



Office of the Under Secretary of Defense team visits depot

by Lois Contreras
Public Affairs Office

A team of seven, headed by Brad Berkson, Acting Deputy Under Secretary of Defense for logistics and materiel readiness, and Dave Pauling, Assistant Deputy Under Secretary of Defense for maintenance policy, programs and resources, visited CCAD last Wed. After viewing the depot command briefing in the Cribbins Conference Room, the team toured the production facilities housed in building 8 and visited the Defense Distribution Depot – Corpus Christi (DDCT) where they received briefings on the support provided to CCAD and



Sue Baker, principal deputy G3, with AMC (l), Paul Berkson (c), and Col. Timothy Sassenrath, CCAD commander, receive a LEAN/Six Sigma briefing during their tour of depot facilities last Wed. Also seen in photo is Paul Brinkley (left background).

toured the warehouse. After the tours, the group returned to the conference room for briefings on the status of depot funding and issues, with special emphasis

toured the warehouse.

After the tours, the group returned to the conference room for briefings on the status of depot funding and issues, with special emphasis

(See "Visitors" continued on page 6)

NAS-CC building 10 parking

CCAD employees are advised that parking in the parking spaces nearest the loading dock side of Navy Building-10, fronted by Crecy Street, are reserved for personnel who work in that build-

ing. In coordination and by agreement with the Navy, CCAD employees are not to park in those spaces.

Beginning Monday, 23 August 04, Security Police will be ticketing and/or removing base decals from vehicles parked without authorization. CCAD employees are strongly encouraged to avoid receiving tickets or having their base decals removed and the long process involved to have their base decals restored by observing these parking restrictions.

Inside this issue:	
Hangar 43	2-3
CCAD Dress Code Memorandum	4
Around the depot....	5
Hurricane Tracking Map	7
National Hispanic Heritage Month	8
Aircraftsman is published for....	8

Hangar 43 houses structural and electrical aircraft operations

by Lois Contreras
Public Affairs Office

The first stop for a crash/battle damaged aircraft in the repair process at CCAD is the Black Hawk crash damage hangar, then on to the cleaning process before going to pre-shop analysis. This article deals with the fourth step in the repair process which is Hangar 43. The first three stages of the process will be covered in later editions of this publication.

Hangar 43 houses the alignment fixtures for all rotary wing aircraft. Concurrently with the alignment process, the repair process begins with structural and electrical work which is all done in Hangar 43. Aircraft repaired in this hangar include the "Hawk" family (UH-60 Black Hawk and Pavehawk), as well as the AH-64 Apache, the warfighting machine in Operation Iraqi Freedom. In addition to crash/battle damaged aircraft, Hangar 43 also works the on condition maintenance (OCM) aircraft. This is scheduled maintenance and involves a total overhaul of the aircraft.

The cowl/tailboom shop where NICP aircraft assets are worked is also housed in Hangar 43. NICP components are pulled from the aircraft by using units and sent to CCAD for repair. After repair, the component either goes into storage to fulfill future requirements or back to the unit from which it was received and placed back in the aircraft.

At present, Hangar 43 artisans are working one foreign military sales aircraft from Saudi Arabia, three battle dam-

aged Black Hawks and four "D" model Apaches from Operation Iraqi Freedom, and one U.S. Air Force Pavehawk aircraft. One medical evacuation aircraft is being repaired by using parts from the new crash damaged aircraft kits and one Apache D-model is being repaired by taking two crash damaged air-

craft and using the "serviceable" section from one aircraft that has been deemed beyond economic repair to produce one fully mission capable aircraft.

"The main focus at present is support to the war effort," says Randy Sherman, chief of the structural repair and electrical installation division in the directorate of aircraft production. "The crash damage kits from Sikorsky for the UH-60s and Boeing for the CH-47s and AH-64s, have

greatly improved the turnaround time for repair. The partnerships are helping us produce a better end item using less man-hours to repair the aircraft for the soldier in the field."

The electrical repair shop has the capability for 100% rewiring of all aircraft, which means 23 miles of wiring on the Black Hawk alone. Additionally, the shop also is equipped to test the wiring on even the latest Apache aircraft test center. The test cycle can run anywhere from 11,000 to 18,000 continuity checks, depending on the system and maintenance work orders. The testing of an aircraft wiring system can be run to near "0" discrepancy.

"We do the work that no other place can—the Aviation Classification Repair Depot (AVCRAD) units are not equipped to do the work that we do here," said Sherman. "This is the only facility of its kind in the world. There will always be a demand for our skills and work. I am proud of each and every one of our workers. I started here at CCAD in Hangar 43

as a worker-helper, so I know what they do. They deserve all the credit," stated Sherman. "The majority of the employees are veterans and many have family members who are in the service, so they know how important the work they do is."

Sherman says he has great supervisors and artisans who "make or break" the division. The work that comes out of Hangar 43 is proof that both the supervisors and the employees are making it.



Spec. Michael Smith, member of the Oklahoma National Guard (l), observes as Bailey Killian, structural mechanic (r), performs repairs on the inside of a UH-60. Smith's unit is here for their annual training and Killian is a former participant in the CCAD-Flour Bluff High School Co-op work study program.



Mauricio Pena (l) aircraft electrician, and Rizal Abarientes (r), work on some of the 23 miles of wiring required to operate the UH-60 systems. In addition to rewiring, Hangar 43's electrical shop has the capability to test all aircraft electrical systems.



Gordon Bradford, structural mechanic, works on modification of the access panels on a CH-47 ramp. Many of the employees in Hangar 43 are veterans and many have family members presently in the service. They have first-hand knowledge of the impact their work has on the soldier in the field.



Vicky Daugherty, one of a handful of female sheetmetal mechanics at CCAD, is seen working on a UH-60 Black Hawk in Hangar 43.



Henry Soliz, structural mechanic in the directorate of aircraft production's structures and electrical installation division, works on the inside of a UH-60 Black Hawk.



The crash/battle damaged AH-64 shown above is an example of the aircraft received in Hangar 43 for repairs. Partnerships with Sikorsky and Boeing provide workers crash kits containing required parts and cut the turnaround time for repair and return to units considerably. Serviceable parts from this aircraft which has been identified as beyond economic repair, are being used to repair a second crash damaged Apache to produce one fully mission capable aircraft.



Brian Garcia (background) and Viviano Rodriguez (foreground), electricians in Hangar 43, check the wiring diagrams for a UH-60 Black Hawk.

MEMORANDUM FOR ALL EMPLOYEES

SUBJECT: CCAD Dress Code

1. Purpose. To provide guidance and establish policy concerning the dress code for all Depot employees.
 2. Employee Dress Code:
 - a. All employees are responsible to report to work properly dressed for the task they are to perform.
 - b. Attire shall be clean and neat upon arrival at work. Torn, patched, sloppy, or dirty clothing present a poor image and are inappropriate.
 - c. Attire shall not display morally crude, vulgar, or offensive language, pictures and symbols.
 - d. Clothing must conceal the torso. Transparent, see-through, net-type and similar clothing shall not be worn to conceal the torso.
 - e. Clothing should be comfortable, but shall be worn so as not to allow indecent exposure when bending or stretching.
 - f. Employees with long hair (hair extending one inch or greater below the ear lobe) who operate power machinery or perform tasks with powered rotating hand tools will be required to wear caps, hair nets or other head coverings leaving no loose exposed ends of hair or material which could get entangled in moving equipment.
 - g. Employees will not wear jewelry, wrist watches, bracelets, rings, earrings, necklaces, loose scarves, long sleeves, neckties, etc., when wearing of such items will violate established FOD regulations or expose the wearer to possible injury.
 - h. Blouses, shirts, tops and dresses shall be tasteful and appropriate for the workplace. Plunging/revealing necklines (front and back), strapless dresses and tops are inappropriate.
 - i. Skirts, dresses, and similar attire including culottes, gauchos, shorts, etc., shall be appropriate for public wear and the hemline shall not exceed 3 to 4 inches above the knee.
 - j. Shorts may be worn at the discretion of the employee. Shorts shall be neat, appropriate for public wear and the hemline shall not be shorter than 3 to 4 inches above the knee. Shorts not appropriate for the workplace include any shorts with frayed edges, holes, patches, biker pants or any other shorts made of tight/clinging/elastic material (such as Lycra or Spandex), swim trunks, gym shorts and shorts that are shorter than 3 to 4 inches above the knee limitation.
- NOTE:** The wearing of shorts may be suspended immediately without negotiation for reasons of safety or other manageable issues.
- k. Tee shirts which are generally worn as outerwear are appropriate. Sleeveless tee shirts may be worn but loose/open arm-holes are inappropriate.
3. All established personal protective clothing and equipment requirements for safety and occupational health reasons must continue to be adhered to.
 4. Managers/Supervisors are to ensure that all employees are aware of the contents of this policy and enforce the dress code of CCAD in your areas of responsibility.

AFGE CKS QJ2
NFEA/IAM OK RC3
I.A.M. Al Jara


TIMOTHY A. SASSENATH
COL, AV
Commanding



Edward Hernandez, chief, T-55 engine assembly branch (l), presented on-the-spot award to Edward Oliver (r), for his high production with excellent quality which enabled him to produce ten first-run engines.



Glen Hunt, chief, T-55 sub-assembly branch (l), presented 15-year length of service certificate and pin to Neal Marsh (r).

Around the depot...



Hernandez also presented Juan D. Presas an on-the-spot award for his contributions to higher production of better quality engines which have resulted in a reduction of test cell failures in the shop. Presas produced six first-run engines. Presas also received his 25-year length of service certificate and pin.



Hunt also presented a 25-year length of service certificate and pin to Danny Torres.

**MORE ON THE NEXT
PAGE**

Visitors tour CCAD and DDCT facilities

(“Visitors” continued from page 1)

on the UH60A recapitalization program and Operation Iraqi Freedom reset program for all Department of Defense aircraft. Briefings on the capacity and type of work done at CCAD versus aviation intermediate maintenance and aviation unit maintenance were also included, as were briefings on partnerships with private industry and LEAN/Six Sigma initiatives.

The team departed at the end of the day with a much clearer picture of the work done at CCAD and the success realized in spite of the issues still faced in meeting monthly production schedules.



LTC Shelia McClaney, commander, DDCT (c), listens as Bradley Berkson poses a question during the tour of CCAD transmission shops. Also seen at left is Robert Rosarius, deputy commander DDCT. The group also toured the DDCT facilities and received briefings on the support provided by DDCT to CCAD.



Pictured (l-r foreground) above are Col. Sarah Smith, assistant for aviation maintenance with the Office of the Assistant Deputy Under Secretary of Defense (OAUSD) Paul Brinkley, OAUSD, and Bradley Berkson, acting Deputy Under Secretary of Defense during their tour of the cross service line. Larry Simone, director of aircraft production (back to camera) briefed the group during the tour.



Mary Alice De Leon, program analyst in the directorate of engine production (l) received an on-the-spot award from Mike Briseno, chief, admin and management office (r). De Leon was cited for her dedication to improving work methods and office procedures.

Correction: Length of service for Eddie Longoria was erroneously reported as 20 years in the Aug. 5 issue of the Aircraftsman. The length of service certificate for Longoria was for 30 years of service.

Keith Jorgensen returned to work this week after an 8-month recuperative period as a result of a head-on collision last Dec. that claimed the life of his four-year-old daughter. Jorgensen is currently working in the directorate of manufacturing and process production's machine shop tool room where he has been performing inventory checks on machine shop tools. "I would like to express my appreciation to my co-workers for the monetary and leave donations and for all their prayers," said Jorgensen. "My family and I are very grateful for the generosity and kindness extended to us and I am very grateful to be back at work." Jorgensen still faces a seventh surgery on his right leg in the near future.



HURRICANE TRACKING CHART

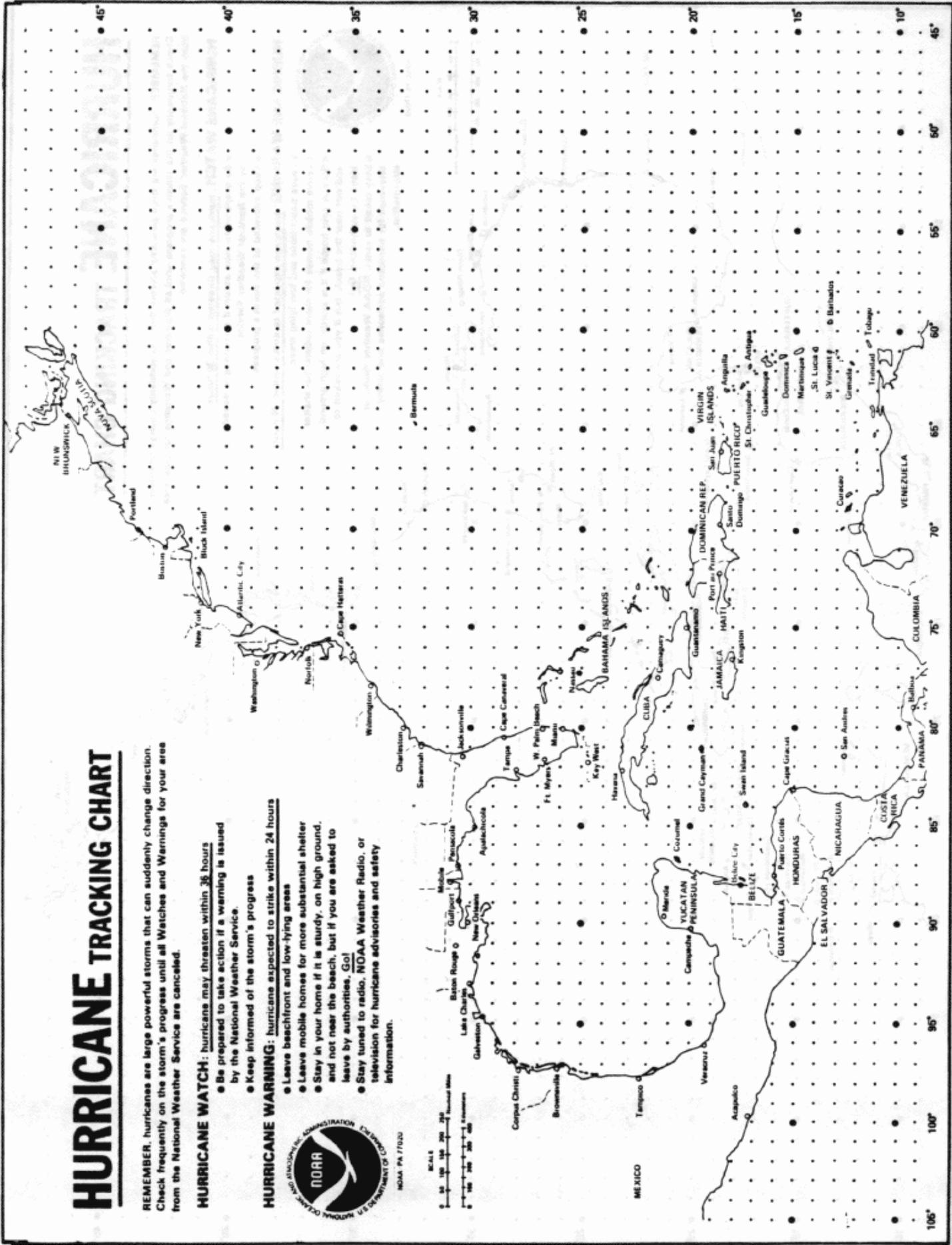
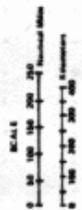
REMEMBER. hurricanes are large powerful storms that can suddenly change direction. Check frequently on the storm's progress until all Watches and Warnings for your area from the National Weather Service are canceled.

HURRICANE WATCH: hurricanes may threaten within 36 hours

- Be prepared to take action if a warning is issued by the National Weather Service.

HURRICANE WARNING: hurricanes expected to strike within 24 hours

- Leave beachfront and low-lying areas
- Leave mobile homes for more substantial shelter
- Stay in your home if it is sturdy, on high ground, and not near the beach, but if you are asked to leave by authorities, Go!
- Stay tuned to radio, NOAA Weather Radio, or television for hurricane advisories and safety information.



CORPUS CHRISTI ARMY DEPOT

Col. Timothy A. Sassenrath, Commander

The Aircraftsman
Public Affairs Office
308 Crecy Street
Mail Stop 19
Corpus Christi, Texas 78419

Phone: (361) 961-3627
Fax: (361) 961-3039
Email: lois.contreras@us.army.mil

Lois Contreras, Public Affairs
Officer

Sharon Haynes, Protocol Officer

Our Products Reflect Our Pride

We're on the Web!

www.ccad.army.mil



**HISPANIC HERITAGE
MONTH OBSERVANCE**

16 SEP—18 OCT

The Hispanic Employment
Committee is seeking CCAD
employees who would like to
share their talents—
whether it be music,
dance, cooking, etc.,

contact **Gilberto Lopez** at
14760 x254 for more info.

The *Aircraftsman* is published by and for CCAD employees like....



...Henry Soliz, structural mechanic in Hangar 43, seen here working on the inside of a UH-60 Black Hawk...

AND



...Spec. Jessica Lyle (l), and Spec. Jennifer McKee, seen here routing out bearing reworks in the engine shop area. Lyle and McKee are members of Company "D", 245th Aviation, Oklahoma National Guard undergoing their annual training at CCAD.