



Frontiers

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AWORLD**ABOVE**

Boeing's satellite-making business builds on a legacy of leadership and innovation



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PLANES, SUBS AND MISSILES

Heath, Ohio, may have the look and feel of a small Midwestern town in the United States, but the Boeing site plays a critical role for the warfighter. Heath is a Strategic Fabrication Center where more than 400 employees manufacture, repair and overhaul electronic and mechanical systems for the U.S. Navy, Air Force and allied nations. Their work includes the repair and maintenance of the Minuteman III missile guidance system and the gyro navigator system for nuclear submarines. PHOTO: BOB FERGUSON/BOEING

Inside

07 LEADERSHIP MESSAGE

For Boeing to achieve its goal of zero injuries in the workplace, it needs to break the myth that workplace injuries are simply part of doing business. They are not, says Kim Smith, vice president of Environment, Health and Safety. While significant progress has been made in reducing injuries around the company, people are still getting hurt at work, she says.

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in a supporting role



Small Ohio site's employees play big role building, servicing and upgrading complex missile, submarine and aircraft systems

By Diane Stratman



Heath, Ohio, offers the simpler life that is typical of many Midwestern towns in the United States. It has that friendly small-town feel where folks might relax on the front porch on warm summer evenings, locals are eager to give the scoop on the best produce around, and where a traffic jam is getting stuck behind a slow-moving farm tractor.

By contrast, Heath is also home to a Boeing facility where more than 400 employees perform highly complex work on sophisticated aircraft, missile and submarine systems. The site is Boeing's designated Strategic Fabrication Center where employees manufacture, repair and overhaul various electronic and mechanical systems for the U.S. Navy, Air Force and allied nations.

"People are often surprised that in a factory that borders soybean and corn fields, work is being done on many of the military's most complex electronic and mechanical systems," said





PHOTOS: (Left) The Ohio state flag, THINKSTOCK **(Middle row, left)** Employees at the Boeing Heath site maintain the gyro navigator used on U.S. Navy nuclear ballistic missile submarines such as the USS *Rhode Island* (shown). U.S. NAVY **(Employee portraits, from top)** Product repair and modification technicians Christina Rhodeback, Andrew Taylor and Curtis Puryear. BOB FERGUSON/BOEING



Daryl Dickerson, an engineer who tests and repairs electrostatically supported gyroscopes at Heath. They are used in navigation systems for the Navy's nuclear Trident submarine fleet.

"We are keenly aware that the work we do, among other things, plays an important role in deterring the nuclear threat to our country," Dickerson said.

Boeing technicians at the Heath site also test, repair and calibrate almost every type of military aircraft guidance and navigation system. They keep in perfect working order inertial navigation units for Boeing fighters, bombers and transports used by the U.S. and allied militaries, as well as the Lockheed F-15, F-16, C-130 and Northrop B-2. They do the same for the U.S. Air Force's Minuteman III intercontinental ballistic missiles.

"We may not build the big military planes that some of Boeing's larger sites are known for, but the work done here plays an impor-

tant role in defending freedom," said Mark Miklos, chief engineer and mission assurance manager. "It's work that can't adequately be taught in a classroom, more like that of a craftsman who learns not just how to do a job but is trained over years to do it with precision and exacting attention to detail."

Ellen Power, recently named Heath Center director, stressed how critical the work done at the site is.

"The people at this site are dedicated and committed to providing quality products to the warfighter," she said. "In the short period that I have been here, I have seen this dedication through the pride and ownership every person puts into the products they repair."

In June, Heath was named the modification and repair depot for the Navy's Trident Navigation System for the Trident missile, a submarine-launched ballistic missile. That's part of the work Dickerson does.

The U.S. Navy's Ohio-class submarines have been patrolling



in a supporting role



Technician Kevin Miller leads the assembly, disassembly and modification of intercontinental ballistic missile systems, and he's also maintained guidance systems for the Fairchild A-10, used for close air support of ground troops, and the Lockheed F-16 fighter.

"Every day, I go to a job that reminds me of the men and women who are out there on the front lines risking their lives for me, my teammates, our friends and families," Miller said. "Ground troops obviously need air support for successful missions. It's properly maintained guidance systems that provide that support. And it's Heath employees who keep those guidance systems in perfect working order."

Dennis Wolfe, an aircraft technician who repairs gyros, inspects bearings and rebuilds rotors, echoed that same sense of pride in what Heath employees do.

"I always think about the pilot who climbs into one of the aircraft that we support. He or she is thinking about the mission at hand,





PHOTOS: (Clockwise from far left) Daryl Dickerson, product review engineer. BOB FERGUSON/BOEING The Heath site is responsible for all repair and maintenance of the Minuteman III intercontinental ballistic missile guidance system, an element of the nation's strategic deterrent forces. U.S. AIR FORCE Becky Aberegg, product repair and modification technician; Eric Murillo, left, product review engineer, monitors the performance of a displacement gyro at a calibration station as product repair and modification technician Peggy Cannon looks on; Cheryle Wilson, product repair and modification technician. BOB FERGUSON/BOEING



“The work done here plays an important role in defending freedom.”

– Mark Miklos, chief engineer and mission assurance manager



not about gyros, bearings or rotors. That's our job,” Wolfe said.

The Heath team also performs production, repair and spares work on subsystems for Boeing's Airborne Warning and Control System (AWACS) aircraft, which provide surveillance, command-and-control and communications functions for U.S. and allied tactical and defensive missions.

Doug Clark, a technician who builds, repairs and assembles the antenna systems and electronics for AWACS aircraft, said he's proud not only of the behind-the-scenes role he and his team play in the country's defense but of the reputation Heath has with its military customers.

“We do a great job for our customers,” Clark said. “We consistently provide them with the products they need, often ahead of schedule and below budget.”

Meanwhile, Heath provides Clark and other employees a quality



STARS

in a supporting role

of life that's also very important to them.

"With so much high-tech responsibility on their shoulders, "Heath's small-town feel comes in handy," Clark said. "The hustle and bustle of the big city just isn't here, no real traffic jams, a lot of rolling hills and countryside."

Added Christopher Devillers, a repair and modification technician, "We're a very tight group here at Heath ... everyone knows just about everyone else. In fact, some might even be neighbors." ■

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PHOTOS: (Employee portraits, from top) Product repair and modification technicians Earlene Morton; Todd Armentrout, communicating from within a clean room work area; and Dennis Wolfe. **BOB FERGUSON/BOEING (Middle row, right)** Employees in Heath, Ohio, perform production, repair and spares work on subsystems for Boeing's E-3 Airborne Warning and Control System aircraft, such as the NATO aircraft shown. **BOEING**

