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Bering Sea Group

A Division of TDX Holdings LLC

November 2009

Quarterly Newsletter

Diversification and Growth
Through a Unified Goal of
Exceeding Customer Expectations

Odds, Ends, and Observations

William Arterburn - Bering Sea Group Executive VP

Congress is said to be working on some health insurance solutions for all of us, if we can accept that 2,000 pages of legislation will be the fix we are looking for to un-complicate our unpredictable and expensive health system. Not sure how it will all work out, but I am quite certain about one thing: our costs just keep going up. The Trustees of our self funded health plan will be meeting before year's end to discuss what changes will need to be made to our plan, to meet rising costs. Do not be surprised if the changes involve more participation on the part of employees, and some level of decrease in benefits. As most long time employees of the company know, our company is committed to providing a quality health care program for its employees. Nevertheless the Trustees are obligated to keep fiscal soundness in the plan, and some additional sharing of the burden is inevitable as costs keep rising. The company has been absorbing all the hits for the past few years, but something has to give. I, for one, am hoping that Congress, in its collective wisdom, develops a fix that helps us all get our costs under control.

The end of the federal fiscal year is always an adventure, as our federal customers seek to balance out multiple objectives, with budgets and funds in anticipation of close of the year's financial commitments. BSE had a pretty good closing for the year, which encourages us that the economic slowdown of the past few years may be

coming to a close. Not necessarily the same situation with Bering Sea Environmental, and especially in Hawaii, where commercial activity in the refinery and power production industries seems to be mired into a recession inspired corner. We continue to be very active in the bid and proposal game, and have a number of larger efforts on the plate for the end of this calendar year. As always, the knowledge and expertise of our employees within their respective divisions, is what we rely upon to present ourselves to prospective customers. Please continue to assist, when called upon, for your input and knowledge. Without our capable employees, our paper offerings have only form, but not substance. Thank you for the fine record you have established for the company.

Efforts to diversify into a viable and technologically adept telecommunications problem solver continue for BSE Fiber & Cable Division. We are counting on 2010 to be a breakout year for the division, and to provide us with new opportunities for showing our field oriented and results focused skills in modern communications using fiber optic technology and light-speed

communication. There is major federal funding on the way to get America caught up with the rest of the world in broadband access and delivery, and Bering Sea Group is very serious about being a part of the effort. We continue to support this program as a major potential for new opportunity to grow.

Alaska is the home location for Bering Sea Group, and this past year we were fortunate to have a couple of contracts on the home front that allowed us to show our skills locally-if you can call two islands 1400 miles and 850 miles respectively away from our home offices as "local". Congratulations and thank you to a hardworking group of Hawaii based employees and a team of shareholders who successfully removed a buried fuel system for BSE from the airport at Adak Island. Congratulations and thanks also to an additional BSEn shareholder based group on St. Paul Island that successfully demolished and removed a tank farm and obsolete transmitter building from the USCG Loran Station located on island. The Coast Guard has always been a great customer to work with, and we gladly accepted the challenge of their difficult remediation task.

Happy Thanksgiving to all in the Bering Sea family. In the spirit of the season, and especially during current hard times, be sure to share your blessings and your seasonal joy with those around you who have been less fortunate.



BSE 401(k) Announcement

Robert Odenheimer- Director, HR
bob.odenheimer@tanadgusix.com

Later this month, all BSE and affiliated company employees with an account in the BSE 401(k) Plan, will receive via US mail, annual notices regarding the BSE 401(k) plan. These notices are required by IRS regulations. There were no changes to the BSE 401(k) plan in 2009.

The first notice, known as the "Notice to Eligible Employees of Qualified Default Investment Alternative" (QDIA), provides information if a participant does not make their own personal decision on how they elect to have their payroll contributions invested in their John Hancock account. In this scenario, the payroll contributions for a participant who did not elect any investment direction, all contributions will "default" into the QDIA established by BSE. The QDIA fund for the BSE 401(k) plan is the "JH Lifestyle Fund – Balanced Portfolio". The second notice refers to BSE 401(k) Plan highlights and multi-plan notification requirements.

No action will be required from plan participants regarding these notices. If a participant is currently "defaulting" in the JH Lifestyle Fund – Balanced Portfolio and would like to begin self-directing their own investments into the 60-plus funds available, they can visit the John Hancock web-site at: jhpensions.com and follow the various links to self-directing investments. Please contact Human Resources with any questions.

Human Resource (HR) Reminders

Connie Bergo - HR Manager
cbergo@bseak.com

Please remember to file a new W4 by the end of December and return to HR.

Please remember to notify HR of any address changes before W2's go out in the mail in January.

When an injury is sustained at work, it must be reported immediately to the site supervisor, who in turn will notify the HR Department of the incident. The Incident Report (GF404) must be completed by the employee and any witnesses, even if the injured employee does not think the incident is worthy of reporting. Incident Reports Forms (GF404) can be found on our website under General Forms.

Welcome to Bering Sea Eccotech Corporate office! Zenaida Kochutin and Jeevan Pokharel. Zenaida joined us in September and handles all the Accounts Payable, Perdiem, Petty Cash and Employee reimbursements. Jeevan is our new Controller and joined our team in October.

Reporting Security Threats & Vulnerabilities

BSE's Security Program

Elary Gromoff, Executive VP/FSO - egromoff@bseak.com

Melvin Johnson, Deputy FSO/Safety Officer - mjohnson@bseak.com

Bering Sea Eccotech consistently enjoys executing its classified contract without falling victim to existing Threats to classified information; Likewise we have effectively mitigated all known vulnerabilities.



This is due in large part because of the efforts of each and every one of you. And as dedicated employees, Cleared or not, you have an obligation to report

the fact or your suspicion that either threats or vulnerabilities to classified information exist. Threats to classified information exist when unauthorized personnel or software attempts to gain access. Vulnerabilities exist when there is weakness in our plans, programs, or procedures to protect classified information. Reporting these phenomena's goes hand-in-hand with Operational Security (OPSEC).

As a reminder OPSEC is a process which identifies vulnerabilities that could be exploited by an adversary to obtain

"critical information". It is focused primarily on unclassified information or activities which (when disclosed to an unauthorized person) may compromise the critical information relative to a sensitive operation or place our company at a competitive disadvantage. When we take actions to protect government-designated sensitive information or our proprietary company information, we are engaging in OPSEC (this is a good thing!!).

If you have any questions regarding reporting Threats or Vulnerabilities, your security office stands ready to support.

Please be sure to visit our Security Awareness web site for more security education-related topics and information.

Welcome! I am happy to announce that two more companies under the Bering Sea Group are now Cleared Facilities. Please join me in welcoming Bering Sea Environmental LLC and TDXNet to the industrial security world of BSG.



UXO Division Update- A Busy Third Quarter

Dan Skrobialowski- Director, UXO Division
dskrobialowski@bseak.com

It has been a busy Third Quarter and while field activity has momentarily slowed down we will be gearing up for a busy 2010. Here is a recap of UXO Services activity during the past quarter:

In the west George Hart and crew conducted Range Residue Recycling (R3) at the Barry M Goldwater Range, processing over 511 tons of ordnance and target debris. During this time, they also conducted a Navy Operational Range Clearance (ORC) at San Clemente Island, CA clearing over 180 acres while removing over 60 tons of ordnance and target debris. They also made a quick trip to Niland, CA, to support the Chocolate Mountains portion of the Yuma Range Complex. Once on site they crushed over 230 tons of practice bombs.

We provided UXO Avoidance and Construction Support to the US Army Corps of Engineers and the Cold Regions Research Laboratory at Eagle River Flats, AK, and supported the Navy Geothermal Program Office, with exploration activities, at the NAS Fallon Range Complex, NV.

Ken Wright and crew finished up the range clearance at Bravo-20, NAS Fallon, and continue with Range Residue Recycling on

the Fallon Ranges. The team cleared in excess of 200 acres and moved several hundred tons of ordnance and target debris to the holding area. During the short R3 cycle, they processed over 203 tons of ordnance and target debris.

At Pinecastle Range, FL, Tom Bagby and team have been conducting the removal of legacy debris sites from the range. Sometimes they have to excavate over 15 feet to reach the bottom of the debris field. In addition, the crew has safely processed over 285 tons of ordnance and target debris for disposition.

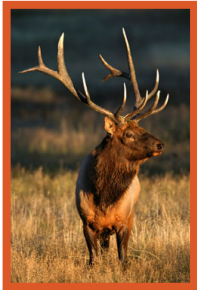
All these operations were accomplished without any reportable safety incidents or days lost. Congratulations to all for a safe summer.



From a Pile of Collected Bombs to a Bin Full of Recyclable Metal

Mountain Home Idaho Outdoor Activities at their Best

Steven Morrison- Site Manager Mt, Home AFB, ID
smorrison@bseak.com



If you enjoy hunting, fishing or just like to explore the great outdoors, Mountain Home, Idaho is your paradise. Mule deer and elk are the most common big game hunted, but there is also bear, cougar, wolf, pronghorn, moose, bighorn sheep, and many others. Fishing for trout and salmon can be excellent.

With more than 16,000 miles of rivers and streams to its credit, it's no wonder that Idaho is considered a top destination for

white-water rafting. Approximately 31,000 white-water river miles stretch across the state, ranging from the gentler ripples and small waves of a Class II river to the exhilarating rapids of a Class V. The Snake River Valley area is between Mountain Home and the Owyhee Mountains.

To the south there is true western desert-sagebrush and tumbleweeds. Much of the land is unchanged since the Oregon Trail pioneers crossed it more than 150 years ago, although there are signs of the newer West as well, such as the Mountain Home Air Force Base and the massive livestock



feedlots near Bruneau and the changing of Green Power wind towers. There's plenty to see here, though you do have to know where to look. The most popular destination is the Bruneau Sand Dunes. Partly because

of the distance from city lights, this also is a popular hangout for those interested in astronomy. The most popular event, however, is the three Island Crossing reenacted each summer at Three Island State Park at Glenn's Ferry. This is where Oregon Trail pioneers crossed—or tried to cross—the Snake River, sometimes with disastrous results.

So if you want to just escape from the busy city life, come to Mountain Home and enjoy the great outdoors.

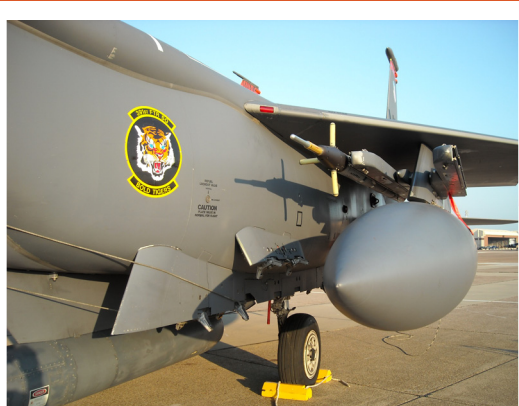
Green Flag East Supports F15E Strike Eagles Jesse Cummings, Site Manager Barksdale AFB, LA jcummings@bseak.com

In August, here at Barksdale AFB, Louisiana, Green Flag East, our visiting exercise participants were F-15E Strike Eagle's of the 391st Bold Tigers Fighter Squadron, 366th Fighter Wing, from Mountain Home AFB, Idaho. On day one, the Barksdale BSE employees assisted their ground crew in loading P5



pods on each aircraft. It was quickly discovered that the loaders from Mt. Home didn't really need help; they only needed the BSE pod truck to transport the pods on to the parking ramp. Obviously the BSE employees at Mt. Home AFB did a superb job of training the Mountain Home "blue suiters" in the handling and loading of these pods which these deployed maintainers clearly demonstrated that they knew exactly what to do and how to get it done.

For almost two weeks F-15 Strike Eagles flew missions down range at Ft. Polk, Louisiana, providing close air support for a large ground contingent of army forces. These ground forces were primarily the 10th Mountain Brigade. During a typical mission would provide a pair of Strike Eagles that would be answering a call for an air strike by a JTAC (Joint Terminal Attack Controller). A JTAC is actually an Air Force member who is embedded with an army unit on the ground which was tasked facilitating close air support by



communicating directly with the Air Force that was tasked to support this effort. Other players that were helping saturate the airspace during this exercise included various army helicopters, numerous Unmanned Aerial Vehicles, C-130s, and orbiting nearby – AWACS and tankers. During these exercises everything is accomplished in as realistic combat environment as possible to ensure when they experience real combat they will be fully prepared to fly, fight, and win.

Employee of the Quarter



Gregory Stewart
Pod Technician
Shaw AFB, SC

Job Performance

- Completed forty eight P5 Pod PMI inspections, two RRU PMI inspections, included replacing batteries in all pods—without any lost sorties
- During preflight inspection discovered a P5 pod in an unlocked condition where Squadron personnel had removed and reinstalled the pod. His actions saved a possible lost sortie and Air Force \$323,500 for the P5 Pod, prevented possible damaged or loss of the aircraft, along with preventing the death or injury to the civilian population from the loss of the pod or aircraft in flight
- Discovered a discrepancy in RAMPOD which would have prematurely ended the warranty period 30 days early, which saved the 20FW a minimum of \$67,097.78 dollars for SRA replacement cost

Self Improvement

- Continuing his education enrolled at the Cleveland Institute of Electronics with 24 credit hours completed and a GPA of 3.8

Community Involvement

- Fundraiser for the AFA board for the support of Air Force families who have spouses deployed to AOR from Shaw

For a complete rundown of all of Greg's accomplishments this quarter, please visit the Employee Awards section on the BSE website - <http://www.bseak.com>

BSEn Demolishes USCG Transmitter Building & Fuel Tanks at LORAN Station, St. Paul Island, Alaska

Mike Taylor - Director of Contracting
mtaylor@beringseagroup.com

Bering Sea Environmental, LLC (BSEn) was contracted by the U.S. Coast Guard Juneau to demolish a concrete transmitter building (Loran C Transmitter Bldg, Building 42) and two (2) above ground fuel storage tanks at LORANSTA, St. Paul Island, Alaska in late summer 2009.

Demolition work of the transmitter building included asbestos abatement, complete demolition of all interior framing, doors, windows, finishes, plumbing, mechanical and electrical systems, and the reinforced concrete walls and roof. Below-grade construction and utilities were abandoned in place. Concrete building walls and roof were disposed of in an underground cistern on site. All other waste material was disposed of at certified landfills on island. Demolition of the building was complicated by the fact that the building stood approximately 8' from the LORAN transmitting tower, including the radial ground plane, which were in service and had to remain fully functional (if possible) during the demolition of the 42T Building.

Care was necessary to ensure that the north wall of the building did not fall into the tower or building pieces did not fall onto the radial ground plane, disrupting service.



Transmitter Building - Before



Transmitter Building - After

Demolition of the above ground fuel storage tanks included abatement of lead based paint, cutting up of tank steel and disposal on-site, demolition of the concrete foundation and containment dike, disconnecting, capping and/or sealing, and abandoning in place site utilities. Both sites required final grading after all demolition work was complete.

BSEn accomplished all work requirements in less than four weeks, without incident including additional work to include decommissioning of two transformers and remediation of petroleum contaminated soil which was discovered after demolition of concrete foundations supporting the fuel tanks.



Fuel Tank #1 Before



Fuel Tank #1 After

ADAK Pipeline Decommissioning Project

Brandon Wheeler - Project Manager
bwheeler@bseak.com

Bering Sea Eccotech has been busy in Adak Alaska this past quarter working on the Adak Pipeline Decommissioning Project. This project consisted of decommissioning over nine miles of buried fuel lines on the former Naval Air Facility Adak, AK. The process consisted of excavation at strategic points, cold-cutting into lines, vacuuming residual fuel and water, integrity testing by vacuum, cleaning with polyurethane pipeline inspection gauges (also known as PIGs), grouting the pipelines in place, and capping all ends. The size of fuel lines ranged from 2.5 inches to 12 inches in diameter. Product recovered from lines consisted of leaded and unleaded gasoline, aviation gasoline, jet petroleum, and diesel. This environmental construction project removed the possibility of future releases of standing fuel and prevented the buried fuel lines from acting as a conduit for existing or future contamination travel.



Pipeline Coldcutting

BSE also maintained a hazardous waste accumulation area, stockpiled contaminated soils, and conducted asbestos removal on specific pipelines for investigatory purposes. BSE also was responsible for the removal, storage, and transportation of over 600 gallons of aviation gasoline for recycle and 450 gallons of motor gasoline for disposal as a hazardous waste, removal of almost 4,000 gallons of hazardous sludge from settling tank, cleaning of two 20,000 gallon holding tanks for a mobile water treatment center, and disposal of almost 50 tons of petroleum contaminated construction debris.

BSE completed this project ahead of schedule and budget much to the excitement of the clients and stakeholders. Half of BSE's 12-man crew consisted of Aleut Corporation shareholders. Despite weather and project challenges, the BSE crew rose to the occasion, met each potential obstacle,

Pigging the pipeline to remove debris



and discovered a solution that worked for all parties involved. BSE quickly established a favorable reputation with the community of Adak and departed having contributed personally and economically to the people of Adak.

BSE received a safety bonus for completing over 11,000 hours of work without a single lost-time incident during this intricate project that had high potential for lost-time incidents.

This project was a great success that produced an end product that the prime contractor, the US Navy, the Alaska Department of Environmental Conservation, The Aleut Corp, and other interested parties were proud of and that BSE delivered this product safely and professionally.

BSE Welcomes Michael DeAngelis



In this issue we welcome a new member of the BSE Team, Mr. Michael DeAngelis. Michael is a registered Professional Geologist in the State of California with more than 18 years of experience

working in the environmental consulting industry. His experience includes 10 years working on the Navy CLEAN 2 and CLEAN 3 contracts. He has worked on numerous military installations located throughout California and Arizona. His project management experience includes conducting Installation Restoration work at Moffett Federal Airfield, Naval Training Center San Diego, Naval Amphibious Base Coronado, and Naval Air Facility El Centro.

Mr. DeAngelis has extensive technical experience planning and managing scientific investigations related to the assessment and cleanup of contaminated soil and groundwater at commercial and government facilities. He has participated in pilot studies involving in-situ chemical oxidation, multi-phase extraction, bioremediation, and permeable reactive barriers. In addition, he has conducted numerous geologic and hydrogeologic studies involving the collection of data using geophysical techniques, drilling, and excavating.

Mr. DeAngelis will be supporting the NAVFAC Southwest Range Sustainment Contract awarded earlier this year. With his environmental experience, Michael will be involved in the expansion of our environmental remediation ventures. We welcome Michael to our growing team of professionals.

Riddle Me This, What Am I?

Four legs have I, a sturdy fellow
A fuzzy back that isn't yellow
But (often) green or (rarely) red
A den is where I make my bed
My keepers feed me coloured balls
With sticks they store on my den walls
Sometimes I store them in my pouch
Sometimes deep in my belly; ouch!
That's when you'll see me acting strange
Instead of balls, I'll eat your change
And that's my cue to feed again
Chalk it up to hunger, friend!

Answer: A billiard (pool) table. They have four sturdy legs and a green, fuzzy playing surface (snooker tables are sometimes red). Privately owned tables are often kept in the den (family room), and the cues are usually stored in a wall rack. Private tables simply have pouches beneath the pockets to catch the balls; coin-operated tables store the balls inside the table. To play again, you need to insert more coins.

Time Out For Safety A Change of Seasons

Dan Skrobialowski- Director, UXO Division
dskrobialowski@bseak.com

For many of us the beginning of the fall brings a change in the weather and the onset of the holiday season. Don't let the change divert your attention from safety both on and off the job.

The change of seasons brings with it changing work and driving conditions. The months between November and March constitute one of the busiest road trip seasons. Snowbirds head south in numbers large enough to give a crucial economic boost to the Sunbelt, especially California, Arizona and Florida. Add in winter sports enthusiasts, holiday vacationers, business travelers, foreign visitors and students, and the highways are jammed even when temperatures plunge and driving conditions can be challenging.

In this challenging environment the most important safety feature is you, the operator, exercising good judgment starting before the trip begins. Below is a top ten list for general driving. Those driving heavier vehicles and pulling trailers will have to take extra measures due to the increase weight and traction issues related to operating in poor weather on less than optimum road conditions. Everyone, needs to make the regular use seat belts for all occupants a top priority, they save lives!

Top Ten Checklist for Winter Driving

1. Route and Weather.

Know your route and keep alert of weather conditions along the way to your destination.

2. Drink plenty of water.

When the weather is chilly, dehydration might seem unlikely, but according to a study by the Mayo Clinic, as little as a 1-2 percent loss of body weight can lead to fatigue and reduced alertness which can turn deadly when driving in icy conditions.

3. Be rested and eat a balanced diet.

We all try to pack as much time as possible into our travel and vacation plans but be sure to include time to get rest before you travel. Eating a balanced diet will help you avoid fatigue and remain alert for the drive.

4. Pack a winter travel safety kit.

Be sure to charge your cell phone, include an ice scraper and brush, a tow rope, cat litter (for use as a traction aid), blankets, a good flashlight, a candle, matches, a good book, a portable weather radio.

5. Slow down.

A good rule of thumb is to reduce speed by 50 percent in snowy conditions. Equally important, is don't go too slow, since your car needs momentum to keep moving through snow on grades.

6. Keep a light touch on the controls.

Smooth operation is the key to keeping control in slippery situations. Nervousness can lead to a hard clench of the steering wheel, which can result in loss of control. Consciously loosen your grasp or stretch out your fingers from time to time to help prevent that white-knuckled grip.

7. Know how to recover from skids.

When braking on a slippery road, it's all too easy to "lock up" your wheels by stepping on the brakes a little too hard. If you start to skid, steer the vehicle gently in the direction you want the front of your vehicle to go and don't touch your brakes.

8. Check out your vehicle.

Make sure your vehicle is ready for the trip, keep your tires in good condition, make sure you have plenty of tread, and that tires are properly inflated. Cold weather reduces tire pressure, so check and adjust frequently. Carry (and be able to install) traction-control devices like snow chains whenever you know you'll be in a snowy area. Be sure the mechanical condition of your vehicle is ready for the journey. Check the battery, antifreeze, wipers, windshield fluid, ignition system, thermostat, lights, heater, brakes, defroster & oil.

9. Make frequent rest stops.

Winter driving can be more fatiguing than summer cruising, so make regular rest stops to get some fresh air and stretch. It takes only five minutes to significantly improve your level of alertness.

10. If you get stuck, stay in your vehicle.

Stay warm and wait for assistance. Make sure that your exhaust pipe is clear of any obstructions, including snow and ice; if you don't, carbon monoxide gas can build up inside the vehicle.

The People of Technical Services Division- NNC Office

BT Smith - Director TSD
btsmith@bseak.com

Our Chief Operations Officer (Dean) thought it might be a good idea for me to introduce our Technical Services Division employees to everyone that work out of our Newport News office, so let me get started and I will do this alphabetically.



So alphabetically, the first is Neil Emiro. Neil actually started with BSE at Cannon AFB in New Mexico as a P4RC Pod Technician. Neil left us for a short period to work for Boeing at Hurlburt Field in Florida. He later returned to Cannon AFB (something to do with population density) and when Cannon closed in 2008 he transitioned into his new position as a Field Engineer. In this position he was instrumental, with the assistance of Calvin Walker from Eglin AFB, in designing and installing a live monitor radio system at Shaw AFB when a Range Remote Unit (RRU) was purchased, increasing the overall training value of the P5 system for the 20FW. Neil is assigned as the Project Manager for the radio upgrade at Shaw AFB, which will require moving their RRU from Myrtle Beach to Charleston AFB SC and installing additional radios. He will also be overseeing the installation of radio suites and adding RRUs providing Live Monitor capabilities for both Langley AFB, VA and Seymour Johnson AFB, NC. We will see some pictures and get an update on these efforts during our next newsletter. Neil is also tasked with business development and is working with the Air Force Special Forces on a couple of future opportunities along with SPARWAR ESS (this is a whole other story).



Next is Melvin Johnson the BSE Deputy Facilities Security Officer and the Technical Service Division Safety Manager. As the Security Officer he is responsible for implementing the National Industrial Security Program Operating Manual (NISPOM). What does this include? He must ensure all employees are trained and practice proper security measures (crucial to keeping our Facilities Security Clearance). He oversees the security clearances for all Key Management Personnel (KMPs) and all employees that require a clearance for their specific jobs

(99% of all TSD employees). Additionally he processes all visit requests, oversees all background checks for all BSG employees which includes criminal records checks, driving histories, credit checks, prohibited parties/terrorist watch list checks and the required fingerprinting for any job or contract requiring these checks. Melvin is also the TSD Safety Manager and is responsible for implementing our Safety Program. And finally he enforces our Drug and Alcohol Program ensuring new employees complete required testing and when HR directs random Drug and Alcohol tests he ensures all required employees accomplish this in a timely and accurate manner.



Now I know everyone knows Barry Merrill who has been with BSE since 2002. He was originally hired as a Pod Technician but was very interested in helping update and modernize the BSE website. BSE agreed to send Barry back to school where he obtained many of the skills he now uses everyday as the BSE IT Manager. Barry stays very busy maintaining the websites for BSE, BSEN, BSG, Aleut World Services, AXISS-BSE, BSE Range Team and finally Group HI (Yes, that is 7 separate websites). Along with this Barry develops logos, for all of the fore mentioned companies, also for TDXNet and assisted with the TDX 35th Anniversary Logo. He provides proposal support by providing graphics and overall layouts for almost all of our proposals. Barry is also the primary source for any needed brochures and is responsible for Document and Form Control, which is an essential element for our ISO 9001-2000 certification. Lastly, Barry is responsible for our Corporate Newsletter! As you can see he stays pretty busy



Last, but certainly not least, James "JJ" Storch who began with BSE in 2005 while we pursued the Primary Training Range Contract (PTR); his extensive experience training aircrews in bombing, gunnery, and electronic combat range environments made him an excellent choice for our proposal development. JJ's government quality control/quality assurance programming experience provided a firm foundation for our Quality Program, and a natural progression for ISO Auditor Certification.

Once it was determined we could achieve ISO Certification it became obvious that JJ was the right person to implement our quality management system. JJ was a key component of our highly productive mentor-protégé program with SAIC, where he effectively translated Air Combat Training System specific program requirements into an International Organization for Standardization (ISO) oriented Quality Management System. Since initial development and implementation of the quality program, JJ has been able to construct and sustain a remarkably lean, ISO certified Quality Management System meeting or exceeding all objectives while utilizing significantly little resourcing, and affording minimal invasiveness. JJ has also been central to development of many BSE programs, including Safety & Health, Drug & Alcohol, and Asset Management. JJ has also developed various division and corporate level policies, procedures, plans, and instructions, as well as guiding various training initiatives. He also plans and conducts project management functions, including site activation and system/infrastructure implementation. JJ continues to participate in proposal development activities supporting various BSE business development initiatives.

As you can see I have 4 right hand men, and it would be impossible to maintain the programs and processes that keep our customers happy without any one of them.

Humor... **Don't Think Out Loud**

Three sky divers were diving but there parachutes were faulty and they all died. They went to heaven and there before those three men stood God.

"Go down the slide and you will receive one wish. What you wish for is what you get at the end of the slide," boomed God's voice pointing to a slide that appeared before the men.

The first man slid down and said "SPORTS CAR" and sure-enough there was a sports car waiting for him at the bottom of the slide.

The second man went down and said "MONEY" and he slide into a big pile of money when he reached the bottom of the slide.

The third man jumped down the slide and said "WEEEEEEEEEEEEEEEEEEEE!"



Article Deadline for the February Edition of the Quarterly Newsletter is January 27, 2010

