Maintenance Inspection results were drew Fedak said this year’s Aviation USNTPS maintenance officer Lt. Andrew Fedak, USNTPS maintenance officer. “I am proud of the team’s achievements on this inspection – their superior performance makes our command both safer and readier.” That sense of teamwork and pride is shared by nearly 200 contractor personnel who arrive at the school’s twin hangars before most students – the same personnel who leave well after the day’s final debriefing helping ensure that aircraft are always ready to meet the school’s demanding training tempo.

U.S. NAVAL PHOTO BY PAUL LAGASSE

U.S. NAVY PHOTO BY PAUL LAGASSE

USNTPS maintenance officer Lt. Andrew Fedak said this year’s Aviation Maintenance Inspection results were higher than the previous AMI.

By Kristine Wilcox
Airborne Electronic Attack Systems (PMA-234) Communications

The Navy’s Next Generation Jammer Mid-Band (NGJ-MB) developmental pod recently completed a portion of developmental testing in the Air Combat Environmental Test and Evaluation Facility anechoic chamber at Naval Air Station Patuxent River, Maryland. The NGJ-MB Engineering Development Model (EDM) pods, developed by the Raytheon Company in Segundo, California, completed more than 400 hours of basic functionality, Electromagnetic Environmental Effects (E3) data collection and performance testing over a period of three months.

“This chamber test period was instrumental to the NGJ-MB Developmental Test program, and its success was the direct result of outstanding teamwork among the Program Office, Integrated Test Team, and Raytheon stakeholders,” said Capt. Michael Orr, Airborne Electronic Attack Systems (PMA-234) program manager. “Data captured during this period not only supports our initial flight clearance, but also provided lessons learned that will benefit the entire NGJ-MB test program moving forward.”

The NGJ-MB system consists of two pods, referred to as a shipset, which will be loaded onto EA-18G Growler aircraft. The system will provide significantly improved Airborne Electronic Attack (AEA) capabilities against advanced threats in the mid-band frequency range through enhanced agility and precision within jamming assignments, increased interoperability and expanded broadband capacity for greater threat coverage against a wide variety of radio frequency emitters.

Test Pilot School passes latest aviation maintenance inspection

By Paul Lagasse
U.S. Naval Test Pilot School Communications

The U.S. Naval Test Pilot School (USNTPS) successfully passed its 2020 Aviation Maintenance Inspection (AMI), recently conducted over two weeks by a Commander Naval Air Forces (CNAF) Aviation Maintenance Management team.

AMI happens approximately every two years for each squadron in the U.S. Navy and Marine Corps to evaluate the effectiveness of the squadron’s maintenance program practices and its adherence to Naval Aviation Maintenance Program standards. Maintenance is a critical component of command readiness.

At USNTPS contract personnel perform the school’s maintenance work, unlike most squadrons where those duties are performed by military personnel. Because of this, the CNAF inspectors did not use the traditional scoring system applied to other squadrons – nonetheless, the school did very well.

“I think the results are a direct reflection on the level of professionalism we have in the hangar,” said Lt. Andrew Fedak, USNTPS maintenance officer. “I’m really proud of the team. They exceeded my expectations, which is awesome. My success is a byproduct of their success, and I am thankful for that.”

Fedak said that during the first week the inspectors focused on DynCorp, the company responsible for maintaining 36 of the school’s 44 crewed aircraft, including F/A-18 Super Hornets, T-38C Talons, T-6B Texan IIs, U-6A Beavers, an N-1B Otter, and two X-26A Frigate gliders, as well as OH-58 Kiowa and UH-60 Black Hawk helicopters. The second week’s inspections covered StandardAero, which maintains the school’s five U-72 Lakota helicopters, and Precision Turbines, Inc., the contractor responsible for its sole ASTARS-III Flying Classroom aircraft.

“We saw significant improvement from last year,” Fedak said. “It speaks to the excellence and accountability of our maintainers and the way they’re recognized for over the past few years.”

Lt. Col. Rory Feely, commanding officer of USNTPS, concurred with Fedak’s assessment.

“One of the keys to a top performing organization is hiring good people and then getting out of their way so they can do their job,” Feely said.

“USNTPS is full of top performers who are empowered to act in the best interest of the school. I am proud of the team’s achievements on this maintenance inspection – their superior performance makes our command both safer and reader.” That sense of teamwork and pride is shared by nearly 200 contractor personnel who arrive at the school’s twin hangars before most students – the same personnel who leave well after the day’s final debriefing helping ensure that aircraft are always ready to meet the school’s demanding training tempo.

Eugene Czosek, StandardAero’s site manager at USNTPS, said the AMI process offers tangible benefits for command readiness. “When the AMI is done properly, maintainers get a lot out of it because the inspectors are veterans of aviation maintenance and bring a unique outside perspective to look at our operation and suggest improvements that we can make to our programs.”

“The AMI results also reflect the teamwork that goes on between the schoolhouse and its