

GALAXY GAZETTE

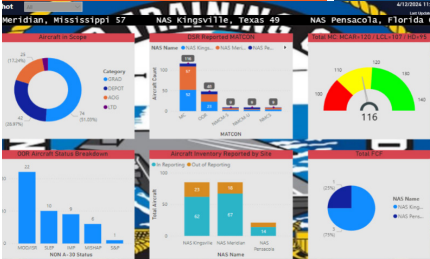
Q1 / 2024

A Legacy of Innovation: ASI's Role in the Evolution of Tactical Aircraft

P2

A&PM News

06



A&PM Team Leveraging Data Analytics

ASI is currently embedded with Commander, Naval Air Force Atlantic (CNAL) Military Operations Center (MOC), and Chief of Naval Air Training (CNATRA), optimizing aircraft maintenance processes and enhancing future

HR Corner

08



THE MORE YOU KNOW Pride Month

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Engineering

12



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In the aerospace and defense sector, individuals with a love for aircraft and a talent for design can truly leave their mark. Taylor Duke, a structures engineer with a distinctive background and a passion for aerospace, has recently

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NEWSLETTER



A Legacy of Innovation: ASI's Role in the Evolution of Tactical Aircraft

Written by Ron Wagner

02 Believe or not, ASI's relationship with F-35 Lightning II began well before the aircraft program began or the Joint Program Office was even starting to form. In 1983, the ATA, Advanced Tactical Aircraft Project moved from research and development to acquisition and was designated, A-12, Avenger II. ASI CTO, Ron Wagner was Avionics Support Equipment Assistant Branch Head (AIR 5522B) and was tasked to participate in drafting requirements for Support Equipment for the new acquisition. Along with teammate, Al Kraft, a Senior NAVAIR civilian, the reporting requirement for support equipment became: "Eliminate, Simplify, or Reduce the need for External Support Equipment". The McDonnell Douglas / General Dynamics team took the requirement seriously, and several supportability innovations were proposed, such as miniature pitot static sensors in hydraulic lines to measure pressure.

In 1988, John Kobelski, ASI Chairman of the Board of Directors, was assigned to Commander, Naval Air Force Atlantic (COMNAVAIRLANT) staff as A-6 Class Desk, one of the platforms that A-12 would replace. The program was to develop and field a replacement for the A-6 Intruder by 1994. Stealth technology developed for the United States Air Force would be used heavily in the program. The A-12 Avenger II would lead the way into battle. Aside from its two air-to-air missiles, the A-12 Avenger II was also intended to carry 2 AGM-88 HARM air-to-ground missiles that

had entered service in 1985. The AGM-88 was an anti-radiation missile, meaning it could hone in on the electromagnetic waves emanating from early warning radar arrays and surface-to-air missile platforms. In other words, the A-12 Avenger II would have been able to serve in a similar capacity to today's F-35 Joint Strike Fighters in contested airspace. The A-12 would hunt down air defense systems and eliminate them to clear the way for less-stealthy and more weapon-laden platforms that could follow.

Albert Wilkerson, retired Marine and subsequent ASI leader, was assigned to the A-12, Avenger II program as Resident Integrated Support Detachment (RILSD) at the General Dynamics plant, Bldg. 500 in Fort Worth, Texas. Ron had previously been reassigned to the COMNAVAIRLANT Maintenance Inspections Teams Lead and was selected to serve on Maintenance Assessment Advisory Team (MAAT) for A-12 Program.



John Kobelski spent many hours in the SCIF at the pentagon advising on technical, performance and supportability requirements. Al and Ron spent several months reviewing the design for shipboard maintenance compatibility. There were several flaws in supportability that were of concern:

- Knife edge nose wheel doors to reduce radar cross section (the area intercepting power radiated isotropically) under which sailors would have to crawl, sometimes at night on a pitching deck with fuel and oil sloshing around on the deck, in order to download data from the 1553B multiplexor bus.
- Chaff buckets were proposed to be installed over the horizontal stab blindly as the sailor reached over while standing on a portable stand, a violation of the "Eliminate, Simplify, or Reduce" rule.

Al contracted with John Henson, CEO of ASI, for data management and the pre-ASI team was in place.

Thus began ASI journey into Supportability.

The A-12, “Flying Dorito”, was mercifully cancelled by DoD in January 1990. The A/F-X, initially known as the Advanced-Attack (A-X), began in 1991 as the USN’s follow-on to the Advanced Tactical Aircraft (ATA) program for an A-6 replacement; the ATA’s resulting A-12 Avenger II. Ron Wagner was selected to be the AX Assistant Program Manager Logistics (APML), but the AX program was cancelled before he could report. Instead, he served as T-45 APML, along with ASI’s Carl Sawyer, President of ASI, and Jon (JC) Leverette, COO of ASI, fielding the T-45A Advanced Jet Aircraft Training System.

The Lockheed Corporation bought the Fort Worth-based jet fighter division of the General Dynamics Corporation in 1993. Much of the technology and many of the former A-12 design team transitioned to the Joint Advanced Strike Technology (JAST) program. JAST was subsequently renamed to Joint Strike Fighter (JSF) in 1995, serving the USAF, USMC, and USN. The JSF was expected to eventually replace large numbers of multi-role and strike fighters in the inventories of the US and its allies, including the Harrier, F-16, F/A-18, A-10, and F-117.

John Kobelski and John Henson founded ASI in 2006. ASI bought Carl’s company and JC and John Kummer were plank owners. Al Wilkerson joined ASI shortly after and Ron Wagner joined in 2010. ASI’s JC Leverette and Carl Sawyer integrated several supportability tools into a methodology called Integrated Supportability Management and Optimization Software (ISuMO), later to become Maintenance Planning, Scheduling, and Execution (MPS&E). In 2012, Todd Mellon, now a member of the ASI Board of Directors, selected ASI to bring their supportability expertise to the F-35 Joint Program Office where he served as Product Support Manager.

The F-35 Lightning II program was in the midst of delivering early LRIP aircraft, standing up initial operating sites, investigating opportunities to reduce cost, planning for retrofit mods to return the early LRIP aircraft to the latest fleet configuration, optimizing maintenance planning, assessing repair and support locations and capabilities, evaluating PBL opportunities, and creating management techniques for the first global, multi-service, multinational support solution.

ASI quickly joined the JPO team providing support to the JPO's Cost War Room, managing a reliability improvement initiative, creating and managing a MOD War Room, assisting level of repair analysis, assessing Lockheed's LM Star tester, participating in an update to the Life Cycle Support Plan, analysis of PBL opportunities, assisting in management of Support Equipment, and reviewing supportability for select systems. Charlie Brown, Deputy Product Support Manager, asked ASI to put these many initiatives into a Global Support Solution, integrating Planning, Scheduling, and Execution. The result was a JPO Independent Assessment Capability Software Suite.

Current F-35 support efforts include a "Surge Study" led by ASI's Greg Hutson. Assessing support in contested environments that exceed peacetime operations and planned durations is a timely endeavor. Recent events such as the prolonged war in Ukraine and extended conflict in Gaza highlight the need for exceptional event planning. Potential threats in places like Taiwan and the Philippines accelerate the need for rapid assessment and adaptable, responsive modeling and simulation tools.

Complicating F-35 support are the multiple Low Rate Initial Production (LRIP) contracts that resulted in multiple spares configurations. Predicting surge requirements is further complicated by the multi-national nature of repair locations. F-35's ability to deploy different mixes of numbers and capability into small detachments further complicates providing the right combination of spares to support potential operational scenarios and planning for replenishment support. A complex set of problems, Hutson and team are working to provide a prototype for methods to manage the problems and anticipate support for extraordinary operational scenarios, eventually planning creating a set of tools to deal with the multi-dimensional challenges.

Another current F-35 support effort is led by Vijay Chachra, ASI VP of Life Cycle Support Solutions continuing work to optimize Maintenance Value Stream solutions.

Conclusion:

The F-35 program continues to present challenges for planning and managing support. ASI's Supportability expertise and tool suites have a long history of supporting this critical, albeit challenging and complex program. The F-35 problems of fielding multi-variant airplanes with international participation will continue to challenge ASI's Supportability team and support tools developers:

**WE LOOK FORWARD TO CONTINUING TO BE THE JOINT STRIKE FIGHTER'S
SUPPORTABILITY TEAMMATE.**



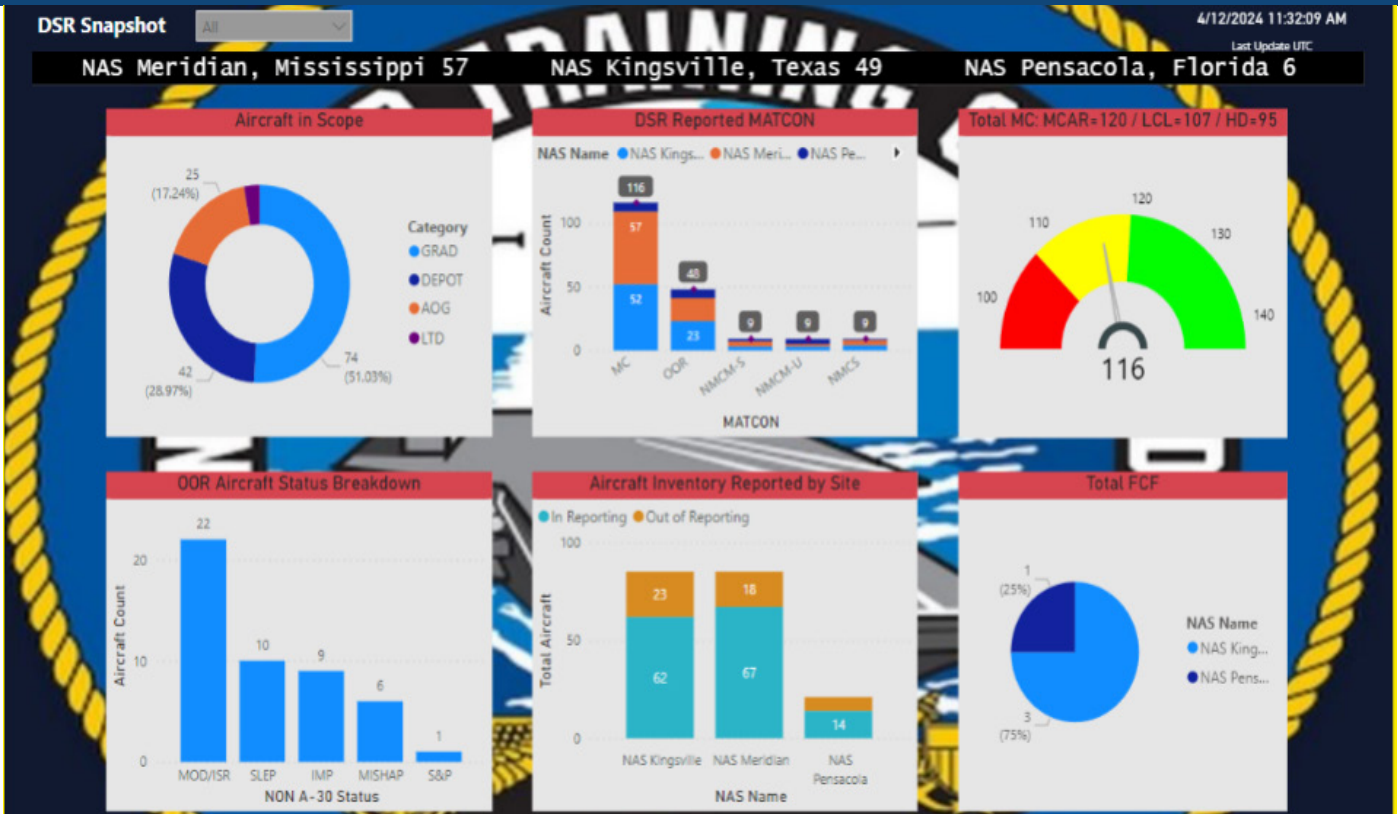
Leveraging Data Analytics in support of the Maintenance Operations Center

Written by Jason “ALF” Mauro

ASI is currently embedded with Commander, Naval Air Force Atlantic (CNAL) Military Operations Center (MOC), and Chief of Naval Air Training (CNATRA), optimizing aircraft maintenance processes and enhancing future aircraft readiness. ASI provides logistics and operational analysis, identifying high-demand supply items and recurring discrepancies, enabling proactive management of inventory to minimize disruptions, and ensuring timely maintenance is conducted. The team tracks Level 2 (Intermediate Level) repairable items causing work stoppages, highlighting barriers that directly impact usable aircraft inventory, and swiftly addresses these issues to maintain operational efficiency. Additionally, ASI identifies cannibalization opportunities, facilitating the creation of Ready for Issue (RFI) components to mitigate the long lead times of parts manufacturers. Through thorough analysis of depot maintenance processes, the team strives to streamline lengthy turn-around-times, enhancing overall fleet readiness and mission capability. A focus on continuous improvement ensures the highest levels of aircraft availability, readiness, and operational effectiveness.

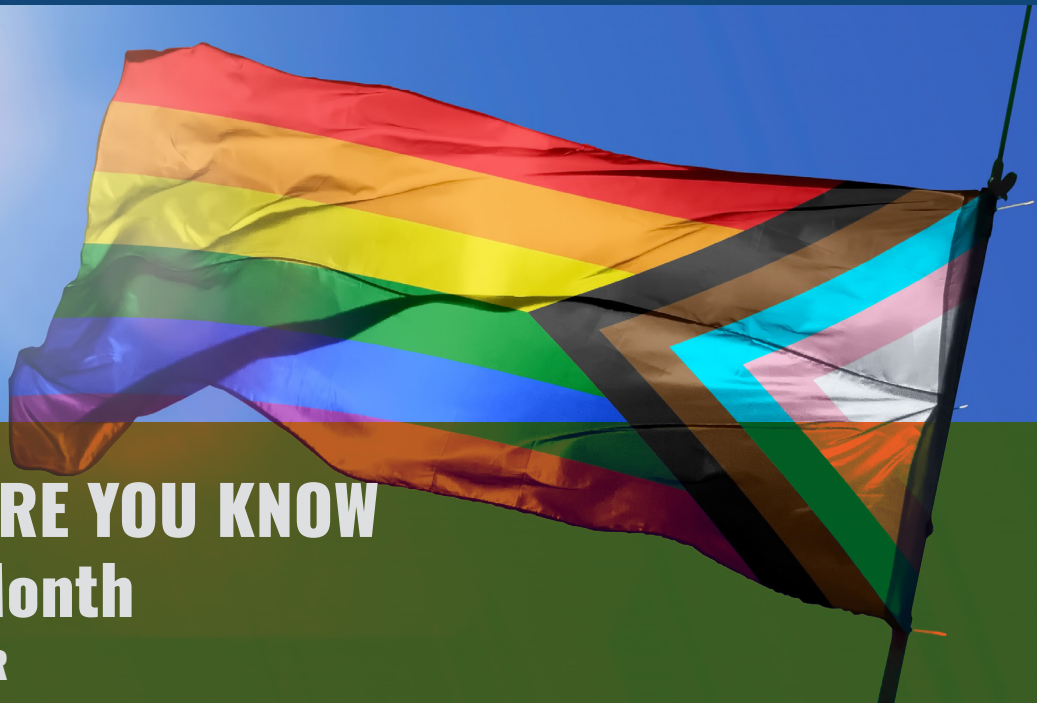
ASI developed an innovative, PowerBI enabled visualization of aircraft readiness data, which was crucial for enhancing critical path analysis, cost/benefit analysis, and project tracking methodologies within the T-45 program. By leveraging PowerBI's capabilities, stakeholders have access to comprehensive visual representations of readiness metrics, enabling:

- Identification of key operational bottlenecks.
- Effective prioritization of maintenance tasks.
- Proactive decision-making to mitigate potential disruptions.



Additionally, the integration of supply data into the visualization empowers decision-makers to conduct detailed cost/benefit analyses, optimizing resource allocation and enhancing cost-effectiveness.

This visualization has been handed over to the MOC lead analysts, with the goal of standardizing methods within the other five cells within the MOC. The PowerBI model that ASI created will help to ensure consistency across many different aircraft models and series, promoting interoperability and facilitating seamless data exchange. This standardized approach not only improves efficiency within the MOC but also fosters collaboration and knowledge sharing across the Navy and Marine Corps organizations, ultimately leading to improved aircraft readiness and operational performance.



THE MORE YOU KNOW Pride Month

Written by HR

This June, we are proud to be recognizing Pride Month. The purpose behind Pride Month is to uplift, celebrate, and support members of the LGBTQ+ community. In 1999 the month of June was declared Gay and Lesbian Pride Month, which was later expanded to Pride Month in 2011 to include all members of the LGBTQ+ community.

Decades before June was declared Pride Month, Pride marches were being held in Chicago, New York, and Los Angeles. The first of these marches took place on June 28, 1970, which was the one-year anniversary of the Stonewall Uprising.

The movement for equality has been, and continues to be, an uphill battle for members of the LGBTQ+ community. Though there have been many trials and tribulations, there have also been some very significant milestones.

In 2010 the “Don’t Ask, Don’t Tell” policy was repealed, allowing gay and lesbian Americans to openly serve in the U.S. Military. For many years prior, LGBTQ+ servicemen and women faced a unique set of challenges, while keeping their personal lives private out of fear that it could end their careers in the service. [The Veterans History Project](#) has a library of testimonies from LGBTQ+ Veterans sharing their experiences and how they overcame the obstacles that they were faced with.

Another milestone for the American Gay Rights Movement happened on June 26, 2015, when same-sex marriage was declared legal in all 50 states. This decision was a significant victory for marriage equality in the United States.

Whether you are a member of the LGBTQ+ community, know someone who is, or want to be an ally for the movement, there are many valuable resources available to you. Here are some resources to check out:

- The Trevor Project's mission is to end suicide among LGBTQ+ young people. [The website](#) includes resources on a variety of topics such as mental health, sexual orientation, gender identity, and allyship.
- [PFLAG](#) is the Nation's largest organization dedicated to supporting, educating, and advocating for LGBTQ+ people and those who love them. Available resources include information about supporting your LGBTQ+ loved one, fighting for equality, coming out, and finding community.
- [The Human Rights Campaign](#) has resources for understanding identity, what to do when someone comes out to you, as well as a Glossary of Terms.

Here are some ideas from the Human Rights Campaign to help support the LGBTQ+ community at work, on your own, or in social settings:

- Integrate inclusive language into your conversations.
- If you hear an anti-LGBTQ+ comment or joke, speak up.
- Get involved with pro-LGBTQ+ campaigns or contact your local officials about LGBTQ+ rights.
- Attend Pride celebrations and other community events.
- Make sure you include partners of your LGBTQ+ loved ones in activities and events, just as you would any other friend's spouse or significant other.
- Create social settings that bring everyone together.
- Stand up for LGBTQ+ issues in every aspect of your life – even if there are no LGBTQ+ people around to see you.

We hope that you find these resources helpful and are encouraged to help create a world where everyone is treated with respect and dignity. Pride is for everyone. It's not just a June thing. It's an everyday thing.





HAPPY ANNIVERSARY

5 YEARS

10 YEARS

15 YEARS

10

- Andrew Powell
- Christine Watts
- Christy Stanley
- Craig Graham
- Dennis West
- Jack Godwin
- Kenneth Wainwright
- Steven O'Neal
- Tim Sloop
- Tina Testa

Greg Thompson

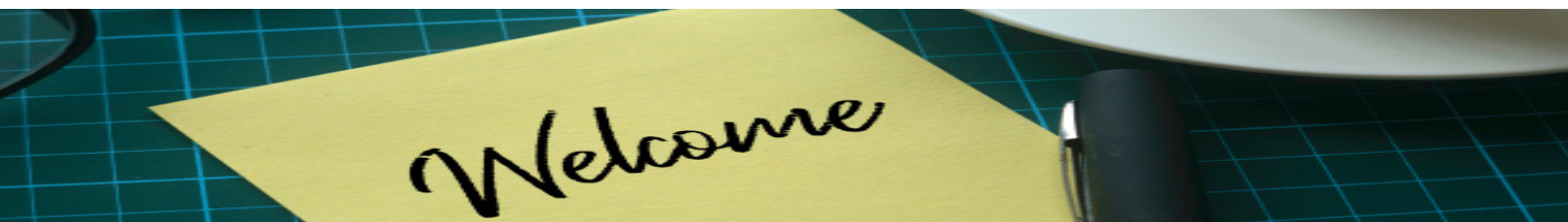
PROMOTIONS

Roderick Harris | Senior Electrical Engineer



NEW HIRES

NAME	POSITION TITLE	DIVISION
Alexander Maughan	Reliability Analyst	RM&S
Anthony Smith	Senior Reliability Analyst	RM&S
April Majewski	Senior Reliability Analyst	RM&S
Arjun Patel	R&M Engineer	RM&S
Catherine Baltar	Systems Engineer	A&PM
Craig McDermott	Senior Systems Safety Engineer	Engineering
Daniel Grainger	Engineer Technician	Engineering
Dino Hill	Acquisition Logistics Manager, Journeyman	RM&S
Dwayne Drake	Senior Stress Engineer	Engineering
Dylan Castille	Reliability Analyst	A&PM
Eric Santhuff	Logistics Specialist	A&PM
Fong Yeow	Senior Stress Engineer	Engineering
Isaac Waters	Senior Reliability Analyst	RM&S
James Watts	Industrial Reliability Engineering Analyst II	Industrial Operations
Jamison Rupert	Senior CAD Designer	Engineering
Jason McCauley	Reliability Analyst	A&PM
Jeffrey Biggs	Senior Reliability Analyst	RM&S
Jill Mundell	Junior Financial Analyst	A&PM
Joel Warren	Systems Engineer	Engineering
John Stoneham	Senior Systems Safety Engineer	Engineering
John VanHouten	Senior Systems Safety Engineer	Engineering
Jose Santiago	Senior Systems Engineer	Engineering
Joshua Herring	Acquisition Logistics Manager, Journeyman	RM&S
Kenneth Wilcox	Software Developer	IS&S
Kevin Byrd	DevOps Developer	IS&S
Lenny Epps	Senior Logistics Analyst	A&PM
Margaret Forman	Structures Engineer	Engineering
Matthew Pleger	Reliability Analyst	RM&S
Robert Dabelow	Principal Stress Engineer	Engineering
Robert Lupton	Industrial Reliability Engineering Analyst II	Industrial Operations
Robert Richardson	Reliability Analyst	A&PM
Russell Langford	R&M Engineer	RM&S
Ryan Dahlin	Journeyman Logistician	RM&S
Scott McAlister	Senior Electrical Engineer	Engineering
Victoria Rosales	Product Implementation Specialist	I&PD
William Joy	Senior Reliability Analyst	RM&S



Welcome



Taylor Duke: The Creative Mind Behind ASI's Inaugural Challenge Coin

Written by Derreck Martell

In the aerospace and defense sector, individuals with a love for aircraft and a talent for design can truly leave their mark. Taylor Duke, a structures engineer with a distinctive background and a passion for aerospace, has recently distinguished himself as a creative mastermind through his involvement in crafting ASI's engineering division inaugural challenge coin. Let's dive into the story of Taylor Duke, exploring his background, journey, and the inspiration that drove his remarkable coin design.

Can you tell me a little about who is Taylor Duke?

"I grew up in Arizona, graduated from Arizona State University in 2019 and started working with C-130A Oil Spill Response aircraft. I was the program manager for the restoration of the oldest flying C-130 and helped run the MRO for the fleet before coming to ASI. I like working on my cars, hanging out with my young son, and I do a little bit of photography on the side."

What made you participate in the design for ASI's 1st challenge coin?

"I was a recent hire still waiting for my security clearance to get approved, so I had time on my hands! I also have some photoshop/editing skills so I thought I might have fun with it."

How did you end up with the design you proposed?
Are there any special/hidden meaning in the coin?

"I wanted to find a way to encompass ASI's engineering background as a defense contractor primarily for the US Navy, while showcasing some of the major weapon systems we provide engineering services for. The back of the coin features silhouettes of the TH-57, P-8, T-45, and F-18. The front of the coin has an F-35 along with an anchor in a winged shield symbolizing NAVAIR, set within the US Flag background."





Any closing thoughts on the coin/ASI/work?

“I think its impressive how many different platforms ASI supports for the military. I had a hard time picking just four aircraft to showcase out of the large list of them we support, and I think that speaks to our wide range of capabilities and our efforts to sustain military readiness.”

Taylor Duke’s journey from Arizona to ASI, along with his deep-rooted passion for aviation, has made a remarkable impact.

List of Challenge Coin Recipients

The following is a list of the esteemed recipients of ASI’s engineering department inaugural challenge coin. These individuals embody the spirit of excellence and dedication that defines our engineering team. Each recipient has demonstrated exceptional commitment and contributions to ASI’s mission, reflecting our core values of innovation, integrity, and excellence. Join us in celebrating their achievements and recognizing their outstanding service to ASI and the aerospace industry.

- Brian Beaman – Provides invaluable support to the T-45 and SMA FSTs. His efforts were particularly significant in expediting the delivery of modified aircraft to our fleet customers. Brian supported SMA in completing the ISR, AMT, and RF System Upgrade mods, while also assisting with the Rad Alt relocation and TACAN/Radio mods for the T-45 FST. Additionally, he made substantial contributions to multiple S-SLAP GosNet actions for the avionics team.
- Denise Boyd – Her exceptional ability to complete over 90% of all drawings and models for multiple Saratech projects, meeting phase deadlines, staying within time constraints for each drawing, and minimizing redlines or errors, demonstrates her commitment to excellence. Her work consistently exceeds client expectations, contributing significantly to the positive relationships ASI has built with Saratech and L3Harris. Denise’s efforts reflect positively on the company, and her consistent performance highlights her well-deserved recognition.
- Oscar Escobar – His exceptional ability to juggle multiple tasks across different FSTs is commendable, but it is his meticulous attention to detail that truly stands out. His inquiry into the ALQ-237 rack configuration prompted crucial questions about its specifications, leading to a reevaluation and rewriting of the analysis for the two different configurations. Thanks to his efforts, the PMA now has peace of mind knowing that the rack is safe to fly in the F-5, meeting all crash loads and operational loads.
- Dan Giummo – Supporting the E-6 FST, his work with peers, over the period of two weeks to expedite the completion of three significant LE rib repair REQs, with limited knowledge of the E-6B platform or experience with the NAVAIR tools, has been inspirational. His willingness to put in long hours, including weekends, demonstrates his unwavering commitment to upholding our organization’s high standards. Through his tireless efforts, we were able to address the concerns of the E-6 FST leadership regarding turnaround times and maintain our ECDs.

- Scott Heape – Supports the E-6 FST in Lake Charles, LA. His seamless integration from Northrop Grumman to ASI has been remarkable, evident in his willingness to manage daily engineering calls, process requests, and assist with NLOs and supply issues, all of which are instrumental in ensuring smooth operations on the IMMC line. His dedication and hard work have not gone unnoticed. Additionally, his support for the rotating E-6 FST personnel, particularly his guidance for a newer engineer on rotation, has been invaluable. His willingness to mentor and assist colleagues reflects his commitment to the team's success. Scott's hard work, expertise, and leadership have elevated the team's performance and set a standard of excellence. The team in Lake Charles is grateful to have him and finds his continued dedication inspiring.
- Tsugin Lin – Part time employee supporting multiple FSTs. His work within the T-45 FST has been pivotal, particularly his thorough assessments of Boeing's proposed dual-temperature controller modification for cockpit moisture issues. His Excel macros for air-mixture modeling have been essential in verifying the proposed design's moisture removal performance. Additionally, his creation of a FORTRAN program for the FST Aircrew Gearleak Identification initiative, correlating gear leak incidents to specific flight data from the CRU-123 OBOGS system, highlights his innovative problem-solving approach. Supporting the F-5 tech pub effort, his contributions to improving the propulsion manual and assisting with engine throttle rigging and adjustment procedures reflect his versatility and dedication to excellence.
- Lloyd Lund – Another part time employee supporting multiple FSTs. His willingness to voluntarily rotate through Lake Charles, LA multiple times, often on short notice, to provide plane-side support for the E-6 FST's request is truly noteworthy. His actions have had a significant impact on operations and customer success, ensuring no gaps in engineering coverage and maintaining high levels of service for the E-6 FST and NAVAIR.
- Scott Mullin – His expertise and knowledge in the E-6 Block 2 modification have made him a recognized Subject Matter Expert by both the E-6 FST and PMA-271, with the PMA frequently contacting him directly for updates and status reports. His commitment is evident in his willingness to make multiple trips to Lake Charles, LA to provide on-site support for the E-6 Block 2 modification, showcasing his dedication to project success. Furthermore, his involvement in the conversion of an E-3D aircraft to an E-6B pilot/aircrew trainer and his recent trip to Oklahoma City to support the upgrade of the two prototype E-6 Block 2 aircraft highlight his invaluable contributions to the E-6 FST and his dedication to the organization's goals.
- Schaun Peterson – Serving as a sub-lead for the T-45 team, has recently performed outstanding work while providing critical stress analysis approval support to the E-6 and Adversary FSTs. His dedication, initiative, and commitment to going above and beyond his assigned duties have been a main reason for meeting the customer's ECDs and keeping them happy.
- Martin Puterbaugh – Supports the T-45 FST, and same as Schaun, he has recently performed outstanding work while providing critical stress analysis approval support to the E-6 and Adversary FSTs, helping meet the customer's ECDs and keeping them happy.

- Sara Roberts – She performed duties as an assistant program manager, office manager, hiring manager, and administrative assistant, to name a few, for the engineering division. Her invaluable insight into issues, problem solving ability, organizational skills, trustworthiness, and dependability were instrumental in the large growth the engineering has seen over the past few years. She has recently taken on the duties as a proposal analyst for the company and we wish her well in her role.
- Giancarlo Rosas – His role transition from reviewing drawings for the F-5 Swiss conversion effort to supporting updates for F-5 publications, including key installations for the Adversary FST, showcased his versatility and commitment to excellence. His voluntary shift to support the SMA FST, despite rumors of their team being short-staffed and overworked, demonstrated his dedication to the organization's success. Excelling in the labor-intensive SMA mod efforts, he maintained professionalism during on-site support for mod installations, setting a standard for the team and ensuring project success.
- Rafael Sanchez – His pivotal role in supporting the development of the ISR mod for the SMA FST, particularly in designing key subsystems, demonstrated exemplary technical skills and dedication. Despite challenges like evolving customer requirements and multiple re-design requests, he revised original designs with minimal schedule impact. His on-site support for installation and testing was instrumental in the success of the mod efforts and the expedited delivery of modified aircraft to fleet customers. Additionally, his recent involvement in providing fleet support for the Adversary FST showcased his versatility and commitment to enhancing fleet capabilities.
- Derek Simmer – Derek quickly mastered the designs for the MAXDRFM pod and F-5 rack upgrades, showcasing his technical prowess and innovative approach. He built strong relationships with the PMA-272 team, highlighting collaborative nature. His leadership in providing electrical engineering support for the ASI "Tiger Team" and leading research on SATCOM systems for Space Perspective demonstrated his ability to lead complex projects and make informed recommendations.
- Glen Stebbins – His voluntary contributions to several electro-mechanical design projects, valuable insights into the F-5 engine flameout issue, and past experiences with the Air Force have consistently demonstrated him as a valuable team player. His expertise has been instrumental in providing technical audits of propulsion manuals, crucial for the success of projects dating back to the systems support of Space Perspective.
- David Zike – His recent actions addressing the E-6 wing alignment/spar web bowing issue at Tinker AFB have been commendable. His willingness to travel to Tinker on multiple occasions, often on short notice and even on weekends, to assist the ALC with their investigation was invaluable. His presence at the start of the investigation and selflessness in setting aside personal plans to support the E-6 FST's request of ASI to be onsite exemplifies his dedication to the mission. Furthermore, his relentless work for over two weeks to expedite the completion of three significant leading edge rib repairs REQs demonstrates his unwavering commitment to upholding the organization's high standards. His efforts addressed the concerns of the E-6 FST leadership regarding TATs and maintained the integrity of ECDs.