



Aircraftsman

CCAD CH-47 recap/rebuild program completes first Chinook

With the first completed recap/rebuild program Chinook aircraft positioned outside Hangar 44 behind the stage and a giant garrison flag serving as a backdrop behind the audience, CCAD employees marked another milestone in depot accomplishments with a roll out ceremony for the first production unit to complete the recap/rebuild process on Wed., May 12.

Art Gomez, CCAD transformation office, who served as master of ceremonies, introduced the distinguished guests who included Chaplain (Capt.) Brian Kelly, NAS-CC command chaplain who gave the invocation, Col. Timothy Crosby, cargo helicopter project manager from Redstone Arsenal, Ala., and Jerry Sawyer, manager of the 27th Congressional District Office. The recently crowned All Services Grand National Champion Flour



R. Pat Oler, deputy to the CCAD commander (seen at podium), addresses the crowd at the CH-47 roll out ceremony. Also seen seated behind Oler are Chaplain (CAPT) Brian Kelly, NAS-CC command chaplain, and Art Gomez from the CCAD transformation office.

Bluff High School Navy Junior Reserve Officer Corps' Color Guard presented the colors and Andres Garcia and Ron Smith, both employees in the directorate of aircraft production's CH-47 production section delighted the assembled guests and employees with "Amazing Grace."

Crosby delivered an address to the crowd stressing the importance of the

(See "Chinook" continued on page 3)

What I'll be doing for Memorial Day

by James E. Leiker

Memorial Day is a rough day for me. It's a day of remembering.

Remembering can be a curse when you've spent years trying to forget. It's even worse when you get mad at yourself for not being able to remember. It's strange that you forget so many

things you want to remember and remember so much that you really want to forget.

I spent 11 months, 28 days in sunny Southeast Asia. I came back physically whole. No "members missing" tag on this Marine. By the Grace of God, good training, and just plain, pure dumb luck, I suffered no more than a slight hearing loss, a concussion or two, and 25 years of mixed-blessing memories.

I've been a good husband to my wife, a lousy father to my two daughters, a mediocre son to my mother, and a reasonably successful employee to five employers over the years. With these results, I consider myself as doing better than the average bear when compared to many of my fellow veterans. The Grace of God and luck still abound.

(See "Message" continued on page 7)

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2nd Engine Summit – Col. Jim Budney, commander, CCAD, welcomes attendees to the 2nd Luther G. Jones, Jr. engine/ transmission summit held on May 19-21.



Top right: Belinda Martinez, business development office (l), and Terry Burgess, force modernization office (back to camera), chat with Steven Rego, Boeing rep (center) at The Boeing Company's exhibit **Bottom right:** Col. Jim Budney (2nd from left) checks the GE charts on engine production improvements with Lynn Bowles (l), at the General Electric exhibit. Also seen in photo are Brad Olson, reporter with the *CC Caller-Times* (2nd from right) and Pete Rivera, director of resource production (r).

Top left: Col. Timothy Sassenrath, HQAMC (l), visits with Mo Asaad, director of manufacturing/process production (c), and John Plotnik, executive vice president, Corpus Christi Economic Development Corp. during a break at the engine/transmission summit on May 19. The CCAD exhibit can be partially seen in the background. **Bottom left:** Mayor Loyd Neal, City of Corpus Christi, welcomes the attendees to the city. Approximately 175 reps from both government and private industry attended the summit.



Summit head table included (l-r) Wayne McConley, director of components production; Joe Herrera, director of engine production; R. Pat Oler, deputy to the commander; Tom House, guest speaker; Col. Jim Budney; and Col. Timothy Sassenrath, HQAMC.

CCAD holds 2nd engine summit – A dedication ceremony presided over by Larry Jobe, CCAD chief of staff dedicating the engine/transmission summit in memory of the late Col. Luther G. Jones, Jr., past CCAD commander and Mayor Emeritus, City of Corpus Christi, kicked off the second engine/transmission summit on May 19. The 2-1/2 day conference featured briefings by CCAD and contractor personnel on engines during the first day, with the agenda concentrating on transmissions the second day. The summit wrapped up with panel discussions on Fri. morning.

“I think the summit went very well,” said Joe Herrera, director of engine production. “I’m already gearing up for next year’s summit.”



Ron Smith and Andres Garcia, employees in the directorate of aircraft production's CH47 production section #4 in Hangar 44 (seen standing at left and right, respectively), deliver their rendition of "Amazing Grace" to the employees and guests gathered for the CH-47 roll out ceremony on May 12. The ceremony marked the completion of the first production unit Chinook through the depot's recap/rebuild program. Also seen sitting behind Smith and Garcia are Chaplain (Captain) Brian Kelly, NAS-CC command chaplain, and Art Gomez of the CCAD Transformation office who served as master of ceremonies for the event.



Jerry Sawyer, manager of the 27th Congressional District Office (standing at podium), reads a message from Congressman Solomon P. Ortiz to the CCAD workforce during the roll out ceremony for the first production unit CH-47 through the recapitalization program. "I am always hearing on my trips to visit our troops overseas that seeing the decal designating CCAD as the repair station offers them great comfort as they rely on the helicopters they board," the message read in part.

COL Timothy Crosby (seen in uniform), cargo helicopter project manager from the aviation program executive office at Redstone Arsenal, Ala. talks to media reps from three local television stations after the roll out ceremony. The first recap/rebuild production unit Chinook is seen in the background.



Fanfare for first production Chinook through recap/rebuild

("Chinook" continued from page 1)

recapitalization/ rebuild program to aviation readiness. R. Pat Oler, deputy to the CCAD commander, talked about the new employees who are coming on to the job. "They are ready and willing to go to work," said Oler. Sawyer read a message to the CCAD

employees from Congressman Solomon P. Ortiz. "Today, I commend CCAD's civilian workforce for your strong support of our war fighters. Our responsibility is to work together to get our soldiers the best, most reliable equipment," read Sawyer.

After the ceremony, media representatives from three local channels toured the aircraft and conducted interviews with Crosby and Larry Simone, director of aircraft production, on the recapitalization/rebuild program.

CASCOM changes consistent with future force requirements

by Sgt. 1st Class Reginald P. Rogers
May 18, 2004

Editor's note: This article is part of a weekly series on the 17 Army focus areas. This one focuses on "Logistics."

FORT MONROE, Va. (Army News Service, May 18, 2004) – As the Army changes the way it does business, the U.S. Army Combined Arms Support Command must also change in its mission to provide the materiel needed for sustainment, CASCOM officials said.

Task Force Logistics, in charge of the newest of the Army's 17 focus areas, includes logistician and support personnel from all branches of the military. CASCOM is a large piece of the TF Logistics puzzle and therefore plays a major part in the task of supplying the troops.

"Task Force Logistics was formed to review and redesign how a land-component commander is sustained," said Maj. Gen. Terry E. Juskowiak, CASCOM and Fort Lee, Va., commanding general. "The scope of this review extends from CONUS support to support of deployed forces; includes

support to the Army, how the Army provides support to sister components once deployed; and how the Army will contribute to a joint logistics capability."

During the annual Combat Service Support Commanders and Command Sergeants Major Conference, which was held April 8-9 at Fort Lee, Va., Juskowiak pointed out that CASCOM is prepared for the changes that are taking place within the force.

According to a report by the Petersburg, Va. Progressive-Index, the increased use of computer technology in Army logistics is a very near possibility.

The report went on to say that commanders and sergeants major in attendance were told of the possibility of using computer simulations designed for military logisticians in the same manner that combat Soldiers use them to improve their fighting skills.

"(The conference) was a chance for us to review what happened, what went well and on what we need to put new emphasis," Juskowiak said fol-

lowing the conference.

He added that Jointness and modularity present positive changes in the logistical spectrum, as all services and organizations will work together to ensure Soldiers' needs are taken care of.

He also explained that if logisticians and battle commands are given the same "data points," such as where a hotbed of conflict is burning, the logistician could use the information to avoid sending a supply convoy through the middle of that battle scene. Or a petroleum shipment could be redirected to where it is more urgently needed.

"We're looking at how we do logistics from the foxhole back," Juskowiak said. "When I say back, I mean all the way back to the CONUS national level. What we do in the foxhole is very green, very Army-oriented. But as you go back, it becomes more and more purple -- that is, more (of a) Joint (concept). That's because more joint aspects will be put into the force."

In appreciation

Employees from the directorate of engine production admire a U.S. flag unveiled by Joe Herrera, director, on May 7. The flag was sent by the men and women of D Company 3-158th Aviation Regiment currently stationed in Iraq as a token of their appreciation for the support they've received from the CCAD engine production directorate. The flag hangs on the back wall of the engine assembly area.

The memorandum that accompanied the flag reads in part: "Throughout the deployment, the 3-158th Aviation has had the utmost confidence in the reli-



ability of the UH-60. We performed over 2300 missions and flew over

11,000 combat hours in theatre. Your efforts made a significant impact on our mission, allowing us to replace over 30 engines and many other various parts, providing high quality products that stood through some of the most austere environments ever faced in combat. Thank you for all your hard work and dedication. I can say without a doubt that your efforts contributed to our mission success."

The memorandum was signed by the unit's commander, Capt. Raymond J. Herrera.

Around the depot...



Alfredo Torres, directorate of aircraft production – Commander's Award for Civilian Service (recently returned from Iraq after a year's activation with the U.S. Army Reserves)



Dwight Brown, contracting office – 30 years length of service



Carlos Lovell, chief, legal office – 25 years length of service



Melodie Maguire, directorate of engine production – 30 years length of service



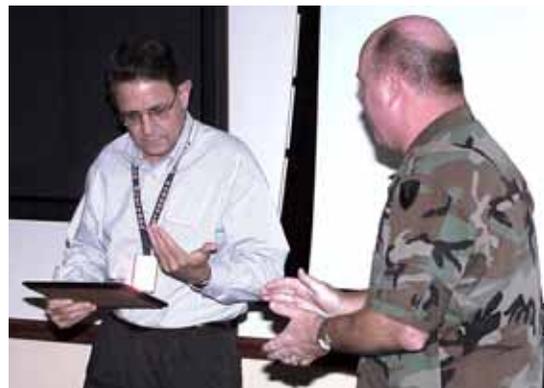
Socorro Flores, contracting office - 35 years length of service



Jackie Johnson, transformation office - 30 years length of service



Toni Durant, directorate of quality assurance - 30 years length of service



Larry Simone, director of aircraft production – 1000 hours sick leave

Safety Tip of the Week

Tires are often the most neglected part of a car, but they should be checked regularly. Without good tires your car will not accelerate, brake or steer properly. By following a few simple steps you can improve on fuel economy, while prolonging the life of your tires -

CHECKING TIRE TREAD

Tires have built-in tread wear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear even with the outside of the tread, it is time to replace your tires. You can also test your tread with a Lincoln penny. Simply turn the penny so Lincoln's head is pointing down and insert it into the tread. If the tread doesn't cover Lincoln's head, it's time to replace your tires. You can find the numbers for recommended tire pressure and vehicle load limit on the tire information placard and in the vehicle owner's manual. Tire placards are permanent labels attached to the vehicle door edge, doorpost, glove-box door, or inside of the trunk lid. Once you've located this information, use it to check your tire pressure and to make sure your vehicle is not overloaded especially when you head out for vacation.

VEHICLE SAFETY

Vehicle Safety Standards

Are You *Under Pressure?*

Under-inflation will reduce tread life, increase fuel consumption, and can lead to sudden tire failure. Without enough air, the sides of a tire bend and flex too much. This builds up heat that can cause serious damage. A tire may be dangerously under-inflated when it is as little as 28 kPa (four pounds per square inch) below the recommended pressure. Find the recommended pressures for your front and rear tires. These are printed on a label inside the door frame or the glove compartment of your vehicle. Use a pressure gauge to check each tire. The pocket gauges sold by automotive supply stores are generally more accurate than those on gas station air pumps. Check your tires when they are cool - not right after driving a long distance



INSPECTING TIRES FOR DAMAGE

Check your tires regularly for signs of wear or damage.

A tire that is worn unevenly indicates under inflation, poor wheel alignment, improper wheel balance or worn out shock absorbers. A tire with deep cuts, slits, cracks, blisters or bulges is dangerous, and should be replaced.

If you suspect any problem with your tires, have them inspected by an expert who can recommend the best corrective action.

- 1) **OVERINFLATION** causes the tire to wear out in the center first. When the tire is dangerously worn, it must be replaced.
- 2) **UNDERINFLATION** will cause a tire to wear out at the edges first. The tire's smooth edges may cause skids on wet curves and must be replaced.
- 3) **NORMAL WEAR** exposes the wear indicators between two or more adjacent grooves. Replace the tire when the wear indicators become visible.

Front and rear wheel tires wear differently, especially on front wheel drive vehicles. They will last longer if you rotate them frequently.

Check your vehicle owner's manual to find out how tires should be rotated and how often.

Never put two different types of tire on the same end of the vehicle, except in an emergency.

When mounting the wheels on your car, make sure the wheel nuts are tightened properly

CASH DUMMY



Being a dummy costs money. Law officers are stepping up enforcement of the mandatory safety belt law as part of the semiannual *Click It or Ticket* Mobilization. Make your first smart move of the season. Buckle up.

MAY 24-JUNE 6, 2004
Safety Belt Mobilization



Memorial Day message

(“Message” continued from page 1)

Memorial Day is not a day for self-evaluating or selfish thoughts. So I turn my remembrances to other people, places, and things.

I remember heat. Heat that kept you from getting a full breath for weeks. Heat that sapped your strength so that you were beyond exhaustion after a minor exertion. Heat that made you tired and kept you from sleeping. Heat that made you sweat buckets. Heat that made you freezing cold at 70 degrees.

I remember lush green mountains that always seemed to go up, not down. I remember red earth that was sticky enough to glue a deuce and a half in place, slippery enough to make it impossible to stand

on, and dusty enough to choke you into a coughing fit like a bad cigar.

I remember rice paddies. They could get you killed or save your life. Dikes stop bullets, but can leave you exposed if you’re dumb enough to walk on them. The water smelled of feces but was better than not drinking at all.

I remember rain. Rain that broke the intolerable heat, then never stopped. Rain that was as gentle as silk or as stinging as a nest of bees. Rain that let you get a good clean shower and rotted your feet ‘til they bled.

I remember the sun. The sun that created the most beautiful sunrises and sunsets I’ve ever seen in my life. The sun that you couldn’t look at...if you ever wanted to see again. The sun that you could feel without touching it.

I remember a moon that shone so bright you could read a map by it. I remember moonlight dancing on foliage that made you see nothing one minute and imagine a host of slinking VC the next.



U.S. Navy Seabees attend a memorial service honoring fellow members of Naval Mobile Construction Battalion Fourteen in Fallujah, Iraq, May 15, 2004. The servicemen were killed April 30 and May 2 in the Al Anbar Province as a result of hostile fire. (U.S. Navy photo by Photographer's Mate 2nd Class Eric Powell) (RELEASED)

I’ll never forget the colors of an explosion close at hand. The white center bleeding out to a yellow ring surrounded by black rolling smoke was beautiful and terrifying at the same time.

I remember the orange and green tracers dancing lazily through the night while I prayed that none came to roost on me.

But above all this, I remember people. Faces, personalities, and human events still crowd my days and nights with pleasure and pain. I can remember entire conversations and events in explicit detail. I cannot remember the names of more than a few, and I don’t know why. Shouldn’t this be the other way around?

I remember the parting face of the Huey jock who took an RPG in

the nose 100 yards after he lifted off from leaving me in a clearing. I remember every detail of the guy who hung himself two weeks before he was going back to the world. I remember the guitar songs taught to me by the

kid from Boston who drove a jeep over a 105 shell buried on a dirt road and tripped the trap. I remember the quiet calm of the guy who told me he was sorry and assured me that I would be okay after he stepped on a mortar-round booby trap. All this while I held what was left of him in my arms, and we filled him with enough morphine to kill a horse because he was cut in half below the waist and we

knew he wouldn’t survive the slick ride back to Da Nang.

Of the hundreds I knew, I kick myself for remembering so few. Especially on this Memorial Day when I should be able to remember each and every one. They are the ones who paid for this Memorial Day. This is their day. I will not spoil it by forgetting even one of their number.

God help me, I will remember. From this day forth I will carry their memory and spirit with me as a living memorial to their sacrifice and dedication to God, country, duty, and honor. They shall not pass gently into the night as long as I have breath in my body to shout to the world: REMEMBER, REMEMBER...for God’s sake, remember.

CORPUS CHRISTI ARMY DEPOT
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...(L-r:) Roel Ruiz, Jose Rivers, and Jeff Reynolds, security guards with the directorate of security and industrial risk management. Ruiz and Rivers are 3rd shift employees while Reynolds works 1st shift...



...Eddie Ballesteros, with the directorate of quality assurance, seen here doing a final check on the Recap Chinook prior to test flight.

Recognition for a job well done



A team of T-700 engine assembly branch employees in the directorate of engine production was recently commended for building two cold section modules in less than ten hours versus the normal eighteen. The employees revved up production in response to a customer request. The team consisting of (l-r) Eddie Salinas (2nd from left); Alfonso de Leon, David Sandoval, and Felipe Gutierrez received on-the-spot awards on Fri. T. G. Deanda, chief of the T700 branch (at far left) and Art Martinez, chief, T700 division (seen at right), presented the awards.

Remembering our fallen heroes...

Memorial Day
Monday, May 31, 2004

Corrections:

In the May 7 issue of the *Aircraftsman*, on page 6, the photo at center of the page should have had the following caption: "Mo Asaad, director of manufacturing/process production, addresses the container repair shop employees at a luncheon to celebrate the opening of their new facility in Bldg 99," and on page 8, under "Miss Buc Days", Nieves Montalvo was erroneously identified as an equipment specialist in the directorate of engine production. Montalvo is the T55 Engine Team Leader in the directorate of production management.

First Sergeant Benito Perez



1 Sgt. Perez gave his life for his country in Viet Nam August 2, 1966. We are researching his heroism for a memorial. Anyone with information about him or his descendants, please contact Yolanda Leos, DLA, 361-961-2557.