J. BARTON 5021

NAWC Aircraft Division
NAVAL AIR WARFARE CENTER

Reflector

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LITE laboratory responds to urgent calls

Recently, the Laptop Image Transmission Equipment (LITE) laboratory team proved, again, it could respond quickly to an urgent call for support. This time, the call came from the Marine Corps and again the mission was accomplished. Though, far from the largest laboratory, the lab's team provides the whole NAWCADWAR community visibility at the highest levels of government. Its sucesses serve as an introduction, not only of one lab but everyone here.

The LITE laboratory responds to urgent "real world" situations with 24 hour notice. Typically, the team provides intelligence gathering equipment and support to special forces such as Marine Corps and Naval airborne and ground units. With the laptop equipment still photographs from filmless Charged Coupled Divice (CCD) cameras can be encoded and transmitted from anywhere to where needed almost as they are taken.

"The lab has a reputation for quick response due to the continued help it receives from the NAWCADWAR support areas including small purchase, contracts, issue control, budget, receiving and shipping, etc.," said Mike Mocenter, Reconnaissance and Surveillance Branch. "Without the conscientious effort of these people, demonstrated for me, the job could not have been completed on time."

Photo by Jason Craig

Left to right, Don Brush shows reconnaissance and surveillance branch equipment to Staff Sgt. Anita Gasse, Staff Sgt. Steven Purvis, and Capt. George Bristol from the Marine Corps Intelligence Activity.

As the immediate user, Capt. George Bristol, United States Marine Corps (USMC), assigned to the Marine Corps Intelligence Activity (MIA), Suitland, Md., recently joined the ranks of those successfully served by NAWCADWAR. He learned how well the laboratory responds. He had an urgent need and appreciated the way we met it.

"The lab has a reputation for quick response due to the continued help it receives from the NAWCADWAR support areas including small purchase, contracts, issue control, budget, receiving and shipping"

Recently, Bristol rushed here from Maryland to acquire these specialized camera systems from the LITE laboratory as well as receive rapid training so he could depart for Somalia four days later.

Mike Mocenter and his team including Ollie Wallace, Tom Briggman, and Don Brush provided accelerated equipment support and training so Bristol could depart on time with exactly what he needed. In Somalia, he will assist the joint task force supporting Operation Hope.

"I have used this type of camera in Central America and during both coups in the Republic of the Philippines," said Bristol, a reconnaissance officer in an intelligence assignment, during a training break. "Mr. Mocenter and his people are really being helpful linking our field photography to the planners in Mogadishu and the Defense Intelligence Agency in Washington, D.C."

Asked about his impression of NAWCADWAR, he quickly said, "We really appreciate the timeliness of Warminster's support. I only found out four days ago that I was going to Somalia," he said.

Bristol had no idea what kind of camera gear would be available in the country. But he knew what he needed. So he sought support from Capt. Dave Bishop, USMC, Naval Intelligence Center, one of the LITE system sponsors. He was told only NAWCADWAR could build these systems and respond quickly.

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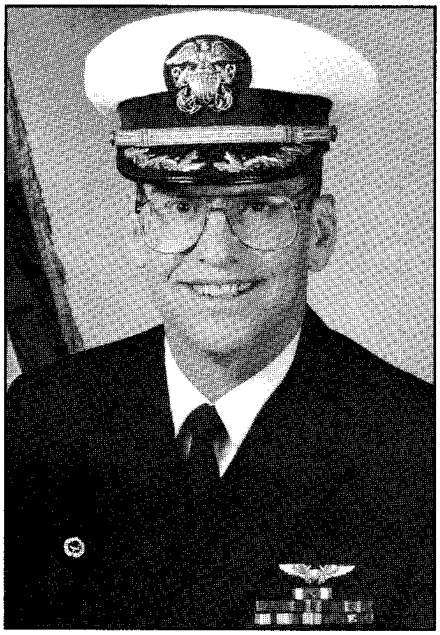
Bird's eye view

Communication is key during change



Capt. William L. McCracken
Commanding Officer

During this time of transition, I will be counting on my management team more than ever before. Your job has grown. Success during this time of change will require a great deal of flexibility, adaptability, utilization of communication skills, and most importantly, team work. We will need to pull together if we are to successfully accomplish our mission requirements and best serve the needs of our people.

The department heads and division managers are vital in the communication chain and work accomplishments. However, I also recognize that the branch managers are the technical lifeblood of this center. They will be the ones charged with the lion's share of the responsibility for communicating, counseling, training, advising, guiding and ultimately, making this transition work.

This is not an easy job. Management's credibility is based on the communication skills of the branch managers. In the coming months there will be good news and bad news. Your employees will need to be informed of both, as quickly and as candidly as possible. They deserve to know. There will be times when there are no answers to questions; but just by keeping people informed that there is no new information often is very meaningful to them. It is for this reason that I have placed such a strong emphasis on your weekly meetings with employees. I do not believe that during these times of uncertainty, it is possible to over-communicate with your people.

As the link between management and employees, you will be responsible for relaying your employees' concerns and suggestions up the chain of the command. To do this effectively, you will need to be available to your people, ask questions, get their opinions and reactions to changes and listen with empathy. You will need to be looking for new information, good and bad. You can't lead if you're the last one to know.

And, if all the above were not challenging enough, as the branch manager you're also responsible for getting the work done and insuring that we retain the people we need to keep the technical skills intact for the Navy. This may mean that you will take on the role of coach and trainer. By helping people retrain for our needed skill mix and giving positive reinforcement when you see their performance moving in the right direction, you will enable our employees to see the positive aspects of this transition.

I fully recognize the enormous challenges that lie ahead and I am confident that by working together we can succeed.

Straight Talk

Getting ready for TEAM integration

Before I talk about team integration, I'd like to say "hello" to all of you and let you know how much I appreciate the opportunity to communicate directly with each of you. I am delighted that Rear Admiral Strohsahl has asked me to contribute to "Straight Talk" from time to time and I look forward to providing you some corporate perspective from my position as NAWC's Technical Director.

In previous "Straight Talk" articles Rear Admiral Strohsahl stated that teamwork is the key to our success as a warfare center. He quoted Henry Ford on Teamwork: coming together is a beginning; keeping it together is progress; and working together is success. We began last year by coming together and have made considerable progress in keeping it together. Team integration, in philosophy and in practice, will better equip us to work together and be successful.

Teamwork means many things to different people. Dr. Demming cautions us to beware of slogans and exhortations that get people excited but don't provide an effective vehicle or a process to obtain measurable progress. In the next series of "Straight Talks" I will be sharing with you the rationale and structure that is being established to make teamwork more than just a slogan.

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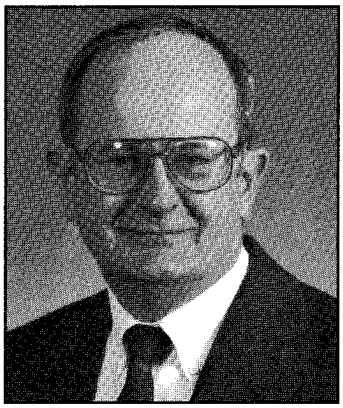

Lew Lundberg
NAWC Technical Director

Working together for success

(continued from page 2)

We all know what teamwork means when it comes to sports and other recreational activity. Teamwork is fun, especially when we understand the rule and have a real chance to win. However, in the work environment, all too often, "rules," "winning," and "teaming" are not well defined. Frustration results when much hard work leads to meager results and little satisfaction. That frustration is just what the Team Integration Strategic Quality Management Board (SQMB) wants to avoid. We are actively defining rules for teamwork so we can all perform and feel like winners.

The Team Integration SQMB, led by Mr. R.V. Johnson, deputy commander for NAVAIR, is a part of the overall Naval Aviation Sytems Team Strategic Plan. The plan includes four complementary strategies: People, Acquisition Management, Jointness, and Team Integration. While all four complementary strategies are important to our success as a TEAM, this year we will place heavy emphasis on TEAM Integration. This was discussed at great length at the Commanders' Conference last October and Vice Admiral Bowes made it clear how important he felt it was to be successful on this goal.

The TEAM Integration SQMB directs the efforts of five QMB's, one of which is Technical Support, headed up by Rear Admiral Tinston, assistant commander for systems and engineering. I am an active participant on the QMB, which is analyzing ways to: (1) provide more effective program support; (2) inventory and develop functional expertise; and (3) effect the long-term application of science and technology.

"Frustration results when much hard work leads to meager results and little satisfaction."

One of the Total Quality gurus, Mr. Bill Conway, has clearly pointed out the major concern of team integration; how do you maximize the value added work and minimize which adds no value? Bill tends to divide all efforts into value added and non-value added categories. Value added work is work that directly relates to the product or service being delivered to a customer. Non-value added work can be broken down into two categories: necessary work and rework or waste. The second category only adds cost to the product or service and is undesirable. We are attempting to maximize the value added work and minimize the non-value added efforts in support of programs. To that end, we are assembling data through surveys to identify work that is in direct support of programs, in addition to work that is not.

"We are attempting to maximize the value added work and minimize the non-value added efforts in support of programs."

Those of us in the NAWC should be aware that we are placing the highest priority on determining the portion of our workforce that is required to support programs and looking very carefully at the portion that is not. Support of programs is our number one priority; support of technology, work groups, sites or divisions is not.

By now you may be asking "Where does this leave me? I don't directly work on a program. Is my work non-value added? Is it necessary or desirable?" The answer is "it depends." It is necessary if your job is in a necessary functional support area or an organizational process required to provide support infrastructure. If your job does not meet these criteria, your job, not you, may be a candidate for restructuring or elimination. As Rear Admiral Strohsahl has stated we plan to accomplish our downsizing through placement actions, retraining and attrition.

In this article, I introduced the three main teaming relationships of technical TEAM integration: program support, functional support and organizational support. Much like the three legged stool, you need all three if you want a stable platform to sit on. Although we will be placing thr most emphasis on the program support leg, clearly we can't get along without the other two. In the next "Straight Talk" articles we will be examining each of these support legs in order to better understand what it takes to be a successful TEAM player.

Thanks given for a job well done

The following employees were awarded Lettters of Commendation from the commanding officer:

AD1 Terry L. Hummel, AD2 Michael L. Portner, AD2 Brian L. Johnson, AD2 Carroll J. Hamilton, AD2 Douglas E. Veine, AD3 William P. Ramey and AD3 Daniel Murphy: For superior performance of duty while assigned to the Aircraft Maintenance Division, Power Plants Branch helping the branch to receive an "outstanding" during the Naval Aviation Maintenance Office inspection.

The following employees were awarded Letters of Appreciation from the commanding officer:

John E. Savage, Brian F. Gale and Frederick B. Rineer (Mission Avionics Technology Dept.): For the support you provided to the Defense Research Establishment Atlantic during tests aboard a Canadian research vessel which was directly responsible for achieving successful test results.

Seth Moyer and Mike Caddy (Air Vehicle and Crew Systems Technology Dept.): For outstanding support provided on an F-14D for the Eglin AFB program that provides trim data from government sources rather than from other sources.

Richard Gleich and Ferdinand Reetz (Mission Avionics Technology Dept.): For outstanding effort in successfully rebaselining the Advanced Tactical Air Reconnaissance System (ATARS) engineering and manufacturing development contract.

Jerald Nice, David Harrison, Renae Davis, Hodges Milton (Antisubmarine Warfare Systems Dept.): For on-site support of the P-3 Update IV Program.

Nils Anderson (Tactical Air Systems Dept.): For the techinal expertise and effort made to the Infrared Search and Track (IRST) program as the field reliability and maintainability engineer in support of AIR-5165.

AW2 Stuart Mattocks, AO2 Craig E. Webster, and AO2 Gregory Perrine (Test and Evaluation Group): For dedicated support, cooperative spirit and professional expertise as members of the Sonobuoy Process Action Team (PAT) from March to October 1992.

Lois Savage and Geraldine Keenan (Human Resources Office): For leadership and significant contributions in training nearly 1,300 NAWCADWAR aquisition personnel regarding the Defense Acquisition Workforce Improvement Act.

Joseph Klicka, Peter Van Schuyler, Charles Supinski, Jaime Pupek, Irene Bilyk, Gabriel Potocsky and Paul Haas (Mission Avionics Technology Dept.): For performance as team members in the successful execution of Phase III of the Critical Sea Test Program (CST) which resulted in a high quality shallow water data, the first of its kind for the CST program.

Joe Bebey (Air Vehicle and Crew Systems Technology Dept.): For professionalism and support with the V-22 mishap investigation.

David Kozma (Morale, Welfare and Recreation Division): For your assistance and expertise in the landscaping of the grounds surrounding the Bachelor Enlisted Quarters.

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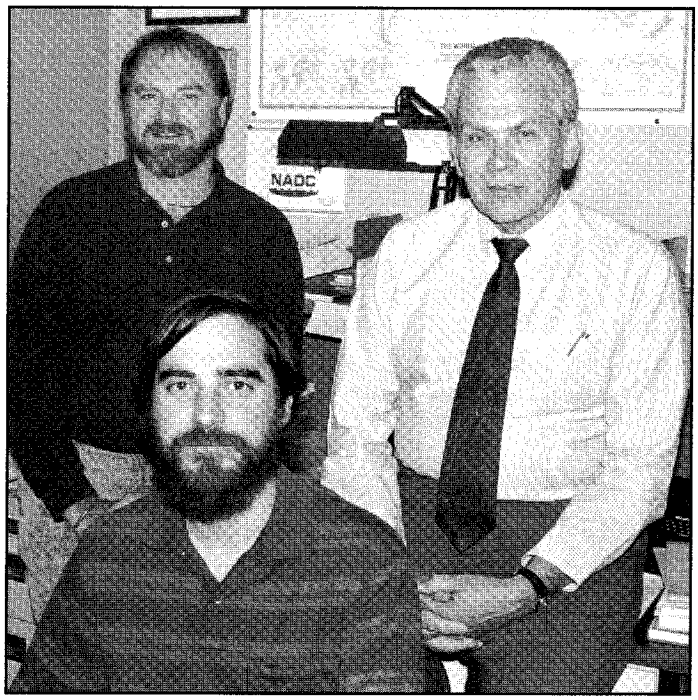


Photo by Cathy Burian

John Savage, Brian Gale and Frederick Rineer of the Mission Avionics and Technology Dept. were formally recognized for their contributions to testing aboard a Canadian research vessel.

Lab responds to "real world" situations

(continued from page 1)

"Not only did Mr. Mocenter turn and burn to get us this equipment, he set up quick training," lauded Bristol. "This will help us in Operation Restore Hope in Somalia and in future operations."

For Bristol, this kind of support was critical. "Threats now demand we deploy immediately and we need technical expertise like this quickly," he said. "I need to know who I can depend on."

How did he learn about us? Once the requirement reached Bishop, who has funded NAWCADWAR work regularly, he accepted the challenge and called NAWCADWAR. "He arranged for help from Warminster to procure, assemble and provide training on the equipment," said Bristol. "Now, we are here learning the best way to use it."

Photographs of past users displayed in the LITE lab include a former president, his cabinet, the Joint Chiefs of Staff and space shuttle mission astronauts, who the team has helped in the past.

Larry Lyford
Public Affairs Office

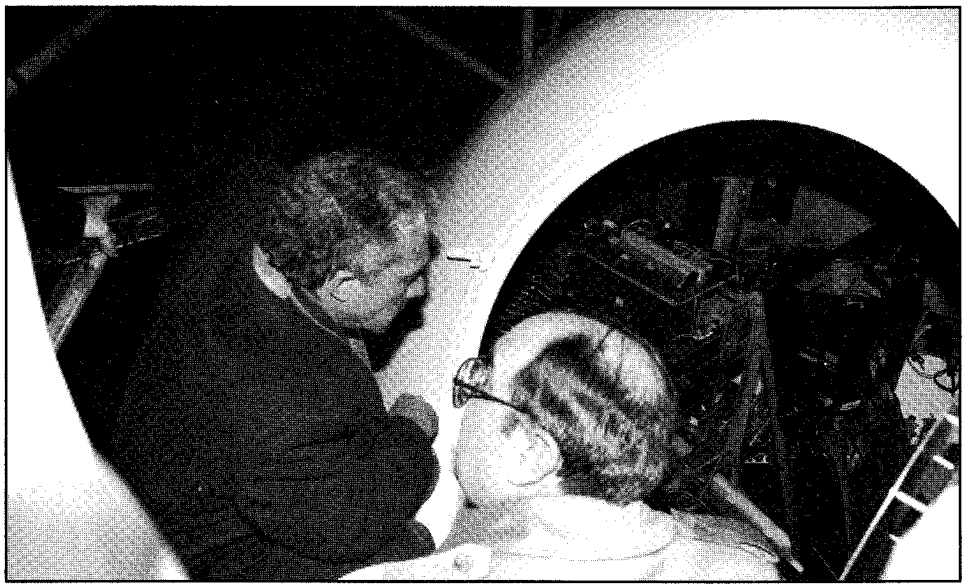


Photo by Drew Schmith

Congressman Jim Greenwood, representing the 8th congressional district, (left), was shown the centrifuge by Dr. Don McErlean, Air Vehicle and Crew Systems Technology Dept., on recent visit to NAWCADWAR. Greenwood was briefed on the center's transition status.

Employee efforts applauded

(continued from page 4)

Diane Pfiel and Kenneth Peden (Defense Printing Service, Detachment Branch Office), **Robert Pomrink, Bettie Lawrence, and Marlene Grubb** (Human Resources Office), **Kenneth Clegg, Linda Nagy, Thomas McCaffrey, Michael Emery, David Moore,** (Air Vehicle and Crew Systems Technology Dept.), **Raymond Satterfield, Lisa Cipolloni, Eugene Locuniak** (Command Administration) **Robert Moore and Margaret Callahan,** (Test and Evaluation Dept.) For your origination of the idea, implementation and participation in the recognition program for faithful service to the Naval Air Development Center employees via plaques, pins and certificates.

Jeff Wright, Bill Hunt, John Flowers, Fred Csillag, Mike Rinelli, John McGee, Phil Shannon (Supply Dept.), **Bill Hogarth, Bill Stumpp, John Floyd, George Rossi, John Chmielewski, Joe Boback, Jonathan Jenkins, Harry Davis, Chuck Jacobs, Ted Molnar, Lawrence Daniel, Bill Gill, John McClintic, Chuck Yeasteadt, Thomas Munyin, Frank Sherard, William Galiczynski, Pete Smith, Robert Anthony, Bob Clegg, William Rassier, Bernard Blank, William Murphy, George Sterling, Tom King, Mike Needham, Ken Nameck, Jeff Jones, Mario Tarantino, William Capps, Len Broomer, Bill McKenna, Ed Linke, Ed Colon** (Public Works Dept.), **AT2 Lindenmuth, AT2 Warr, AT2 Clayburn, AN Veno, PR3 St. Peter, AE2 Medley, AD3 Longley, AMSAM Coral** (Test and Evaluation Dept.): For efforts to minimize and correct storm damage sustained on December 11 to many of our buildings.

Simon wins NAWCADWAR society's top award

Stuart B. Simon, director of corporate planning, received the Naval Civilian Managers' Association's 17th Annual Ralph S. Barnaby Award for his technical and administrative management contributions to corporate planning at a recent ceremony here. The award, established in 1975, recognizes outstanding contribution and distinguished service to the Warminster site and the Navy at large. Simon was honored on what would have been Barnaby's 100th birthday.

Simon was chosen for his superb support of three base realignment and closure studies and his insights of Congressional and Department of Defense environments.

"You are the person our senior management turns to when a task is time sensitive and critical to the laboratory," said Dr. Donald P. McErlean, association president. "Your sound judgement, passion for accuracy and rare ability to articulate complex ideas have made you successful with the most difficult tasks."

Capt. William L. McCracken's remarks to Simon concluded, "You are unquestionably the finest combination of technical and administrative manager I have ever met. Your knowledge, loyalty, dedication and tireless effort are without equal."

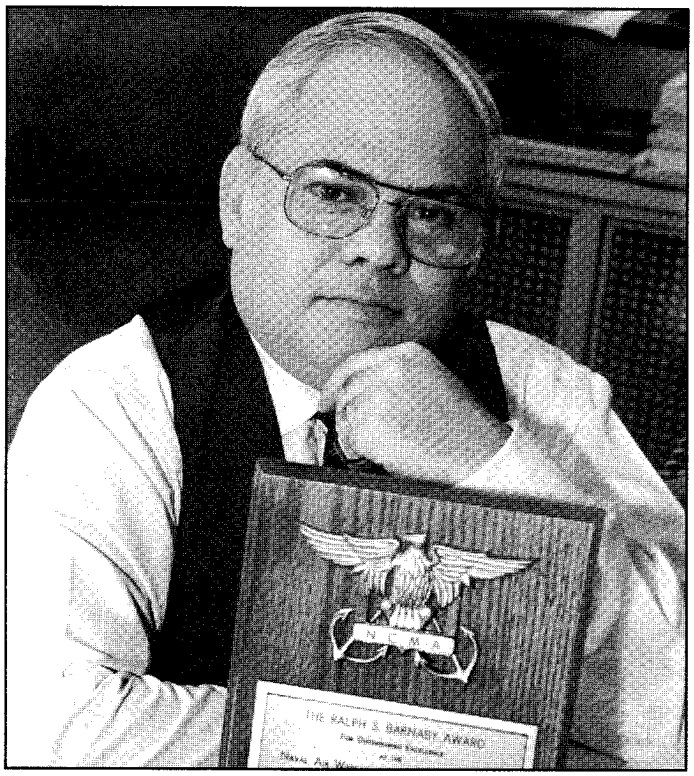


Photo by Jason Craig

Stuart B. Simon was honored recently for his technical and administrative management contributions at the 17th Annual Ralph S. Barnaby awards ceremony.

How does he see his role apart from strategic and corporate planning and the many types of analysis and forecasts he is required to do?

"Your sound judgement, passion for accuracy and rare ability to articulate complex ideas have made you successful with the most difficult tasks."

"I pride myself in keeping fairly close contact with what is happening in Washington in terms of major initiatives and how they may affect us," he acknowledged. "In a sense, I try to keep myself as the long range eyes of the lab."

Simon explained he doesn't keep on top of vast information alone. "Nothing is done in this office, or for that matter in most offices, by individuals. It's a team effort," he said. "It is really setting up a network and team of people and working with them to come up with the best answer we can."He admits he tries to keep on top of as much information, personally, as possible and to share with as many members of the team, here and elsewhere, as possible, in such a way as they reciprocate.

How does he cooperate so well with so many people with all the demands on his time? He constantly prioritizes. He completes the highest priority things as early as possible without turning off the people who do not have the highest priority elements. He always works to support other people's priorities, too. "When people understand you don't put their needs aside, they'll take what time it takes to complete yours."

What does Simon do for relaxation? "I enjoy going home and spending time with the family," he said. "I do alot of reading and listening to CNN and C-SPAN but remember, I have a 17-year boy and a 14-year old girl home to keep me busy."

With his wife, Rosalie, being a busy school teacher in the Central Bucks school system, he said, " We have to balance four schedules to do anything together."

As for himself, he recently returned to one of many past hobbies, dabbling in amateur radio. Simon is a resident of Doylestown and has worked at the laboratory since 1973.

Larry Lyford
Public Affairs Office

ATARS testing a joint Navy-Marine effort

The Naval Air Warfare Center Aircraft Division Warminster is participating in the joint Navy-Marine Corps-Air Force development and testing of the Advanced Tactical Air Reconnaissance System (ATARS) which will modernize aerial reconnaissance forces. The ATARS consists of an integrated sensor suite, including digital tape recorders and a data link, which will provide near real-time tactical imagery. The sensor suite consists of two visible light sensors as well as an Infrared Line Scanner. The ATARS is designed so that it can be configured to be installed in several different types of aircraft, including the F/A-18D(RC), RF-4C, Unmanned Air Vehicle-Medium Range, and F-16.

As installed in the F/A-18D(RC), the sensor package is mounted internally in the nose of the aircraft using a pallet assembly (which replaces the gun assembly). The data link is carried in a modified 330 gallon external fuel tank that was designed by NAWCADWAR. Installation of the ATARS into the aircraft requires modification of the aircraft's exterior to accommodate windows through which sensors look. The aircraft modifications have been designed and built by McDonnell Douglas Aerospace. The pallet, sensors, and avionics are being provided by the Martin Marietta Corporation. Although the Air Force is the lead service for the development of the ATARS, NAWCADWAR has been involved with the program since its inception.

NAWCADWAR has led the development of the every tactical reconnaissance system deployed by the Navy or Marine Corps. In 1981, leading up to the development of the ATARS, NAWCADWAR designed a reconnaissance system for the F/A-18 that allowed the aircraft to be configured to provide reconnaissance imagery while at the same time retaining its air-to-air and air-to-ground capabilities. This breakthrough concept made it possible to develop an affordable F/A-18 reconnaissance system since dedicated reconnaissance aircraft would no longer be needed. The NAWCADWAR designed and fabricated the original pallet, loaded it with sensors, and designed and fabricated the reconnaissance system concept on board an F/A-18 at Patuxent River. Because of the success of this program, the Navy decided to proceed with what was eventually to become the ATARS program.

Starting in 1987, NAWCADWAR participated in writing the statement of work for the development of the ATARS to ensure that Navy and Marine Corps requirements were adequately being addressed. Since the award of a contract in 1988 to Control Data Corporation, NAWCADWAR has been continually ,monitoring the contractor's progress in a number of technical areas. These include: software development, digital tape recorder development, data link development, visible light sensor development, infrared light scanner sensor development, environmental control system design, structural design, human factors design, supportability, electromagnetic compatibility, system safety, and aircraft interface development. The first delivery of an ATARS for use in an F/A-18 is expected to occur in early 1993.

Photo by Vernon Pugh

An F/A-18 makes a pass over NAWCAD Patuxent River. The ATARS sensors look through windows installed in the nose of the aircraft.

An F/A-18 Hornet, assigned to the Strike Aircraft Test Directorate, at NAWCAD Patuxent River, will be used to test the ATARS. The test program is divided into three phases: flight control characteristics verification, structural performance, and sensor integration. The first two phases of the testing have been completed using mass models of the ATARS. The third phases will test the operation of the Joe complete ATARS. Altogether, more than 300 flight hours will be required to complete developmental testing. The Marine Corps is scheduled to receive the first production versions of the ATARS beginning in FY-97.

Joe Columbo
Tactical Aircraft Systems Division

Firefighters respond to community needs

Recently, firefighters with the Structure and Aircraft Fire Division responded to a local house fire under a community assistance agreement and received media coverage for rescuing two dogs and a cat. "This is excellent community relations and provides us critical training because we don't have as many fires here as the community does,"said fire chief Don Meadows. "This training and hands on experience is important because we use every fire to prepare for the next."

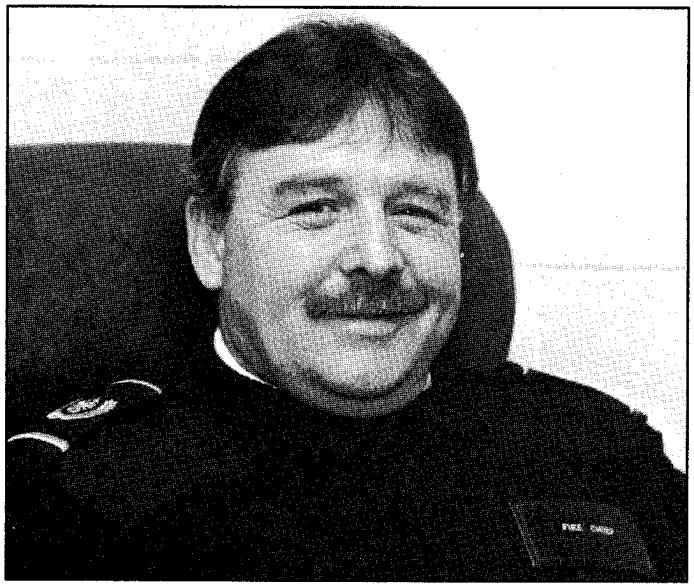
In this fire, the crew on Engine 69 responded, donned their specialized gear and in eight minutes they had entered the front door, let heat escape through the front windows, put water on the kitchen fire and completed animal rescues.

Firefighter Charles D. Steinback,acting as a nozzleman, entered first followed by Capt. Joseph K. Perkins and Firefighter Jeff McCallister, assigned to search and rescue. Once in the house, they saw flames rolling toward the living room ceiling and heard whimpering in a back room. Steinback took action to contain the fire and McCallister crawled toward the sounds. "Search and rescue is our first priority," said Perkins. "We train constantly to react automatically as a team because seconds count."

As Perkins was getting a rope to lead the Doberman to safety, a Warminster volunteer fireman removed an unconscious cat from another room.

Once outside, McCallister placed his own face mask over the cat and in five minutes the cat coughed up blood and started to breathe.

"I never saw the homeowner because we left immediately but I did see that the brass on one of those brass and oak barometers by the front door had melted in the intense heat," said McCallister.



Fire chief Don Meadows leads a group of 42 firefighters in the community and on the center.

Photos by Jason Craig

Firefighters (left to right) Charles D. Steinback, Jeff McCallister, Capt. Joseph K. Perkins and Driver Stephen G. Fisher take time-out to explain how their teamwork, training, and community responses prepare them for emergencies at NAWCADWAR.

"Local fire and rescue companies can depend on us to respond," said Meadows. "We gain vital training and experience each time we fight a fire." Unlike, volunteers who increasingly receive pressure from employers for their emergency responses, our chain of command, Cmdr. Richard S. Cox, director of test and evaluation, and Capt. William L. McCracken, commanding officer, support our people in every way. "They do everything they can for us," reports Meadows. "They know 40 percent of our annual responses (900 last year) are in the community. All they ask is we return as soon as possible."

According to Meadows, Cmdr. Cox and Capt. McCracken are as supportive of all the community service his team does. In the past year, the firefighters taught fire prevention and the stop-drop-role technique, for extinguishing fires on people, to 2,500 youngsters. "One boy in the housing area used it when a flammable liquid on him caught fire," said Meadows.

Beside continuing direct support for the center, Meadows has a new goal: to get every one of his 42 professionals certified as emergency medical technicians. About 15 are currently certified he said. "This will help us and expand their career options."

Larry Lyford
Public Affairs Office

100 hours later, they're legal

Courtesy photo

(From left) Floyd Bollinger, D.J. Shaw, Russ Miller and Dennis Shin spent over 100 hours of training in preparation for their commercial license designation.

The state of Pennsylvania recently made it mandatory for fuel system operators to hold a commercial driver's license and the Naval Air Warfare Center Aircraft Division Warminster had to comply. Even though NAWCADWAR fuel farm employees had been driving the fuel tank trucks back and forth across Jacksonville Rd. for years, they were now required to be commercially licensed if they were to continue to cross the same road.

D. J. Shaw of the Fuel and Liquid Gasses division of Supply (Code 8442) was tasked with setting up a training program for for the Navy to prepare employees for the commercial driver's license exam. This training had to include classroom hours and "behind the wheel" work as well.

Shaw had to work backwards to design a program to answer the test questions. After he saw what was required in order to pass the exam, he had to locate and compile information to fill the requirements. This material was put together as a study guide. Since a large part of the exam is an "on the road" test, Shaw also had to set up a practice course for the drivers to hone their skills.

"I set up a course by the burn area at the fire house so we could practice parking, turning corners and such", said Shaw. Shaw worked very hard to get the program together, find time to practice and study, while performing his regular job at the fuel farm.

"We all worked around our regular work load. We practiced together, driving in traffic after work, listening and watching tapes and working in the study manual. All told, it took 100 hours plus (of time) to get ready for the test", Shaw said. "I received 100% support from my division supervisor Tom Morrison. That really helped", Shaw added.

The actual test took over two hours from "pre-flighting" the truck which involved identifying almost every part, written questions on skills, and finishing with a 45 minute highway and expressway driving exam.

The hard work paid off. Floyd Bollinger, D.J. Shaw, Russ Miller and Dennis Shin all passed and received their commercial drivers license. This license will now be required for the position of fuel systems operator.

Heather Myllenbeck
Public Affairs Office

Courtesy photo

Parallel parking a vehicle this size takes practice, patience and is required for passing the commercial driver's license exam.

Center housing prototype completed

Modernization work was recently completed on a four-unit military housing building in Shenandoah Woods. This work is the prototype for a project to renovate all of the family housing units over the next few years. The housing area consists of 199 three and four bedroom townhomes built in 1974 for enlisted personnel. The newly renovated homes feature kitchen and bathroom improvements, such as new cabinets, counters and lighting. Flooring has been replaced throughout the house, storage shelving has been added, and many additional items have been repaired or replaced.

The project also has several features to promote energy efficiency, including new furnaces and weather-tight exterior doors.

The housing manager, Nancy Szamborski, was pleased with the improvements and noted that the project has been well received by the military housing community.

"We have been planning this work for several years, and are delighted that our families will finally enjoy the finished product," said Szamborski. She explained that design input was sought during the planning process from resident representatives serving on the Housing Advisory Board. New residents have already moved into the renovated prototype units .

The completion of the prototype units is just the beginning of a three-phase modernization project to continue during the new two years. In addition to renovation of the interiors of all the units, the project includes exterior improvements, new playgrounds, trees, backyard fences, and landscaping in the housing areas. This work will further enhance the appearance of Shenandoah Woods, which received a facelift last year with new vinyl siding on all units. Cmdr. Scott Bianchi, the housing officer, noted that upgrading housing is a key part of the Navy's effort to improve the quality of life for military personnel and their families. The Resident Officer In Charge Charge of Construction (ROICC Officer) under the direction of Lt.Cmdr. John D'Onofrio, managed the prototype contract and provided guidance for implementing the remaining phases of the project.

From left: Cmdr. Scott Bianchi housing officer; Nancy Szamborski, housing manager; Mike Reid, project manager; Lafayette Gooding construction representative, and Ed Pond, housing inspector gathered to tour the new townhouse prototype in Shenandoah Woods.

NAWCADWAR
Housing Office

Science Fair scheduled

The Fourth Annual Science Fair, sponsored by the Air Vehicle and Crew Systems Technology Department (AVCSTD), will be held on April 17. Invitations were extended to 80 local high schools, including the Philadelphia school district. Students in grades nine through 12 are eligible to participate. Entry forms may be obtained from their science advisor.

The categories for this year are: Biochemistry, Chemistry, Computer Science, Energy, Engineering, Life Sciences, Mathematics, Physics, and Sociology/Behavior. Awards for this year will include savings bonds, plaques, certificates and scientific calculators.

The AVCSTD Science Fair tradition began in 1990 and participation has increased every year. From the entries submitted to date, it appears that the number of participants for this year will be higher than ever. Readers who wish to get involved in this rewarding event, or to register a student (school sponsorship is not required), should call Bob Palmer, Science Fair committee chairman at X2137

Thu-Ha Mickle
Advanced Metallic and Ceramics Branch

Total Quality Management in action

During the hot summer of 1992 one of the Naval Air Warfare Center Aircraft Division Warminster's 325 ton chillers completely ceased to operate. This had a ripple effect throughout Building 2 and left various areas in the basement and first floor without air conditioning.

The Public Works Department, which has an obligation to provide an environmentally operable climate for all personnel, was tasked to respond. Reacting quickly to the equipment failure, Cdr. Scott Bianchi and Deputy Public Works Officer Tom Ames approved a two-phase plan developed by their staff to get chilled water flowing again to building 2.

The plan called for emergency rental of a portable chiller followed by the installation of a 400 ton chiller, which had been previously purchased to provide additional cooling capacity and expansion in building 2. The new unit was 30% more efficient than the failed chiller and would pay for itself in an estimated 18 months with projected electrical cost savings.

The Public Works Total Quality Management (TQM) Team was led by John Chmielewski. He effectively coordinated responsibilities, set specific time frames, and formulated all of the milestone activities and parameters for starting and completing this time-critical project. Team members included individuals from facility management, design and various contractors. This approach required a commitment and dedication from all team members and was based on data instead of guesswork.

The first phase of the plan was to have the temporary rental chiller installed immediately. Rick Griffith, (Code 8332) wrote the rental contract. The Philadelphia Naval Shipyard provided the installation with Codes 56, 26, 72, and 57 removing the old piping and insulation to allow access for the temporary chiller connections. Ernie Beatty and Gerald Watkins from the ROICC office participated in providing the chiller rental, connection, disconnection of the supply and return lines as well as the electrical service.

John Kelly and Bob McFetridge, (Code 8321) designed a special foundation to accept the new 400 ton chiller. Conn Gallagher, (Code 831) and his staff executed a contract to implement this design. Electrical material was ordered by Bill Heil, (Code 8332). Carole Cramer, (Code 8322), designed the piping, connections, valves and pumps for the new chiller. Larry Strittmatter, (Code 8332), effectively coordinated the Philadelphia Naval Shipyard work. Harry Davis, (Code 834), supported the final stage of this project. His personnel installed and hooked-up the electric service, lubricated, charged the unit and made all of the necessary testing adjustments of the unit.

The original project schedule (which was very ambitious) was bettered by five days. Personnel in Building 2 hardly noticed the disruption to the chilled water service and the Public Works TQM showed again that teamwork and communication are keys to getting things done.

Dr. Michael Blank, P. E.
Work Management/Energy Branch

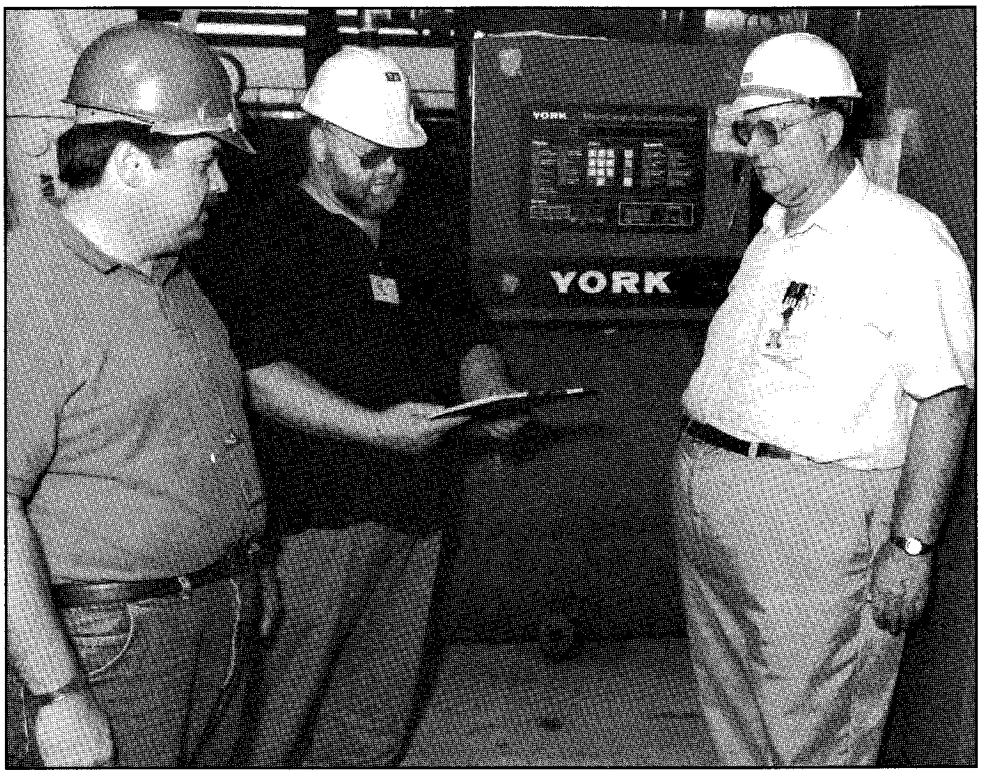


Photo by Jason Craig

Analyzing data from the Micro Computer Center of the new 400 ton chiller are, from left: Rich Griffith, Code 8332, Larry Strittmatter, Code 8332 and John Chmielewski, Code 833, all from the Facility Management Division.

Civil Service

How to increase your retirement benefits

Employees covered by the Civil Service Retirement System (CSRS) can increase their retirement annuity by making voluntary contributions to a special Office of Personnel Management (OPM) program created to help CSRS employees purchase an additional annuity at retirement. The interest rate earned on contributions changes annually. This year it is 7.125 percent, higher than current bank certificates of deposit.

Here is what happens in a nutshell. CSRS employees make voluntary contributions directly to OPM that earn interest and may be used to purchase additional annuity at time of retirement or may be withdrawn in a lump sum.

The amount of additional annuity employees may purchase depends on the amount of voluntary contributions and the interest earned. Voluntary contribution annuities are not increased by cost of living increases.

Voluntary contributions may be made only in multiples of $25 and contributions made may not exceed 10 percent of the total basic pay received during all federal service.

Voluntary contributions earn a variable interest rate determined by the Treasury Department each calendar year, based on the average yield of new investments purchased by the retirement fund during the previous fiscal year. Interest is compounded annually on Dec. 31. Interest accrues to the date of the refund calculation.

"Employees use voluntary contributions that accrue interest higher than what they can normally earn without market risk."

Employees may withdraw all voluntary contributions with interest at any time but cannot make partial withdrawals. If employees die while in Federal service, voluntary contributions plus interest will be paid to survivors as a lump-sum payment. If employees die after retirement but before receiving payments equalling their contributions plus interest, the difference will be paid as a lump sum or additional survivor annuity payments. Lump sum payments to survivors are not subject a 10 percent surtax.

If employees take a refund of voluntary contributions, any accrued interest is taxable in the tax year they receive it. In addition, employees receiving the refund before age 59 1/2, must pay an additional 10 percent early distribution tax on the interest portion of the refund.

CSRS employees may obtain an application to make voluntary contributions from the Employee Relations Division of the Human Resources Department and learn additional details about the program. Employees covered under the Federal Employees Retirement System (FERS) and retirees cannot join this program.

Larry Lyford
Public Affairs

March of Dimes WalkAmerica scheduled

The March of Dimes birth defects foundation is sponsoring its annual WalkAmerica walkathon on April 24 and 25. People register to walk, and solicit sponsorship pledges from friends and family members for the walking distance.

This year, NAWCADWAR is sponsoring a team and needs more walkers to participate. Saturday, April 24, the walkathon will be held in Upper Bucks County at the Quakertown High School in Quakertown. Sunday, April 25, the walkathon will be held in Central Bucks County at Peace Valley Park in New Britain and Lower Bucks County at Core Creek Park in Langhorne. All walks begin with a 7:30 a.m. check-in and an 8:30 a.m. walk start. For more information about the March of Dimes event, call (215) 348-3520. For information on getting on the NAWCADWAR team, call Wendy at 441-7651.

Get a head start on passing the next PRT

So you found yourself puffing a little after the fall PRT? Well, maybe that's to be expected. After all, you're six months older since the last physical readiness training (PRT). And summer was a busy time. And it's always hard to stay in shape during a deployment. Or maybe you just ran out of excuses.

Believe it — the Navy had your best interest in mind when they developed the parameters. They want you to be healthy. So why not make up your mind right now to regroup and attack the fitness challenge with gusto and an exercise plan.

What researchers say

Over the past 20 years much research has been done on the positive effects of exercise; and specifically those activities which burn fat, develop cardio respiratory (heart and lung) fitness, thereby contributing to long-term health.

In his book, aerobics author Kenneth Cooper presented a list of "best aerobic activities" that included jogging, stationary running, cycling and swimming. Most competitive sports activities are not considered as beneficial in attaining fitness goals.

For some time now researchers studying fitness have identified three key variable which influence physical fitness.

Frequency

Frequency means how often you participate in an activity. If you are really out of shape it is best to start with an activity that you can do four or five times a week for 25 to 30 minutes.

Intensity

Intensity refers to how hard you exercise. Heart rate is an important measure of intensity. A rule of thumb is to subtract your age from 220 to estimate the maximum number of times per minute your heart should beat during an exercise session. (220 is considered the maximum heart rate for a trained athlete.)

The next step is to estimate your target heart rate. You should target about 60 percent of your maximum heart rate and work up to 75 or 80 percent as you become more conditioned.

For example, a 40-year-old who is not accustomed to exercise might want to estimate a target like this: 220-40 = 180. Multiply the 180 times .60 to get a target rate of 108. As the individual becomes better conditioned, a heart rate of 135 (180 x .75) will be safe.

Duration

How long should an exercise activity last? Beginners may need to limit themselves to low-intensity, 25 to 30-minute workouts five days a week and then work upward. When running, if you are working at 60 percent of your maximum heart rate it may take you 15 to 17 minutes to run a mile. That's okay! Exercise at comfortable level. As your fitness improves you may trim that time to 10 minutes or less — and trim yourself at the same time. Be sensible and advance as you can while still keeping your target heart rate as the guide.

One other variable sometimes introduced into the equation is "type of activity". Aerobic activities are probably the most effective way to become more fit. Don't confuse aerobics with a dance class. Aerobics can be anything that raises your heart and breathing rates. The activity you chose should be a non-stop, steadily paced effort that produces your target heart rate.

Exercise is not enough

It is important to integrate diet with exercise. Losing fat is difficult to do by exercising alone. You need to take in less calories than you expend and chose carefully what type of foods to eat.

Complex carbohydrates (starches) give you energy and satisfy you longer because they digest more slowly than simple carbohydrates like sugar. Beneficial starches are found in pastas, legumes, rice, breads, cereals and potatoes. Eat three meals daily with choices from all the food groups. Nutritionists at the Navy Food Service suggest you use the nutrition pyramid to help guide your choices.

Try to burn 3,500 to 7,000 calories more that you take in each week. Each 3500 calorie deficit you create means a pound of fat lost. This is easier to achieve than you might think. Turning down a couple of cookies at lunch could lower your calorie intake by 300 to 400 calories. Add that to a moderate exercise program which consumes another 200 to 300 calories and you have a combined daily reduction of nearly 600 calories. Over a week this is a deficit of about 4,000 calories or the loss of more that a pound. In six month's time you might lose 30 pounds safely and all the other benefits of regular exercise, a more alert mind, better capacity for dealing with stress and generally looking and feeling better are yours "at no extra charge."

When the next weigh-in PRT come up, dread and loathing will be replaced by pride and confidence — the "can do" attitude our Navy expects.

News Briefs

Smart processing for smart skins

Indianapolis, Ind. — NAWC AD Indianapolis received a hand from NAWCWPNS China Lake on an effort to improve signal processing in "smart" aircraft skins and other structures embedded with optical fibers. China Lake's Polymer Science Branch provided the Indianapolis Design Specialities and Product Technologies groups with a special electro-optic polymer to apply in the development of a revolutionary fiber optic coupler.

A team of NAWC AD Indianapolis scientists and engineers will complete the development, testing and implementation of the coupler, which will have the capability of changing the direction of light electronically at rates ten times faster than those now in use. Another potential advantage of the polymer coupler is the relative ease with which it could be incorporated into composite materials.

On Feb.1, Dr. Katharine Jones presented a paper about the coupling device at an Albuquerque, NM conference, sponsored by SPIE, the international society for optical engineering.

Jones, a physicist at the Indianapolis facility, co-authored the report with Robert Morgan, Sandra Ehlers and Judith Mackenzie.

New traveling system saves Navy money

Lakehurst, N.J. — A NAWC AD Lakehurst team of engineers has achieved a naval aviation first.

The engineers designed and developed an SH-60B Seahawk helicopter traversing system for ships, specifically the FFG-7 frigates, not equipped with the Recover, Assist, Secure, Traverse (RAST) landing system.

According to Michael Zitaglio, Systems Requirements, the new system, was initiated because refitting 21 Perry Class frigates with RAST would cause extensive ship modifications, which the U.S. Navy could no longer afford.

"If a system wasn't found that was capable of handling the heavier Seahawk, it's possible the non-RAST frigates could be taken out of service," said Zitaglio.

The final phase of test trials on the USS George Philip (FFG-12) has been completed achieving successful landings and traversings of the Seahawk.

The proof-of-concept unit, explained Robert Brennan, Systems Requirements, uses a dual winch and cable system to move the helicopter. Cable run through snatchblocks connected to the deck pad eyes. The cables are then connected to the RAST probe and a modified steering bar. The snatchblocks are moved into various patterns to guide the helicopter on the flight deck.

The tests resulted in developing a safe traversing, chocking and chaining procedure with the HSL-49 crew of the George Philip.

Oil tests result in savings

Trenton, N.J. — The Fluid Sciences Division of the Naval Air Warfare Center Aircraft Division, Trenton was tasked to conduct a long term study of oil quality for extended oil change intervals in the SH60-B main transmission. The lubricant under investigation was DOD-L-85734(AS). At the conclusion of the study, it was determined that the oil change interval for the SH-60B main transmission could be extended to 900 hours, twice the normal time. Doubling the oil change interval resulted in a savings of approximately three man-hours and $400.00 per aircraft per nine-hundred hours.

F-14 redesign could earn Navy patent

Patuxent River, Md. — A radical redesign effort for the Swedish BOL chaff loader/downloader for the F-14 Tomcat could earn a patent for the Navy.

Chip Guffey, an electrical engineer in the Electronic Warfare and Reconnaissance Department of the Flight Test and Engineering Group's Systems Engineering Test Directorate, traveled to Sweden last summer with an assigned task to eliminate an existing associated foreign object damage hazard during packet loading and downloading procedures.

As a result of his fixes, the Naval Air Warfare Center Aircraft Division has submitted an invention disclosure, the first step toward being granted a patent.

Seabees assist NAWS China Lake

China Lake, Calif. — With a core unit of 32 Seabees drilling monthly at the Naval Air Weapons Station China Lake, members of Naval Mobile Construction Battalion Seventeen contributed more than 400 man-days to the Department of Defense mission at China Lake. CMC Jerry Morrison noted the Seabees conducted a tactical construction exercise and a battalion wide CONEX 92 training exercise at China Lake.

Volleyball teams go for three in a row

Interest in volleyball has increased tremendously over the past few years. The game has gone from being a family reunion tradition to a competitive, highly skilled contest with complex offensive schemes and a loyal viewing audience. NAWCADWAR reflects this nationwide explosion of interest in a microcosm.

Three years ago, it was hard for this command to find enough players to fill out a roster for the intramural volleyball league competition. This year, NAWCADWAR is fielding two exceedingly skilled, capable teams for the intramural season, and could probably field two more. One team includes all military players and the other team is all civilian players. (The teams were split this way because only military teams can participate in post season mid-east regional tournaments) Both teams have been practicing for several months in anticipation of the season which started in mid-February and will run through mid-April.

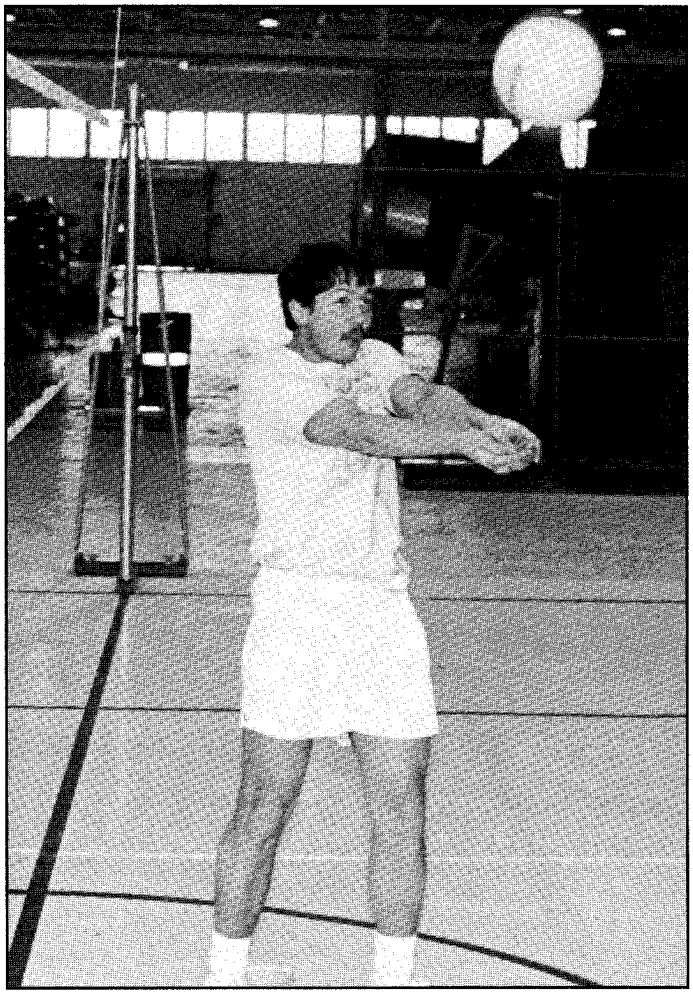


Photo by Jason Craig

The volleyball team anxiously awaits the start of what could be another championship season.

NAWCADWAR has a reputation to uphold. This command has won the NAS Willow Grove intramural league championship and Captain's Cup points for the past two years and intends on having history repeat itself this year. According to Tammy Edmundson, Morale, Welfare and Recreation (MWR) Athletic Officer, "Volleyball is one of our stronger sports. We're good at this. The guys are taking it seriously. We play for a lot more than just fun!"

The key to the NAWCADWAR volleyball success seems to be their formidable 6-2 offense. "The 6-2 offense takes a lot of practice. It's complex and frustrating, but once you've got it down, it works," Civilian player/coach Scott Eble explained. "Most teams are not familiar with this formation and don't know how to defend against it," Eble continued. This particular offense allows a team to showcase their strong hitters.

Military team player/coach Mark Lorish has numerous good, strong hitters this year and singled out veteran players Craig Webster, Tegwin Shaffer and Jeff Eden along with team rookies Lonie Johnson, Terry Suyak, and Phil Gascoine. (Lorish certainly is a strong hitter himself)

Hitters abound on the civilian team as well. Francisco Galletti is an incredible hitter according to Eble in spite of the fact that he is just learning the game. Other standout hitters for the civilian team includes Ralph Collins who excels at the net because he knows how to utilize his vertical jump and height, Paul Lipacis who can hit "anything", Matt Landel who is the master of the down line hit, and Chris Thompson who couples fast play with strong hits. Team newcomer John Tepper is both a good hitter and blocker and Marty Ryan who seems to be able to change the direction of the ball after the hit.

Setting the ball is another critical skill and both teams have a good balance of setters to hitters. On the civilian side the standout setters include Scott Eble, Scott Natter, along with Landel. Blue chip setters on the military team include Gascoine, Shaffer and Webster.

The strong balance of explosive offensive power with aggressive defensive play should carry one of these teams to the top. "One of our two teams will win it this year. We have been playing since October at least two hours week and we're playing well," said Lorish. Eble agreed and added that our skill level matches or exceeds that of any team at Willow Grove and we should have a strong chance to win it all again this year.

Heather Myllenbeck
Public Affairs Office

11th Frame, Rolling Wallbangers lead

The second half of the mixed bowling league season is underway which means that the season-ending banquet is in sight. This year's festivities will be held at the Warrington Country Club on Friday evening, June 18. The banquet this year will be run by a committee so we all can share in the compliments; there are never any complaints.

The final standings for the first half of the season were decided on the last night of competition. Kathy Sedlock's A Division team "11th Frame" climbed out of third place into first place by winning four games on knockdown night. The former first place team "Les Champignon's" dropped into third place while second place Red Winos secured a second place finish defeating "Les Chamapignon's" 3-1 It was tough for "Red Winos to lose the first half by a half game, but Kathy's team came on strong in the last game of the half with a badly needed 1041 pin count. Captain Jim Tidwell's B Division, "Rolling Hallbangers" took first place in their division, defeating some very tough competition. Season standings are listed below .

Twenty 200 games were rolled on one recent Wednesday in our league. Congratulations to the following bowlers who contributed to that explosion:

Jack Horning -257; Bob Marshall-221; John Bowes-252 (first 8 strikes); Ed VanBuren-221; Jay Kretzing -243; Jim Tidwell-217; Mike Dent-237/235 (641 series); Chris Sedlock-215/209 (614 series); Kathy Sedlock-232/223 (629 series); Chuck Halko-210; Jim Campana-225; Tom Reiter-208/204/200 (612 series); Oscar Flynn-223/202; Jack Eyth-201.

Tom Reiter
Contracts Division

"A" Division

CAPTAIN	TEAM	WINS/LOSSES
Kathy Sedlock	Eleventh Frame	43.0/25.0
Tom Reiter	Red Winos	42.5/25.5
Dave Oliver	Les Champignons	41.5 /26.5
Peg Clark	Lucky Strikes	37.0/31.0
Jack Eyth	Alley Cats	35.0/33.0
Neal Polin	Fire and Ice	34.5/33.5
Oscar Flynn	Mavericks	34.0/34.0
Carolyn Riemer	Spare Us	33.0/35.0
Brian Bohmueller	Pre Emptive Strike	32.5/35.5
Larry Sicher	Magic Markers	30.5/37.5
Ben Polin	Dynamic Duos	30.0 /38.0
Debbie Wood	Pinguins	21.0/47.0

"B" Division

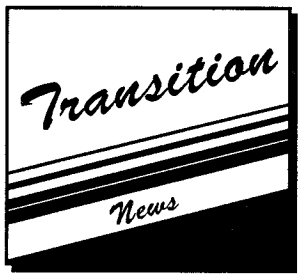
CAPTAIN	TEAM	WINS /LOSSES
Jim Tidwell	Rolling Hallbangers	44.5/23.5
Barbara Vajda	T.I.B.S.	39.0/29.0
Ed Scholl	Bullshooters	38.5/29.5
Al Knobloch	Goofers	37.0/31.0
Kevin Kennedy	Screwballs	36.0 /32.0
Steve Jerdan	Steve's Side Show	35.5 /32.5
Randy Yeager	From The Gutter	34.5/33.5
Rick Stickney	Nine Pins	34.0/34.0
Steve Kalatucka	Gutter Dusters	29.5 /38.5
Lissette Fortuno	The Magic	27.0/41.0
Leslie Cantor	Destroyers	27.0/41.0
Frank Yelinek	Oh Split	19.0/49.0

It happens every spring...

Softball season is just around the corner and the **NAWCADWAR CO-ED, Slow-Pitch League** is looking for players/teams for their 1993 campaign.

Call Kristin Henry X3076 by 19 March for details.

Transition plan available for all to see



The draft copy of the Warminster transition plan has been distributed to department and branch heads for review. A copy is available in the transition trailer for review by any employee, according to Franz Bohn, transition team manager.

The plan, in its present stage, is a road map of the various task elements of our transition to Paxtuxent River. According to Bohn, it addresses, in detail, the work breakdown structure elements that the transition team has identified. This includes management of the entire effort, and personnel issues such as retirement benefits, move benefits, and house hunting benefits. Bohn said some of the plan's 14 sections concern facilities and laboratories, safety, security, office spaces, storage spaces, property disposal and environmental cleanup.

The draft is structural but has some specific information in it according to Bohn. Square footage and the numbers of people are included but without a lot of supporting detail. "We don't have any information on what organizations will move when. That will be in the final version due in June," he revealed.

Right now, the plan will mean very little to employees in terms of specifics Bohn acknowledges. He says it will show that the transition process is being planned and managed with employee concerns, and personnel issues being at the forefront, along with business-based issues.

"This document is just a formalization of all the planning that has to be done. If we did not write the document, we would still do all the planning," Bohn concludes.

Sponsors, concerned about the length of time that labs will be inoperative, will see the strategy for meeting sponsor commitments throughout the transition. They will see how the team plans to integrate these commitments with all the other factors to arrive at acceptable move times for programs and yet comply with the Base Realignment and Closure directives.

In this whole process, sponsor and employee concerns are two sides of the same coin, both dependant on the other. "The personnel section addresses what we are doing to keep our workforce in the future. Of course, projected sponsor workload impacts the kinds of workforce skills we will need in the future at Pax River," said Bohn.

"If we do an excellent job of moving to Maryland and loose our sponsors, it hasn't done the Navy or our employees much good," he emphasized. "Customers are number one and this includes new customers we'll land during the move."

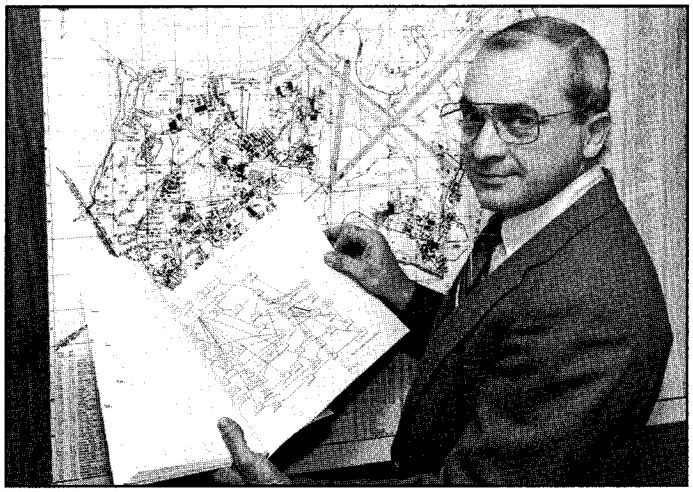


Photo by James Moore

Franz Bohn reviews a copy of the NAWCADWAR transition plan, with a map of Pax River behind him.

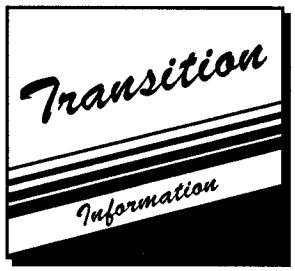
One of the reasons the team is writing this document is to show the sponsor audience that NAWCADWAR is very concerned about them, as much as we are about our employees. Bohn said, "We want them to know we are going through a tremendous amount of planning and risk reduction to identify windows of opportunity in order to hold on to their business."

An entire section of the plan talks about continued operations during the transition when Warminster's population decreases as Pax River's increases. "We will need all our support activities, some of whom are being relocated to Pax River," said Bohn. "We need to make sure our operations at Warminster are properly supported in areas such as travel, public works, safety, security, and administration," he underscored, "as some of these people may move before others.

Bohn cautioned the plan is by no means complete. He said great effort went into structuring the document. But there are areas in the work breakdown structures not yet addressed. "These will be developed in the preliminary version, due in April, which will have greater breadth and depth. Since a lot more things will be known, it can have more specifics. "For example, we may have a better handle on the construction schedule and the FY95 NAWCAD organization at Patuxent River, itself," Bohn explained. "This alone can impact what organizations and spaces people will work in."

Larry Lyford
Public AffairsOffice

St. Mary's County has rich history



St. Mary's County is located on a peninsula formed by the confluence of the Potomac and Patuxent Rivers and the Chesapeake Bay. This peninsula's endowment of fertile soil, sheltering forest, and bountiful waters encouraged settlements. Archaeological remains indicate a human presence 12,000 years ago. Indians harvested oysters from these waters and cultivated corn, squash, and beans until the British arrived in 1634.

St. Mary's City was the fourth permanent settlement in British North America, Maryland's first capital, and the original county seat. Three hundred settlers arrived on board pinnaces - the Ark and the Dove - to establish a community devoted to the idea of religious freedom well over a century before the Bill of Rights. They planned to utilize experience gained in Virginia and the Caribbean in growing tobacco and convinced the Indians to turn over their fields and some farming and fishing techniques. St. Mary's City became a bustling center of government and trade until 1694, when Maryland's capital was relocated to Annapolis. By this time, county business was being transacted in another port town, Leonardtown, which has continued as the county seat. St. Mary's City's businesses, inns and homes crumbled.

Although St. Mary's City was not destined to become a metropolis, the county's abundant natural resources continued to support and encourage further development of the existing farm, fishing and forestry industries. As highways replaced waterways the county's relative isolation and the traditional way of life encouraged maintenance of large tracts of land and a rural legacy which graces the county today. Less than 10% of county acreage is developed and natives are known to refer to the side of a home facing water's edge as "the front" a throwback to the days when visitors, goods and entertainment arrived by water. Until the middle of this century a majority of county residents, farmers and fishermen, depended on the environment for sustenance.

Courtesy photo

The Maryland Dove, a replica of one of two ships which brought settlers to St. Mary's County, is docked at Historic St. Mary's City.

Prior to World War II, the comparative lack of development and the county's location by a large body of water were factors leading to the establishment of Navy activities on 6,400 acres at Cedar Point and at Priest's Point in St. Inigoes. The focus and balance of employment shifted from the land and water to the skies as Navy aircraft test facilities were relocated here. Newcomers flocked to the county for the jobs available and population doubled in a decade. The town that grew up around the base at Cedar Point was named after an aircraft carrier sunk in the Pacific. Today, the Lexington Park area is home to a third of the county's population and a large proportion of the local business community.

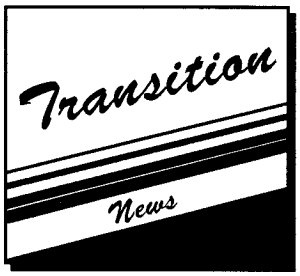
The Navy is the largest local employer. Approximately one third of the county's 34,000 jobs are civilian, military and contractor positions located on board the Naval Air Warfare Center Aircraft Division in Lexington Park and the Naval Electronic Systems Engineering Activity in St. Inigoes. The balance of local jobs are concentrated in the service, retail and construction industries. The majority of service jobs involve health, education, computer, data processing and engineering services. Almost three quarters of the county's workforce is employed locally and the median commute time falls between 20 and 24 minutes.

Working close to home allows residents ample time to pursue other activities. Visitors and residents alike are drawn to St. Mary's waters for recreation. The Bay, rivers and numerous inland waterways form more miles of shoreline than there are square miles of land. Almost 7,000 boats are registered to county residents - one for every four households. Numerous formal and informal opportunities to become involved in water-related activities are offered to residents. Those with a decidedly terrestrial bent still enjoy the vistas afforded them at three water-view golf courses, waterside restaurants, hiking trails, and recreation areas. The view from a thousand feet is equally impressive. St. Mary's County Airport, the only public air facility in Souther Maryland, offers charter flights, pilot instruction and a skydiving school.

Over the years approaches by lucrative businesses, from oil refineries to deep water ports, have been soundly rejected by county residents out of concern for the environment. Citizen participants in the development of the county's Comprehensive Land Use Plan established the protection of farmland and natural features as central objectives. As St. Mary's is one of a limited number of areas with large undeveloped waterfront areas, pressure to develop is likely to increase. The challenge will be to balance market demand and financial viability with protecting the environment.

Department of
Economic & Community Development

News Briefs



University of Maryland brings classes to Pax

Patuxent River , Md.—Employees at the Naval Air Station Patuxent River can now earn various engineering degrees via television from the University of Maryland University College. On Jan. 19, University College began broadcasting undergraduate and graduate courses to the naval air station located in St. Mary's County.

According to Cynthia Davis, Assistant Director of Instructional Television, the link up with the College Park campus will offer 60 technical engineering and computer science courses in the Southern Maryland region.

"We will broadcast on four channels," she explained. "Three channels are for academic courses. The fourth channel is designed for developmental courses in high-tech areas, such as human-computer interface, failure analysis and hypersonic aerodynamics. These are state-of-the-art courses presented by specialists, who will conduct a presentation.

Televised registration is provided at each satellite site so students may complete applications for acceptance into the program.

Davis believes that the most appealing factor about instructional television is its cost effectiveness. ITV classes are live, real-time interactive instruction sessions. The remote site student can see the professor in the College Park classroom; can hear comments and questions from all of the other students in the class and can pick up the telephone and call in questions.

Classes can be videotaped for students who miss the live sessions due to leave or travel. Davis pointed out, however, that students are encouraged to take the courses live. The university provides daily courier service to all of the sites to deliver and retrieve students' papers.

Tests are handled in a security-conscious manner, she noted. The university has a proctor at each site who receives exams in a sealed packet, distributes the exams to students, monitors the time they are allowed to take the test, follows professor's instructions, then collects the exams and returns them to the campus in a sealed packet.

She said that the university encourages students to teleconference with their instructors on a regular basis.

Courses run from 8 a.m. to 10 p.m. Locations will be determined by the education office on base. The first semester began on January 19. For more information call Margaret Romanoff at 737-3328.

23rd Air Expo Planned

Patuxent River, Md.—Mark Saturday, May 22 as the date for the 23rd Annual Air Expo at the Patuxent River Naval Air Station. Air Expo is a featured event as the Patuxent River Naval Air Station celebrates its 50th Year of Excellence.

The Navy's flight demonstration team, the Blue Angels, will headline the free event which begins at noon. Several nationally-renown civilian aerobatic acts will also perform, and naval aviation will be profiled throughout the day with demonstrations, exhibits and static displays.

The Blue Angels fly the F/A-18 Hornet strike fighter aircraft, a multi-role, high performance, tactical airplane used for fighter, strike or intercept missions from aircraft carriers or shore bases. Seen by millions worldwide since 1946, the Blue Angels demonstrate precision flying techniques in extremely close formation.

The civilian performers will entertain the crowd with gliders, parachuting, skywriting, comedy and more.

Parking is free and gates open at 9 a.m. No bicycles, skateboards, glass containers, alcoholic beverages or pets are permitted.

Meet Lissette Fortuno of the UAV Branch

Photo by Jason Craig

Name: Lissette M. Fortuno
Hometown: Caguas, Puerto Rico
Birthday: Aug. 5
Position: Electronics Engineer
Organization memberships: Chairperson for the Hispanic Group, member of WISE and EEO committees
Years of Government Service: 5 years
Preferred entertainment: Learning new things, and when I have time, handicrafts and cake decorating
Last book read: "Teaching the Elephant to Dance", by James A. Belasco, a book about the need for change in management theories
Strongest attribute: Trying to do as much as I can
Worst flaw: Trying to do too many things
Favorite food: Puerto Rican food and anything sweet
Unfulfilled dream: To be a doctor, a teacher, a ballerina, play guitar, violin, and piano, and have the time to do a all this
Goal in life: To keep learning new things and to be the best I can be
How should your tombstone read: My work is finished—beam me up!
If stranded on a deserted island, other than the basics, what three things would you like to have: My family, materials for crafts, and the Star Trek transporter

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