

## Previous Lasswell Award winners

### 2006

Gary Ford, PEO C4I/PMW-170  
ATI Stephen Ryan, AIMD North Island  
LT Stephen Vossler, SPAWAR Systems Center Pacific

### 2007

ET1 Christopher Cooke, SPAWAR Systems Center Pacific  
Gerald Robertson, Marine Corps Base 29 Palms  
CDR Kurt Rothenhaus, PEO C4I/PMW 750

### 2008

LT Christopher Anderson, SPAWAR Systems Center, Pacific  
Major Billy Cornell, USMC, Marine Corps Tactical Systems Support Activity  
Callis Goodrich, SPAWAR Systems Center Pacific

### 2009

Keith Askew, Fleet Readiness Center Southwest  
Richard Caccese, Commander Naval Surface Forces  
Wendy Massey, SPAWAR Systems Center Pacific  
Kris Witbrodt, SPAWAR Systems Center Pacific

### 2010

LCDR Ernan S. Obellos, Fleet Industrial Supply Center  
LT Derrick Rolland, Space and Naval Warfare Systems Center Pacific  
Thomas Tanin, Space and Naval Warfare Systems Center Pacific  
Donald Tomasoski, Commander Naval Air Forces

### 2011

CW03 Thomas Muschamp, USMC, 3rd Marine Aircraft Wing  
FC2 Joshua Murphy, USS Dewey (DDG 105)  
FC2 Orion Foeller, USS Dewey (DDG 105)  
Captain James Regan, Marine Corps Tactical Support Activity  
CW02 Justin Mosley, USMC, 3rd Marine Aircraft Wing

### 2012

ITCS Jeremy Morris, SPAWAR Systems Center Pacific  
CWO3 Hobert Reid, SPAWAR  
Captain Peter Young, Marine Corps Tactical Support Systems Activity

### 2013

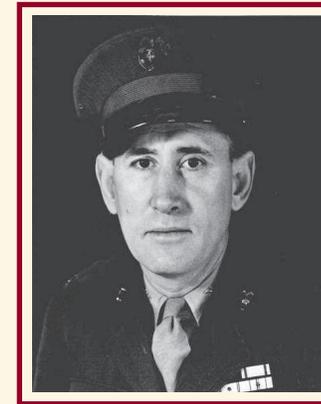
Denny Duong, SPAWAR Systems Center Pacific  
Minh-Van Oyama, Amphibious Vehicle Test Branch  
Jodi Visosky, Fleet Readiness Center Southwest

### 2014

ENS David W. Goulet, Naval Special Warfare Command  
Ryohei Kinoshita, SPAWAR Systems Center Pacific  
Andrew Palek, Fleet Readiness Center Southwest  
IT1 Joe Tran, Naval Special Warfare Command

### 2015

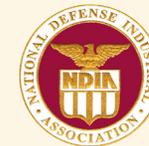
SSgt Derik Holley, VMM-161 (REIN)  
STG1(SW) Matthew Land, USS Sampson (DDG 102)  
STGC(SW) Benjamin Lebron, USS Fitzgerald (DDG 62)  
AT1 Jonathan Lukesh, USS Essex (LHD 2)



## The A. Bryan Lasswell Award for Fleet Support October 25, 2016

Presenting Officer  
Rear Admiral James S. Bynum  
Commander, Carrier Strike Group Nine

This award recognizes mid-level military and government employees who have changed outcomes for the fleet through technology innovation or in-service engineering.



NDIA San Diego Chapter  
[www.ndia-sd.org](http://www.ndia-sd.org)





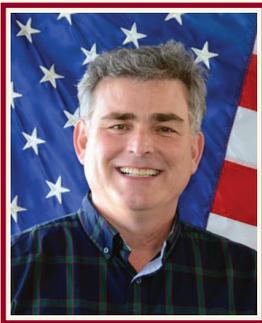
Gunnery Sergeant Jacob M. Anderson, USMC  
Marine Wing Communications Squadron 38

**M**arines perform weekly preventive maintenance checks on the electrical systems of various light and heavy tactical trailers. Typically, one Marine checks out a truck or Humvee from the motor pool and maneuvers it to where the trailers are stored, while another Marine serves as a ground guide. The truck and one trailer at a time are maneuvered into close proximity and connected via the standard connecting cable, after which one Marine operates the switches in the truck and another checks the trailer electrical system. Because space is limited in the motor pool, maintainers must maneuver the trailers around

the staging area as well as periodically move the truck. Such maneuvering takes time away from productive work. As Utilities Chief, Gunnery Sergeant Anderson could see that improving this cumbersome process would free maintenance man hours to focus on critical repair backlogs.

GySgt Anderson's innovation was to design and build a light weight mobile device, using existing parts and equipment. It would take the place of the truck, and be easily maneuvered by a single Marine. He built such a tester. It mimics the power and switching signals of a truck, doing away with the need for the truck and for the second Marine to do the weekly trailer maintenance. The weekly inspection can now be accomplished by one Marine and in half the time, freeing resources to apply to repair work.

GySgt Anderson's innovation saves his squadron an average of \$2,900 in fuel costs annually and is compatible with all trailer variants in the Marine Corps inventory. As a utilities Marine, GySgt Anderson was able to step outside his specialty and solve a problem plaguing the motor transport community. ■



Mr. Brett Gardner, Senior Avionics Engineer  
Fleet Readiness Center Southwest

**P**arts were coming off of an F/A-18 aircraft in flight. In late 1995, Brett Gardner was a part of an engineering team trying to figure out why. After two years and millions of dollars, a test aircraft was finally outfitted and flown only to determine that the failures were caused by unexpected conditions experienced during catapult launch. It was then that Brett Gardner recognized that a suitable data logger could reduce flight test delays. Fifteen years later, Brett attended a Small Business Innovative Research forum, where he saw a device that

could be adapted to address this issue. Using Rapid Innovation Funding, he partnered with the manufacturer to develop the SlamStick-X, an inexpensive data logger, easily installed anywhere in the world. Engineers finally could test aircraft systems quickly and easily. Over 150 SlamStick-X devices have been purchased and deployed by the Navy. An additional 600 are scheduled for deployment – a savings of \$1.5 million in aircraft flight testing so far. Slamstick has already been used to resolve issues that grounded C-2 and F/A-18 aircraft, quickly bringing them back into service. In the case of the C-2, excessive vibrations in flight controls were unresolved after 80 days. Using data from nine SlamStick-X units, engineers deduced the cause to be a damaged flight control dampener. SlamStick succeeded where conventional troubleshooting failed. SlamStick-X has been used to measure cockpit pressure and is being used by F/A-18 Fleet Support Team engineers to analyze the performance of the cockpit pressurization system.

Mr. Gardner's innovation has already paid great dividends in aircraft readiness and repair costs. Engineers are adapting it to additional airframes; and also for use on tanks, submarines and industry machinery. ■

Chief Warrant Officer 2 Emedin Rivera III, USMC  
9th Communications Battalion, I Marine Expeditionary Force



**W**hen the Marine Corps conducted a battalion-level communications exercise in March 2015, it took Alpha Company three days to stage, load, and deploy two communications nodes packed into nine containers so 150 Marines could share tactical information. Later, when Alpha Company executed a mission in the Philippines for Exercise BALIKATAN, Alpha Company was restricted to half a U.S. Air Force C-17 transport aircraft, which was not nearly enough space to provide a truly rapid, reliable, and redundant communications architecture.

CWO2 Emedin Rivera recognized that the networks and communications footprint hampered rapid response, thus surrendering the initiative when responding to an emergent crisis. He evaluated the two tractor trailer loads of equipment, the accompanying tentage, forklifts, and dozens of vehicles supporting two communications nodes, then drafted and executed a plan to shed the heavy containers for the Expandable Light Air Mobile Shelter (ELAMS) packed with just enough communications equipment to support three essential networks. His results reduced the average time to stage, load, and deploy networking services from 72 hours to just under one day. That also led to a 15% reduction in support personnel. ELAMS was designated as the company's Mobile Technical Control Facility, to act as the hub for all network services in the field.

Those results enabled CWO2 Rivera to lead the reorganization of Alpha Company around his innovative solution, scaling down from 4 platoons and a headquarters section to just two platoons and a headquarters staff, scalable and redundant.

CWO2 Rivera's concept was put to the test in February 2016 in a field environment, where it provided expeditionary communications to 185 users during MEFEX 2016, validating his creative concept to improve Marine Corps mobility. ■

Mr. Robert Sparks  
SEA 21 Readiness Liaison for CRUDES Ships  
Naval Sea Systems Command



**I**nspecting turbine intakes and uptakes for aluminum cracking and corrosion on the Navy's Cruisers required erecting 40 feet of scaffolding, climbed by a technician with the knowledge to inspect for cracks. A follow-on inspection could again require scaffolding. For instance, prior to an upcoming scheduled CENTCOM deployment, it was discovered that USS Mobile Bay had significant gas turbine intake and uptake structural cracking and corrosion, requiring immediate repair in order to deploy on time.

Mr. Robert "Bobby" Sparks, as the Readiness Liaison for CRUDES Ships, wanted to inspect cruiser gas turbine intakes without the costly erection of scaffolding. He turned to commercial technology to solve the problem. Bobby designed a system solution called Mobile Integrated Telescopic Camera Inspection System (MITCIS). MITCIS is a GoPro Hero 4 camera system, mounted on a sturdy twenty-five foot telescoping pole, equipped with a powerful integrated LED light, all for about \$800. The system requires no ship's power, is completely portable, and can provide real time video and pictures in high-definition. The compact design allows the MITCIS to inspect all high risk structural cracking and corrosion areas to include the ability to slide between intake silencers and inspect the bimetallic strip.

If MITCIS had been available earlier, the USS Mobile Bay inspection could have been accomplished much sooner, at a fraction of the normal time and cost. A Work Package could have been developed and repairs made during a scheduled inport maintenance period well before her deployment. Now, with Surface Forces ordering inspection of all Cruisers, the use of Mr. Sparks' MITCIS will save the Pacific Fleet \$2.4M for just the first round of inspections. ■