USNS Leroy Grumman (T-AO 195) - RAS(F)
(3) 17 Jan: USNS Leroy Grumman (T-AO 195) - RAS(F)
(4) 17 Jan: USNS Spica (T-AFS 9) - RAS (S)
(5) 22 Jan: USNS Kanawha (T-AO 196) - RAS(F)
(6) 28 Jan: USNS Spica (T-AFS 9) - RAS(S)

b. February 2003:

(1) 07 Feb: USNS Kanawha (T-AO 196) - RAS(F)
(2) 08 Feb: USNS Spica (T-AFS 9) - RAS(S)
(3) 15 Feb: USNS Mt Baker (T-AE 34) - RAS(A)
(4) 17 Feb: USNS John Lenthall (T-AO 189) - RAS(F)

(5) 20 Feb: USNS Mt Baker (T-AE 34) - **********VERTREP ONLY (A)
(6) 21 Feb: USNS Spica (T-AFS 9) - RAS(S)
(7) 22 Feb: USNS John Lenthall (T-AO 189) - RAS(F)
(8) 27 Feb: USNS John Lenthall (T-AO 189) - RAS(F)

c. March 2003:

(1) 06 Mar: USNS John Lenthall (T-AO 189) - RAS(F)
(2) 12 Mar: USNS Arctic (T-AOE 8) - RAS(F & A)
(3) 14 Mar: USNS Spica (T-AFS 9) - RAS(S)
(4) 18 Mar: USNS John Lenthall (T-AO 189) - RAS(F)
(5) 26 Mar: USNS John Lenthall (T-AO 189) - RAS(F)
(6) 28 Mar: USNS Mt Baker (T-AE 34) - **********VERTREP ONLY (A)
(7) 31 Mar: USNS Spica (T-AFS 9) - RAS(S)

d. April 2003:

(1) 03 Apr: USNS John Lenthall (T-AO 189) - RAS(F)
(2) 05 Apr: USNS Arctic (T-AOE 8) - **********VERTREP ONLY (A)
(3) 08 Apr: USNS Spica (T-AFS 9) - RAS(S)
(4) 10 Apr: USNS Arctic (T-AOE 8) - RAS(F & A)
(5) 12 Apr: USNS Mt Baker (T-AE 34) - RAS(A)
(6) 14 Apr: USNS John Lenthall (T-AO 189) - RAS(F)
(7) 17 Apr: USNS Saturn (T-AFS 10) - RAS(S)
(8) 19 Apr: USNS John Lenthall (T-AO 189) - RAS(F)
(9) 29 Apr: USNS Spica (T-AFS 9) - RAS(S)

e. July 2003:

(1) 20 Jul: USNS Mount Baker (T-AE 34) Ammo Offload
(2) 21 Jul: USNS Mount Baker (T-AE 34) Ammo Offload

**OPERATIONS DEPARTMENT**

Operations Department had another busy and productive year in 2003. The year opened with Harry S. Truman (CVN-75) on deployment to the Mediterranean inport Souda Bay, Crete. The ship then visited Koper, Slovenia 31 Jan - 4 Feb. The ship did not visit another port until Portsmouth, England from 6-12 May. In the meantime, Truman carried the war to the enemy during Operation Iraqi Freedom. After returning to Norfolk in May, the ship conducted an FRS/TRACOM Carrier Qualification during two weeks in June. The HST headed to Norfolk Naval Shipyard in

August to finish out the year conducting its Planned Incremental Availability. Specific divisional accomplishments follow:

## OA DIVISION (METEOROLOGICAL SUPPORT)

Departed Naval Station Norfolk 06 DEC 2002 with the Truman Battle Group. Onboard personnel: LCDR Sopko, AGCS Dennis, AG1 Wagner, AG1 Kotyk, AG1 Neurohr, AG2 Porter, AG2 Thomas, AG3 Warren, AGAN Salisbury, AGAN Moore, AGAN Evans, AGAN Jones, AGAA Rutherford, AGAA Campbell.

AG2 Thomas was selected for the Naval Academy Preparatory School (NAPS) program in February.

OA Division provided meteorological and tactical support for over 4000 sorties into Iraq with high forecast accuracy and zero weather related mishaps during Operation Iraqi Freedom. In May, AG2 Porter earned Enlisted Surface Warfare Specialist pin. AG3 Salisbury earned Enlisted Air Warfare Specialist pin. Also in May, AG3 Salisbury, AG3 Fenner, AG3 Moore, AG3 Evans, and AG3 Jones were promoted to ranks of Petty Officer Third Class. AG2 Warren was promoted to the rank of Petty Officer Second Class. AG1 Wagner and AG1 Kotyk were awarded Navy Commendation Medal for support to Commander, Carrier Group Two and Carrier Airwing Three during Operation Iraqi Freedom. AG2 Warren and AG2 Porter were awarded Navy Achievement Medals for support to CCG-2/CVW-3 during Operation Iraqi Freedom. AGCS Dennis transferred to Oceana Det Chambers Field and AGCS Drake arrives onboard from Naval Atlantic Meteorology and Oceanography Center, Norfolk.

In June, AG2 Thomas transferred to attend pre-NAPS program in Newport, RI. AGAA Talavera arrived onboard from NTTU Keesler AFB, MS.

In July, LCDR Sopko transferred to PDDLANT Norfolk, VA. LCDR Schmeiser arrived onboard from Naval Atlantic Meteorology and Oceanography Center, Norfolk.
Participated in July CQ Operations.

In August, entered NNSY Portsmouth, VA for scheduled PIA August 2003.

In October, AG1 Wagner transferred to PDDLANT Norfolk, VA

In November, AG1 Davenport arrived onboard from NCMOC Bahrain, and AG3 Rutherford and Campbell were promoted to rank of Petty Officer Third Class.

## OC DIVISION (AIR TRAFFIC CONTROL)

The Carrier Air Traffic Control Center (CATCC) had a successful year controlling over 3029 Case III approaches in support of Operations Iraqi Freedom and Enduring Freedom, CNATRA and Fleet Carrier Qualification events, and Air Wing Three Training. CATCC also assisted with 6025 day fixed wing arrested landings and 2749 night landings while supporting a total of 8179 sorties.

## OM DIVISION (UNDERSEA WARFARE)

Starting in January of 2003, the CV/TSC supported HS-7 by providing tactical and oceanography briefs for 7 ASW exercises. Our next three months were spent underway in support of Operation Iraqi Freedom. Our division provided tactical support for 89 CDS-22, HS-7 and VS-22 sorties. As Operation Iraqi Freedom progressed, our mission turned to the support of 10 MIO interdictions resulting in 5 seizures of contraband material. During our six-month deployment, the CV/TSC module attained 100% retention & advancement. The division completed 100% of our required PQS qualifications and earned 6 warfare pins.

The USS HARRY S. TRUMAN finished her deployment on May 23rd 2003. After a 30 day POM period and 2 months of PIA preparation, the OM division started a 4,000 hour renovation of six spaces and the ships NIXIE system with zero work related mishaps or injuries.

## OI DIVISION (INTELLIGENCE AND AIR DEFENSE)

While on deployment during the first five months of CY 2003 TRUMAN CDC Air Warfare module and Ship's Self-Defense Systems (SSDS) personnel supported Operation Enduring Freedom (JAN - MAR) and Operation Iraqi Freedom (MAR - APR). The seven shipboard controllers stood watches as "Strike" and CTF 60 Red Crown while other members of the AD team served as Air Resource Element Coordinator (AREC) for the dual Carrier Strike Group in the Eastern Mediterranean. Once back in the homeport TRUMAN wrapped up the 2003 Inter Deployment Training Cycle (IDTC) prior to entering the ship's second Planned Intermediate Availability (PIA).

During the yard period all controllers maintained proficiency by attending AIC refresher at FCTCLANT and our one AICS graduated from the Naval Strike Air Warfare Center (NSWAC) TOPGUN AIC Strike Fighter Tactics Instructor course at Fallon NV (SEP). Air Defense team executed over 200 air warfare exercises of various complexities during the year using both live and simulated threats (aircraft and targets). The ships Combat Systems Training Team (CSTT) used both the ship's Video Simulation System (VSS) and Battle Force Team Trainer (BFTT) to conduct over 22 simulated warfare scenarios to develop and hone watch stander skills in preparation for deployment.

Exercises included multiple drills that simulated use of CIWS and NATO Sea Sparrow weapons systems to flex the team's ability to detect and engage inbound threats in accordance with the CO's Battle Orders and standing AD tactics. Prior to PIA the following milestones were completed:

1. Over 251 + live Air Intercepts events were completed.
2. Nine competitive exercises (COMPEXs) were completed to include successful live fire events in which CIWS was employed to down aerial targets. The average grade for the nine COMPEXs was 97 percent and an overall M1 readiness rating.
   A. 5 PLUS (5 +) CIWS PACFIRE exercises
   B. One (1) CIWS Towed Decoy Units (TDU) shoot (JUL)

## OX DIVISION (OPERATIONS ADMIN)

OPSADMIN began the year with LCDR Blanchard, LTJG Kaplan, LTJG Talmadge, OSCM Green, YN1 Chapman, YN2 Davila, OS3 Praetorious, and YNSN Davis. OS3 Praetorious and YNSN Davis were both promoted after the March exam cycle. YN3 Davis also became dual warfare specialist qualified during the spring deployment. LCDR Blanchard left the command in April, 2003, and was replace by LT Presecan in May. In July, YN2 Davila left the command and was replaced by YN2 Prado.

During the year, the division processed over 10,000 items including correspondence, qualifications, and evaluations.

## OW DIVISION

From December 5, 2002 through May 23, 2003, Harry S Truman (CVN-75) embarked on its second deployment. OW division personnel included a mixture of second cruise personnel, TAD

personnel from the USS Eisenhower, and fresh EW operators and technicians. This group quickly solidified as a cohesive team.

The cruise was an exciting adventure for all. Liberty ports included Marseilles, France, Souda Bay, Crete, Koper, Slovania, and Portsmouth, England. Operationally, division personnel flawlessly supported the Strait of Gibraltar transit, Western Mediterranean operations, and the Battlespace Common Operational Picture for the Composite Warfare Commander and other senior warfighters. Daily regimen included standing module watches, performing collateral duties, performing military/administrative duties, and maintenance of the Electronic Warfare equipment. OW division also established a personal and professional goal program. The purpose of this program was to advance, retain, and motivate our talented sailors for even greater personal and professional success. In using this program, OW division was able to advance 11 personnel to the next paygrade during the March and September advancement cycles, qualify 9 personnel for the Enlisted Surface Warfare Specialist Program, and 7 personnel for the Enlisted Aviation Warfare Specialist Program.

In 2003, events on the Korean Peninsula and in the Middle East garnered International attention. OW division personnel rose to the challenge supporting Air and Surface Operations by identify possible threats to the ship and her aircraft during Operation Iraqi Freedom. While offering this support during real-time tactical situation, the OW division still maintained a tight training schedule continuing to hone their warfighting skills. The division participated in numerous exercises involving both inner module and battle group participation.

On May 23, 2003, OW personnel returned home to loved ones as war veterans and heroes. While proud of their accomplishments during the deployment, personnel continued to take every opportunity to prepare for advancement, sharpen skills, and maintain all EW equipment.

In August 2003, Harry S Truman entered the PIA 03 yard period. During this phase of availability OW personnel was able to perform much needed rehab projects on their spaces. Personnel installed new deck matting, replaced worn non-skid on the antenna platforms, and painting out all spaces.

On October 1, 2003, the Electronic Warfare Technician rate merged with the Cryptologic Technician Technical rating. Division members attended several schools which will enable them

to continue to succeed not only in the area of advancement, but in job performance.

**SAFETY DEPARTMENT**

In 2003, USS HARRY S. TRUMAN's Safety Department continued to build on the strong safety and environmental protection practices team Truman has made her standard from her inception. Key events this year included completion of an extended deployment that included sustained combat operations in support of Operation Iraqi Freedom. Undergirding HARRY S. TRUMAN's every success throughout 2003 was an abiding commitment by all hands to the practice of risk management in everything we do from the simplest to the most complex evolutions. The Safety Department has played an instrumental part in promoting the application of risk management to ensure the health and safety of our Sailors and Marines and the preservation of our material assets. The following bullets highlight significant safety department accomplishments during the year:

During support of Operation Iraqi Freedom, continuous and active involvement in every evolution combined with a command wide adherence to ORM helped contribute to a successful deployment that saw Truman steam 35,860 incident free miles, complete 89 consecutive days at sea, 32 RAS/CONREPs, 2 Strait passages and 3 overseas port visits. In addition, during 2003 Truman aircraft flew 10,741 mishap free flight hours while logging 11,378 arrested landings, all without incident.

Aggressive Personal Protection Equipment (PPE) policy during PIA dramatically reduced head/face injuries and resulted in zero eye injuries during the availability; despite hazards of shipyard industrial environment, achieved the safest PIA in the last five carrier PIAs.

As one of the cleanest and greenest ships in the Navy, an innovative shipyard environmental protection program designed to safeguard the Elizabeth River ecosystem; targeted training for Deck and Air Department paint teams by NNSY environmental inspectors on lessons learned and best practices for containment methods resulted in more than 6,000 man-hours of external prep work and painting with zero incidents.

Continued a ship-wide drive to train all hands on risk management fundamentals through Operational Risk Management (ORM) University. All new Sailors reporting aboard receive ORM

training during Indoctrination and are required to complete ORM University within 30 days of reporting aboard.

Integration of risk management in Sailors' daily routines coupled with a sustained emphasis on zone inspections, material condition, cleanliness, rapid correction of damage control and safety discrepancies, strict adherence to sound maintenance practices and procedures, risk management training continuum, and involved leadership resulted in dramatic reduction of personnel mishaps and injuries. These practices ensured a successful deployment with zero class alpha mishaps or extensive personnel injury.

Produced four ship wide Safety Stand Downs that focused on topics such as Flight Deck Safety, Traffic and Motorcycle Safety, Environmental Protection, Electrical Safety, Hearing and Sight Conservation, and Operational Risk Management, promoting safety among the crew and enabling them to perform their jobs more safely and effectively. In addition Safety Stand Downs were conducted for Holiday periods and upon entering the shipyard for the PIA.

Early and continuous involvement by Safety personnel in development, planning and execution, resulted in no incidents or injuries during our Friends and Family Day cruise conducted during which more than 4,000 guests were safely hosted for 14 hours at sea.

During 2003 the crew of HARRY S. TRUMAN continued to live up to the Commanding Officer's motto of "keep it safe, keep your head on a swivel", and we continued to "give 'em hell!"

**SUPPLY DEPARTMENT**

HARRY S. TRUMAN'S Supply Department had a banner year in 2003, beginning the year on the Ship's second deployment in support of Operations Enduring and Iraqi Freedom. The logistics team continued to provide outstanding supply support to the entire ship and the embarked Airwing achieving the highest level of readiness seen of any CV/CVN over the course of the last eleven COMNAVAIRLANT deployments. The services team continued to ensure the highest quality of life services possible. The following senior management turnovers occurred in 2003:

- CDR John G. King relieved CAPT(Sel) Kurt Kunkel as Supply Officer in May 2003.

- LCDR Robert "Brooksie" Brooks relieved LCDR Gene Hawks as ASUPPO in January 2003.
- LCDR J.B. Theriault relieved LCDR Robert "Brooksie" Brooks as ASUPPO in August 2003.
- LCDR Robert "Brooksie" Brooks relieved LCDR Gene Hawks as PAL in August 2003 when LCDR Hawks transferred in COMNAVAIRLANT N41 Staff.

**Detailed below are the specific historical facts by division:**

**Logistics**

S-1 Stock Control

Calendar year 2003 was an exceptionally outstanding year for Stock Control Division (S-1). Playing a key role in air strike support, Stock Control successfully expedited 214 CASREP parts to ensure the Carrier Strike Group maintained full combat capability. Upon return to homeport, S-1 Division focused on fiscal year closeout, working extended hours to capture additional COMNAVAIRLANT dollars in the waning hours before the Fiscal Year closed. These additional funds were used to assist in habitability improvements, unfunded requirements, and phased replacement programs.

Stock Control experienced continuous changes in manning. Five personnel were lost due to PCS transfer and two were transferred to another division. Gains included two personnel from S-8, two from S-9, and two PCS check-ins. The division had two members promoted. During deployment, 90% of the division earned dual Surface and Air Warfare qualifications.

**S-6 Aviation Support**

CY2003 began while on deployment. The ongoing "War on Terrorism" was in full swing and the threat of war with Iraq seemed all, but certain. As days and weeks progressed, Carrier Air Wing THREE (CVW 3) concentrated on combat operations training, continuing to groom aircraft for sustained combat operations. With the threat of war hanging in the balance, it was up to S-6 to provide the supply support necessary to make these aircraft combat ready. On March 18th, the call came for TRUMAN and CVW 3 to do what they have been trained to do. The following pre-war, war and overall deployment statistics are a testament to what has been defined as a very successful combat deployment for S-6 Division:

- Prior to and in preparation of combat operations, S-6 Division processed 32,634 demands, made 22,903 issues from stock, expedited 4,528 NMCS/PMCS requirements, inducted 8,742 repair parts into AIMD, and processed 12,464 stock and DTO receipts. These accomplishments significantly minimized down time of NMCS/PMCS aircraft and provided the logistical support needed for CVW-3 to train and prepare for war.

- During actual "sustained" combat operations, 18 March through 18 April, S-6 Division processed 10,934 demands, made 7,968 issues from stock, expedited 793 NMCS/PMCS requirements, inducted 1,910 repair parts into AIMD, and processed 5,608 stock and DTO receipts.

- When the deployment had ended, 46,334 demands had been placed on the division in which, 32,959 issues were made, 6,243 NMCS/PMCS requirements were expedited, 12,964 repair parts were inducted into AIMD, and 20,789 stock and DTO receipts were processed. These accomplishments coupled with efforts prior to and during the war, led to an astonishing 100% "Combat Sortie" completion rate during actual combat operations and a 97.8% sortie completion rate overall.

- S-6/AIMD team's logistical and maintenance efforts produced an Air Wing with an aircraft mission capable rate of 88% and a full mission capable rate of 85%, exceeding TYCOM averages of 80.7% and 84.2%, respectively.

- S-6/AIMD team maintained an impressive average of just 242 components AWP with only .01% over 60 days, far below the TYCOM goal of 5%.

Post deployment cycle brought two very significant events. The first was the division's Depot Level Repairable component reconciliation. A wall-to-wall inventory was completed to determine how efficiently S-6 Division had managed its $256 million inventory during deployment. Second was the Re-AVCAL process in which a thorough review and challenge of preliminary stock allowances was authorized for next pre-deployment work-up cycle and subsequent deployment. The results of these two events are as follows:

- S-6 Division achieved a TYCOM record post-deployment AVCAL reconciliation with "ZERO" discrepancies. When compared to the CNAL average, which is in excess of $200K, this incredible accomplishment exemplified the leadership, professionalism and

total dedication to duty of every member on the Aviation Support Division team.

- NAVICP's recommended AVCAL arrived on HST with a total of 1,607 range items valued at $112 million. S-6 aggressively researched and challenged 185 items valued at $55 million. 83 were pre-approved prior to the AVCAL conference and an additional 80 were approved during the conference. This effort resulted in an impressive 88% approval rate and resulted in a $42 million dollar increase to the proposed AVCAL, ultimately setting the stage for improved readiness for next IDTC and deployment.

In the end, a fantastic year for Aviation Support Division! A great team with an outstanding reputation proved it is ready to continue its support of the "War on Terrorism" and "Preservation of Freedom."

**S-8 Material Control**

2003 was very busy for S-8. The Division began the year with 30 crewmembers, one month into TRUMAN's second deployment. Although severely undermanned, the deployment was even more successful than the first. The division tallied up 17 UNREP/VERTREP evolutions, including the first live "Combat Stores" UNREP in over 30 years. Supporting Operation Iraqi Freedom, S-8 received 370,345 pounds and shipped 86,050 pounds of material via COD/VOD while conducting seven UNREPS via CONREP. Additionally, the Division received 1,049 pallets and transferred 320 pallets of retrograde. Main One storeroom received a total of 3,703 requisitions. Against these, there were 3,344 full issues, 132 partial issues, 41 cancelled requisitions and 186 not-in-stocks (NIS) requirements. Main Two storeroom received a total of 3,229 requisitions, in which there were 2,495 full issues, 125 partial issues, 131 cancelled requisitions and 478 not-in-stock requirements. The S-8 team successfully transferred 24 requisitions valued at $459,840 to 13 afloat units within the HST Carrier Strike Group.

Year 2003 highlights included:

- On loaded/Offloaded of more than 10,000 pallets of stock and provisions.

- Transfer of more than $500,000 in parts and supplies in association with Material Control Officer (MATCONOFF) functions.

- Completion of over 25,000 stock issues.

- Advancements:

  2 Second Class Petty Officers.

  7 Third Class Petty Officers.

**S-9 Hazardous Material Management**

S-9 Division continued to provide superb customer support to the Carrier Strike Group. The division consisted of twenty-one hard charging personnel of different ratings during deployment, and, subsequently, dropped down to fifteen permanently assigned personnel post deployment. The division managed all shipboard hazardous materials, and coordinated offloads of excess and expired shelf life from deep stock storerooms. Providing 20-hour day customer service and 24-hour emergency support, the HAZMAT team accumulated numerous accomplishments, which included coordination of more than 85 tons of offload while processing 67,000 requisitions.

Additionally, S-9 updated their flammable locker inventory, providing numerous opportunities for training to other departments on proper storage and handling of hazardous materials. This training greatly increased awareness of accountability of hazardous material lockers. Moreover, a new HAZMAT instruction was issued and adopted by the TYCOM for use as a schoolhouse guide at Navy Supply Corps School, Athens, GA, and as a template for afloat units.

**S-12 Post Office**

The Post Office continued to provide the highest level of customer service to the crew in during 2003, as reflected in the score achieved during a COMLANTFLT Surprise Postal Assessment conducted in November 2003. The division received numerous compliments from customers appreciating answers to questions regarding mail delivery transit times and packaging advice as well as the professional and courteous service provided at both the window and in passageways. The postal operation, motivated and focused on challenge, was at full scale in support of operations during the deployment.

S-12 highlights included:

- 40 percent advancement of division personnel to the next pay grade.

- Obtaining 315 of the maximum 318 pulse points during an unannounced COMLANTFLT Postal Assessment.

- Focused on a successful PIA with a new spotlight on training for next deployment.

- Post office sales exceeding $25,000 in postage and $100,000 in money orders while handling a combination of 1,000,000 pounds of incoming and outgoing "pony."

**Services**

**S-2 Food Service (General Mess)**

The "four time" Captain Edward F. Ney Award winning food service team provided exceptional food service support throughout Deployment '03, in support of Operations Iraqi and Enduring Freedom. Warrant Officer John K. Lukeivic relieved CW03 Todd F. Grunlien as Food Service Officer in March 2003.

Specific accomplishments included:

- Deployment '03 - In addition to providing phenomenal support, a comprehensive fifty-five day Subsistence Endurance Base (SEB) was created in support of Operations Iraqi and Enduring Freedom enabling TRUMAN to meet all commitments. Each area within the Food Service Division maintained a state of maximum readiness.

- Private Mess Consolidation - S2 division continued responsibility for all aspects of inventory and financial accountability, as well as food preparation functions for all private messes.

- Training: Web based technology was developed to provide training aids and publications for all food service personnel. This high tech tool resulted in a 25% selection rate for Mess Specialist Petty Officers during the March 03 and September 03 exam cycles. The success of the training program resulted in CNAL recognition as the future Mess Management Specialist Training model for Atlantic Fleet.

- Cargo: Continues to set new standards in food service cargo operations. The efficiencies gained in receipt, stowage, and

breakout functions resulted in the implementation of standardized cargo procedures for all CNAL activities.

- PIA: The food service division performed flawlessly regardless of circumstances which included, provision stores movements, galley shifts, numerous space renovations and food service equipment grooming by Enlisted Quality of Life (EQOL) representatives, greatly enhancing all Food Service capabilities.

- JFS: The Food Service Division updated the Joint Food Service (JFS) cash sale automated accounting system, saving numerous administrative man-hours.

- Special Events:

- Served numerous Holiday/Special/Heritage meals.
- Performed 32 Ice Cream Socials for the crew.
- Planned, prepared, and executed TRUMAN Friends and Family Day setting new standards around the water front for these evolutions.
- Provided exceptional support during numerous Flight Deck Picnics.
- Planned, prepared, and executed all support functions for Second Fleet Change of Command and associated receptions.
- Provided exceptional service to the crew in operating the "TRUMAN GRILL" during each port visit.

**S-3 Ship's Store**

Manned with fifty-five Ship's Servicemen and fourteen (14) TAD personnel, the Sales and Service division continued to excel in every facet of service, greatly enhancing the quality of life for all TRUMAN Sailors. As a result of their superior performance, USS HARRY S. TRUMAN was selected as CNAL's Ship's Store Excellence Award Winner for 2003 (fifth consecutive year).

Through coordination with TRUMAN's logistics operations, the services division maximized the use of all supply assets by taking full advantage of the many VERTREP and CONREP opportunities while deployed. Moreover, S-3 was able to lend a helping hand to support other ships via Other Supply Officer (OSO) transfers and personnel support.

The astonishing laundry and barbershop support given to both ship's company and embarked units, such as the Carrier Air

Wing, Destroyer Squadron, Special Operations, Distinguished Visitors, and Media, resulted in startling figures. By the end of the year, S-3 Division had processed more than 500,000 lbs of laundry, and more than 10,000 haircuts.

Due to the fast operational tempo of deployment 2003, the Ship's Store was able to turn over $500,000 in profits to MWR. The deployment lent itself to a multitude of sales opportunities, including vendor sales that generated over $700,000. By year's end, S-3 division put together 4 huge inventory reduction sales and provided a variety of new emblematic items for the crew.

**S-4 Disbursing**

Beginning 2003 on deployment with more than 5,000 customers aboard and ending the year undergoing office overhaul during PIA 2003, CY 2003 proved to be twice as busy as CY2002. While the Disbursing Team remained focused on providing the best quality of customer service possible to the crew, S-4 Division successfully accomplished the following:

- Division personnel earned two Flag Letters of Commendation, four Navy/Marine Corps Achievement Medals and eight Commanding Officer Letters of Commendation for significant accomplishment during deployment.

- Three senior personnel attended Disbursing "C" school at Fleet Training Center Norfolk. This training encompassed in-depth training in both the Travel and Fiscal sections.

- Three personnel completed their initial qualification as Enlisted Surface Warfare Specialists and five personnel completed qualification requirements as Enlisted Aviation Warfare Specialists. Additionally, LTJG Michael Bell qualified as Surface Warfare Supply Corps Officer.

- Complete integration of staff and squadron Disbursing Clerks formed a team that successfully produced an average of 21,000 documents per month with 98% accuracy, and processed an average of $1 million in public disbursements and collections.

- Commenced installation of Navy Cash, a cashless ATM system that will benefit all sailors onboard by reducing the need to carry cash while onboard. Anticipated 'live' date is 01MAR04.

- Following assist visits by both PATG (July) and the COMLANTFLT Field Examination Group (FEG) in October, Disbursing successfully completed an unannounced audit of all records and returns by FEG in December.

**S-5 Wardroom Operations**

Wardroom Operations had a tremendous year, battling DV warfare, banquets and receptions, all while maintaining embarked Air Wing and staff personnel during Operations Enduring and Iraqi Freedom.

Major renovations to all three Wardrooms to include new porcelain flooring and wallpaper, significantly enhanced the overall atmosphere for all Officer's during their dining experience.

The Wardroom division has been running the new Joint Food Service Initiative since March 2003. This new system includes a touch screen computer and ID / Smart Card reader which will integrate with the FSM computer system, making end of the month closeouts easier and more accurate while saving numerous man-hours.

The Wardroom hosted numerous banquets for dignitaries while on deployment and a spectacular one-day Friends and Family Day Cruise with more than 500 guests visiting the Wardroom.

The Wardroom Division had a 10% advancement rate on every cycle and is 75% ESWS qualified throughout the division.

**S-11 CPO Mess**

The Chief Petty Officer's Mess began the 2003-year deployed to the Mediterranean in support of Operations Enduring and Iraqi Freedom. The Mess continued to operate as an Open Mess.

The Mess sponsored various special meals throughout the year, such as Boss' Night and Sailor of the Quarter Luncheons. In addition to the flexible hours of operation while underway, Saturday Night Pizza and Wings, Sunday Brunches, and many different heritage meals were always big moral boosters. During the deployment, the Mess hosted NASA Astronauts and other distinguished visitors and, in July, hosted over 300 CPO Family members during HARRY S. TRUMAN's Friends and Family day Cruise.

Additionally, TRUMAN's Goat Locker also managed thirteen berthing areas, six heads, multiple passageways, and three storage spaces. The Mess ended the year with more than 340 Mess Members, and went through numerous assist visits from various inspection teams.

The CPO Mess was shut down for habitability on 15 October 2003 during PIA-03. The old Stratica deck was replaced with a ceramic porcelain tile. Other rehab work included wall-covering replacement, installation of false bulkheads, and repair and replacement of various food service equipment components. The CPO Conference Room also received new decking, wall covering, and new chairs.

**TRAINING DEPARTMENT**

Temporary Additional Duty (TAD) - In CY 2003, the HARRY S. TRUMAN Training Department managed $724,000.00 dollars in budget Operating Target (OPTAR) grants for TAD schools and travel.

The Training Office processed over 558 sets of cost-TAD orders and travel claims for schools and travel, and 3,300 sets of no-cost orders for professional schools and training in the Norfolk area.

Leadership Training Continuum (LTC) - The last 12 months HARRY S. TRUMAN LTC completion rates rose more than 30 percent overall for the command:

E5 95 Percent
E6 98 Percent
E7 95 Percent

Indoctrination Division (I-Div) - The Training Department continuously held Command Indoctrination classes to accommodate every Sailor within 2 weeks of checking aboard. We now include Sailors from various Squadrons and have improved the process from a 2-week to a 1-week course. During Indoctrination, Sailors are qualified basic DC, introduced to key personnel, and trained on a variety of HARRY S. TRUMAN policies and programs. Khaki Indoctrination, an abbreviated version for E-7 and above, was held once a month.

**WEAPONS DEPARTMENT**

G-1 DIVISION: As of 19 November 2003, G-1 Division was comprised of 79 men and women. During 2003, G-1 Division expertly trained 73 personnel in Flight Deck, Hangar Deck and

AWSE operations along with conventional ordnance handling, small arms, EE forklift, diesel 6K forklift operations and qualification. We qualified 95% of the division as 3M 301 Maintenance Men, 100% as basic damage controlmen, 4 personnel as EAWS/ESWS, 100% in the CPR Qualification Certification program, 85% as weapons elevator operator/safety observers, and 50% as Air-Nitrogen Purifier operators. Armament Weapons Support Equipment (AWSE) work center meticulously administrated and flawlessly completed 22,500 man-hours of upkeep and preventive maintenance on 2,650 pieces of Aviation Weapons Support Equipment (AWSE), resulting in a 100 percent AWSE availability rate in support of USS HARRY S. TRUMAN and the Embarked Air Wing.

During PIA 2003, the workcenters maintained 100% availability of all weight test requirements for all ordnance handling equipment on board. Additionally, Flight Deck personnel rehabbed 3 ammunition magazines, 3 sonobuoy stowage lockers, 7 pyrotechnic lockers and 2 cad lockers to immaculate conditions working over 5,040 man-hours. Overall, G-1 personnel implemented, planned, tracked, and coordinated over 500 jobs during PIA 2003.

In support of Operation Iraqi Freedom, the division expeditiously issued and received 2,379 tons of ordnance with zero discrepancies which maximized weapons availability and resulted in a 100 percent sortie completion rate during the 1,280 combat missions that expended 700 tons of ordnance on enemy targets in Iraq. G-1 divisional personnel flawlessly transferred 262 lifts of munitions and stores during combat cyclic flight operations. This was the first time this type of evolution has been done since the Vietnam War. They showed superb commitment in support of mission requirements during Operation Enduring Freedom and Operation Southern Watch by safely loading and offloading aircraft engines, critical aircraft parts, and over 300 tons of supplies during Truman's Connected Replenishment (CONREP) and Vertical Replenishment (VERTREP) evolutions.

We provided career information training and educational awareness opportunities to all divisional personnel, allowing 30% the opportunity to attend PACE or college courses. In addition, the division achieved a 73 percent advancement rate and a 69 percent retention rate with SRB'S of over $400,000 dollars. Finally, the G-1 managed a divisional OPTAR of over 30,000 dollars flawlessly, directly and positively impacting the division's material condition.

G-2 DIVISION: G-2 Division (Ship's Armory/Magazine Sprinkler Maintenance) is responsible for the testing and operational maintenance of 34 magazine sprinkler systems and the maintenance and upkeep of 188 small arms, two 40mm saluting batteries and various crew-served weapons. They are also responsible for the storage and assembly of MK 46 lightweight torpedoes for fixed wing/rotary wing aircraft.

While in the shipyard, G-2 Division rehabbed 7 magazine spaces and refurbished 12 .50 Cal Gun Mounts. The division also completed the Small Arms Readiness Review (SARR). In response to the increased Force Protection requirements, G-2's Small Arms Instructors and line coaches completed training and qualifications for over 2,000 armed watch standers while safely expending over 316,000 rounds of ammunition. They completed two Full Bore live-fire exercises, flexing machine gun teams in the rapid response to simulated small boat attacks.

We provided honors with 40MM saluting batteries to support HARRY S. TRUMAN's and USS ARLEIGH BURKE's change of command ceremonies and provided the firing squad for three Burial at Sea Ceremonies. The division completed over 2,762 Planned Maintenance Actions with 100 percent record accomplishment rate. Division personnel accomplishments include two selections for Department Sailor of the Quarter.

G-3 DIVISION: The Bomb Assembly Division is comprised of 96 men and women who are responsible for the safe operation and maintenance of 28 large weapons magazines loaded with more than 2000 tons of weapons. G-3 was also responsible for the safe build-up and assembly of over 1000 tons of bombs and missiles and the delivery of more than 700 tons of ordnance expended by Carrier Air Wing Three on enemy targets during Operation Iraqi Freedom combat operations. The division helped to enable the Air Wing to complete 1,280 combat missions with an impressive 100 percent sortie completion rate.

The beginning of 2003 found G-3 on deployment and taking intensive care of its missile maintenance program. The Post-cruise Missile Pre-sentencing Inspection resulted in a savings of $1936,400.00 in missile maintenance cost. G-3 implemented, planned, tracked and coordinated over 300 jobs during Planned Incremental Availability (PIA) 2003 at Norfolk Naval Shipyard in Portsmouth, VA. Additionally by the end of December 2003, G-3 had completed 90% of the scheduled rehab of all of its 28 weapons magazines. G-3 took advantage of this period to schedule

Fleet Sentencing classes for 50 Weapons Department personnel and send another 32 personnel to Mobile Ordnance Training Team (MOTT). Four G-3 personnel were afforded the opportunity to attend AMRAAM Common Field Level Reprogramming, 4 supervisors were allow to obtained an NEC of 6801 at Air-Launched Weapons Supervisor course, and 2 personnel attended QUICKSTRIKE Mines General Ordnance Course.

Finally, G-3 implemented a divisional Quality Assurance team, which utilized the time in PIA to prepare for the upcoming Quick strike, OHSAT and SESI inspections to come.

G-4 DIVISION: G-4 Division is responsible for the safe operation and maintenance of the Weapons Elevator and EE Electric Forklifts. The Elevator Division coordinates and directs PMS on all weapons elevators and EE forklift systems, as well as all Munitions Handling Pallet Jacks. The division provides training and license issue for all elevator operators, maintenance personnel and Electric Forklift operators. They are also tasked with maintaining the department's Electrical Tool Issue Program.

The beginning of 2003 found G-4 on deployment and taking intensive PMS measures on all elevators, forklifts, pallet jacks and associated equipment in preparation for impending combat support activities in the coming months. This hard work and dedication was clearly evident in the completion of over 700 scheduled and 150 unscheduled PMS actions on 9 cargo weapon elevators and 30 EE forklifts resulting in 100% equipment availability and RAR rates throughout the entire deployment. These superb maintenance efforts paid huge dividends during Operation Iraqi Freedom in the safe and efficient operation of over 5,600 elevator evolutions resulting in the transfer of over 700 tons of strike ordnance to CVW-3 aircraft for delivery against 588 enemy targets. Additionally, the outstanding material readiness condition of HST's weapons elevators and munitions handling equipment was critical in over 10 VERTREP/CONREP evolutions resulting in the receipt of over 14,000 lifts of replenishment ammunition.

Upon arrival in homeport on May 23, 2003, G-4 began to transfer from the "underway" mode to the "upkeep and maintenance" mode necessitated by the Planned Incremental Availability scheduled to commence on August 20$^{th}$ at Norfolk Naval Shipyard in Portsmouth, VA. After POM, all 30 EE Forklifts were offloaded and transported to SIMA, Portsmouth. Immediately, the painstaking process of forklift overhaul began.

By the end of December 2003, 90% of the work had been completed in 75% of the total time allotted for the complete overhaul process.

Aboard ship, another crew of dedicated G-4 personnel began to chip away at a CSMP loading of over 181 jobs scheduled for PIA. Supported by ESU and contract personnel, G-4 worked diligently on multiple work candidates, including power conditioner installation, trough drain ceramic coating and an intricate "take-down joint" ship-alt. By year's end, 89% of the scheduled jobs had been completed in only three quarters of the time allotted for the entire work package.

In addition to the tremendous workload encountered in elevator and forklift overhaul, maintenance and upkeep, G-4 took advantage of this period to schedule FSTCLANT (ESU) Weapons Elevator Training for 30 Weapons Department personnel an to send another TAD to Cargo Weapons Elevator School in Great Lakes. Three G-4 personnel were afforded the opportunity to attend Hydraulics Training on Little Creek, VA and another 10 junior personnel had the opportunity to enhance their personnel and professional development in a two-week ASVAB preparation course of study.

Finally, and in keeping with the newest publications and technology available, G-4's Elevator and Forklift training programs were thoroughly overhauled IAW the latest technical data and a new and improved inter active computer based Power Point presentations were designed to streamline the departmental training process for new elevator and forklift license candidates.

G-5 DIVISION: G5 Division consists of Aviation Weapons Movement Control Station (AWMCS), Retail Ordnance Logistical Management System (ROLMS), Quality Assurance Branch (QA) and the Weapons Damage Control Work Center.

G5 Division coordinated and executed the build up, issue, assembly and disassembly of 1400 tons of conventional ordnance in support of CVW-3 and Operation Iraqi Freedom. This tremendous effort led to the dropping of over 700 tons of ordnance over Iraq during Operation Iraqi Freedom. ROLMS installed a new version of the ROLMS system 9.0 and maintained 99% accountability of over 1100 total asset line items, in excess of half a billon dollars, and completed over 3500 ammo-related transactions without discrepancy.

The QA Branch conducted 22 Quality Assurance Audits within the department to ensure optimum mission readiness during the deployment. They maintained the departmental Technical Publication Library, consisting of over 800 technical pubs and assorted checklists. The Weapons publication library entered over 100 rapid action and routine changes during the past 11 months.

The 3M/DC section of G5 Division successfully completed over 4500 PMS checks with a performance rate of 98%.

SECURITY Division: HARRY S. TRUMAN'S Security Force is currently composed of 24 rated Master-At-Arms and 45 designated personnel from ship's company on a temporary assigned duty (TAD) basis. They are specifically organized, trained, and equipped to provide force protection, physical security, and law enforcement duties. Duties of the security force involve matters of force protection/anti-terrorism, investigations, interrogations, apprehensions, crime prevention, preservation of crime scenes and evidence gathering, enforcement of appropriate rules and regulations, urinalysis program, funds escort, training of all Force Protection watches, physical security, crowd control, and the ability to respond to any contingency that may occur.

HARRY S. TRUMAN'S Security Force established the first Auxiliary Security Force (ASF) along the waterfront to augment the Ship's Self Defense Force (SSDF). More than 45 personnel from each duty section have been designated members of the ASF. The ASF is responsible for augmenting the ship's Naval Security Force (NSF) in providing force protection on board the ship and access control to the pier and conducting roving pier patrols.

HARRY S. TRUMAN'S Brig is currently comprised of 1 Brig Officer, 5 rated Master-at-Arms, and 7 designated personnel from ship's company on a TAD basis. The brig is organized to provide a safe confinement facility for personnel subject to the Uniform Code of Military Justice. Personnel who have been administered Pre-Trial Confinement, convicted of a courts martial, and administered bread and water during Captain's Mast may be placed in the brig. The brig is also capable of receiving Prisoners of War and has conducted several training evolutions in support of Operation Enduring Freedom. The brig is capable of housing 15 prisoners in the General Population Cell and 2 prisoners in the Desegregation Cells, which can also be used for violent and suicidal prisoners.

TRUMAN'S aggressive urinalysis program continues to deter possible drug offenders and enforce the Navy's zero tolerance policy.

HARRY S. TRUMAN'S Security Force's functions fall into four general categories: 1) To provide force protection, e.g., deter and detect terrorism and criminal activity; 2) To prevent/deter theft and other losses caused by fire damage, accident, trespass, sabotage, espionage, etc.; 3) To protect life and property; and 4) To enforce rules and regulations.

The security force is organized into three basic branches: training, operations, and investigations. The training branch is responsible for planning, conducting, and documenting all ship-wide security force protection training for the ASF, NSF, and RF and Level I Anti-Terrorism Awareness Training. The operations branch is responsible for all patrol and force protection functions. The investigations branch is responsible for investigating all cases not under the jurisdiction of Naval Criminal Investigative Service (NCIS) and maintains effective liaison with the local NCIS agent on all investigative matters.

The Security Force continued to develop and be the waterfront's best. The year began with continued heightened security worldwide following the attack on 9/11. The ship's security force flawlessly developed and executed 5 AT/FP inport security plans for five foreign port visits during Operation Iraqi Freedom. All the hard work and training after 9/11 was evident when TRUMAN'S Security Force was able to immediately man the required armed posts to provide force protection for the ship and her crew.