

THE

AIRCRAFTSMAN



august 2012 e-Volume 9, Issue 8

CCAD'S FIRST UH-60 L-L RECAP

A glimpse at how CCAD does everything to a Black Hawk from painting to assembly.



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august 2012

THE **AIRCRAFTSMAN**

The Aircraftsman is an authorized unofficial monthly publication for members of the Department of Defense. Contents are not necessarily the official view of or endorsed by the U.S. Government, the Department of Defense or the Department of the Army.

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The Public Affairs Office new ticketing system, which can be found on the CCAD portal: http://ccadportal.ccad.army.mil/AMCC-HC/AMCC-HCP/Pages/Division_Home.aspx

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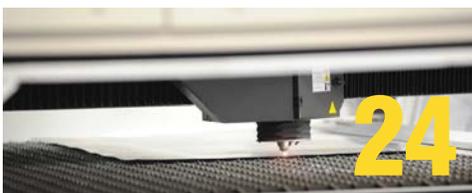
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Laser revolutionizes sheet metal cutting at Corpus Christi Army Depot.



As summer comes to a close, it's time to shift gears into a new school year for our children. We, at the Corpus Christi Army Depot, want to reflect on the significance that you play in the role of your children's education.

The beginning of a new school year marks the start of a journey for every child — a journey that comes with new experiences and opportunities to grow. You may have children starting a new school or going to school for the first time.

We urge you to play an active role in educating the children in your lives. Take the time to get involved in their development. Ask questions. Ask them what they did in school every day. Ask what they learned and really pay attention to what they have to say. Have them connect what they learned to real life experiences. Get involved in their extracurricular activities. Attend school practices, recitals, competitions and school meets. Be interested in what's important to them.

Supporting and engaging your children now will help them become better students and responsible and bright Americans in the future. Success doesn't just start at home. It starts with you.

UH-60

L-L

Recap



Depot Works its First UH-60 L-L Recapitalization: From Cleaning to Assembly

by Jaclyn Nix

Corpus Christi Army Depot welcomed its first UH-60L Black Hawk into the new L to L Recapitalization (recap) Program, June 2011.

CCAD's recap program is entering its tenth year of service to the mission. The program increases the UH-60 Black Hawk's mission lift, range and load capacity to optimize its performance and durability.

This program begins by tearing down an older Lima model UH-60 and ends by modernizing and rebuilding it with the best technology and systems. The aircraft comes out equal to or better than a new Lima model and has a service life extension of up to ten years.

This four-part series details the recap process, showing just how much goes into providing the Warfighter a state-of-the art aircraft that is better, faster and more cost-effective.

"This will benefit the soldier the most on the field because they are getting them faster and they are getting a beefed up aircraft that is combat ready," said George Gonzales, UH-60 Recap Assembly Work Leader.

Part III continues where it left off in the May 2012 issue, where the first L-L conversion Black Hawk went through the structures and electrical processes.

This edition will outline the clean, prime, paint, automated test cell (ATC) and assembly processes used to upgrade the helicopter to the L model, before moving on to its final phases.

Phase 5 - Clean/Prime/Paint

Prior to priming and painting, the Black Hawk must be cleaned a second time. The top deck, sides, bottom, cabin, fuel cell, tail boom, pilot and copilot areas are all steam cleaned.

UH-60 Recap Assembly Work Leader, George Gonzales, and Aircraft mechanics, Rene Ramirez and Dan Jimenez, install the tail pylon onto the first L-L recap UH-60 Black Hawk. Photos by Kiana Allen

"A chromate preventative compound is applied to all the bare metal and electrical plugs for water displacement before the paint shop can prime or paint the aircraft," explained Arnold Gonzalez, Aircraft Cleaning Branch Chief. The aircraft then moves to the paint shop to be masked, primed and painted inside and out. The masking paper is then removed and the aircraft goes to the automated test cells.



TAIL



ASSEMBLY



Phase 6 - Automated Test Cell

Here, the UH-60 Black Hawk makes a pit stop for complete electrical system repairs in the recap process. This includes the wiring harnesses, antenna cabling, distribution boxes and connectors.

The ATC runs and tests all electrical equipment to identify and correct any wiring discrepancies and pin-to-pin connectivity.

Phase 7 – Assembly

Assembly is the phase where everything starts coming back together to make the aircraft a whole.

At one point, all of the parts on the aircraft were removed and distributed to various shops for modernization. Mechanical, electrical, avionic and sheet metal components are then attached and checked for accuracy to ensure the Warfighter has a safe aircraft going home.

“When the aircraft first gets to us, the primary focus is to work on landing gear,” said Arnold Gonzales. “We want to get the landing gear done and get it off the jacks to make it safer for everyone.”

Hydraulics, fire extinguishing and fuel systems are three major areas that the assembly line works on after the landing gear. These areas are typically completed in the first ten days. While these *continued on pg. 10*



Awards AROUND THE Depot



From top and left to right: Anuradha Datta, Yellow Belt Certification; Robert C. Ratcliffe, Lean Six Sigma Black Belt; Debra Burns, Certificate of Achievement
photos by Kiana Allen



From top and left to right: Gary W. Green, Ricardo Rossel, Carlos F. Rossel, all Achievement Medal for Civilian Service; Nicole Plascencia, Certificate of Achievement
photos by Kiana Allen



**Commanders Coin
for Participation in July 4th Parade**

Kim Parker, Pamela Jackson, Roberto Ramos-Figueroa, Donivan Babcock, Elizabeth Sanchez, James D. Roberts, Noel C. Varela, Miguel Galvan, Peter J. DelBosque, Betsy K. Hickman, Dana B. Waller, Norma A. Tascano, Yndolfo Ramos, Paulette Murphy-Higgins, Sam Tyler, James Wright, Jose L. Vela, Oscar Recio, Ruben Fletcher, Fontaine Peronis, Michael A. Wright, Joseph Gushanas, Jamie Felgenhauer, Sarah Dupnik, John De Luna, Arnold Canales, James Rodriguez
photos by Kiana Allen



**Commanders Coin
for Superior Performance for IPR with AMCOM**

Duane Forester, Ben Huff, Melanie Edwards, Rosie Guillen, Merry Holbrook, Chenel Rouse
Not pictured: Jennifer Canales, Patti Puckett



**Certificate of Appreciation
for support of Windows 7 Migration**

Walter Long, Randy Gonzales, Jonathan Carter, Clifford Scroggs, Ryan Riedel, Danney Boren



Length of Service Awards

From left to right: Jose Duenes, 45 years; Gordon Umenhoffer, 25 years; Brenda Richardson, 25 years
photos submitted by work center



On the Spot Awards

From left to right: Minda Perez for support of the failed IDOC's Repair Team; Marc Carter for contributions in the development of the CCAD Sharepoint Portal
Photos submitted by IT division



UH-60 L-L Recap, continued from pg.6

systems are in work, floorboards are installed to the Black Hawk so electricians and mechanics can maneuver throughout the aircraft with ease.

“If you don’t do certain systems early on, such as the fire extinguishing system, then you cover up those areas making it more difficult to put other things on the aircraft,” said Gonzales.

Much like the structures and electrical process, electricians and sheet metal mechanics put the aircraft back together. To eliminate any rework, sheet metal mechanics wait for electrical crews to put their parts together before they install any paneling.

Finally, break systems, flight controls, transmissions, T-701D engines, tail pylon, rotor blades, doors, windows, floorboards and paneling are installed on the fully recapitalized aircraft.

“It is a group effort to build an aircraft.” said Gonzales. “When it comes to us, there is nothing on it except the shell.”

In the final installment of this story, flight crews will inspect the Black Hawk and submit it for final cleaning and painting before pilots test fly and deliver it to the customer.

To be continued: Phase 8 – 11 Final JT Inspection, Clean/Final Paint, Flight Test and Delivery ■

Talk about IT



Prevention in the News...

**If you don't talk to your Kids about
Drugs and Alcohol, someone else will!**

submitted by Corpus Christi Army Depot Army Substance Abuse Program Office

As parents what we say and do has a tremendous influence on the decisions our children make, especially when it comes to using drugs or alcohol. Research shows that kids who learn a lot about the risks of drugs and alcohol from their parents are up to 50% less likely to use. Elementary age (generally age 7 to 12) is the best time to talk to a child about drugs and alcohol, however it's never too late to start. By talking to your kids about drugs and alcohol, you can help them make better choices and live safer, healthier lives. As your children prepare to go back to school, you can be pro-active by letting them know you're there to help them handle new, challenging situations they may come across in the school environment.

National Institute of Drug Abuse (NIDA) reports that children are abusing drugs as early as 12 and 13 years old. Drug abuse at this early age typically includes cigarettes, alcohol or inhalants. A survey conducted by National Survey on Drug Use and Health (NSDUH) in 2008 found that 9.3 percent of youths aged 12 to 17 are illicit drug users (roughly 1 out of 10 children in our schools are using illicit drugs!). The earlier drug abuse begins, the more involved the abuse becomes as the child enters adolescence and adulthood.

You may feel uncomfortable discussing drug use with your child. Take some time to learn more. The CCAD Prevention Coordinator can help with ideas and available resources. (961-5464) ■

Digital Cameras and the Megapixel Myth

By Audrey Gossett



Photo by: Audrey Gossett

“The single most important component of a camera is the twelve inches behind it.”

—Ansel Adams



Photo by: Audrey Gossett



Photo by: Audrey Gossett

I get asked a lot of techie questions at work and outside of work. “How do I hook up surround sound to my television set? Do you know how to make customized QR codes? Will you make my daughter a graduation video?” But the one question that I get asked the most is, “I want to buy a camera. What should I get?”

My immediate response is: What will you be taking pictures of?

I’ve noticed that, since megapixels on cameras have increased, so have the prices. And rightfully so. The more bells and whistles that will make a photographer’s life easier, the better. This is especially true when you are asked to do a last-minute shoot (not that it happens here at CCAD or anything).

wink



Audrey Gossett has been working in the audiovisual field for 15 years. She started working at CCAD in 2006 and runs the Visual Information Branch in the Public Affairs Division.

So you have auto-focus, face recognition, white balance, digital zoom, motion detection, aperture priority, etc: all really great tools when you need them. But how many consumers actually take the time to use any of these features on their camera? Or how many even know what a megapixel is?

So that is where we will begin. The megapixel.

Digital cameras have a thing on them called a “Sensor.” The sensor is covered with little (light sensitive) cells that produce a piece of the image you are capturing. That piece is called a pixel. It’s really tiny and, when you put a bunch of pixels together, they help form your image. One million pixels equal a... wait for it... wait for it... MEGAPIXEL!

HIGH MEGAPIXELS NECESSARY OR NEGOTIABLE?

So if you have a 12 megapixel camera, that means that the sensor on your camera has 12 million light sensitive cells on its sensor.

To give you a visual of what a pixel looks like, take a look at the pictures on the right. Notice that the picture on the left looks like a bunch of squares? That's actually a closeup of part of the picture beside it. Each one of those little squares is called a pixel. So cute, I could pinch their pixel cheeks. One million of those little squares—pixels—make a megapixel.

So now that I have drilled into your mind what a pixel is and how one million of them make up a single megapixel, I'm sure you are wanting to know how many you need. Again, I'll refer to my knee jerk response. What are you going to be taking pictures of? But now there are more questions. Do you plan on printing any of your photos and, if so, do you plan on enlarging them? What is the largest size that you would print or enlarge your image to? 5x7? 8x10? Or would you make your picture even bigger?

So here we go with some mathematics again. I apologize because, if you're anything like me, I'm not exactly a big fan of math but it is a necessary evil when it comes to audiovisual projects/products. But I digress. In order to get "true photo quality" you need a maximum of 300 pixels per inch on your image (300ppi). Sometimes 200ppi works but that is a whole other can of worms, so I'll focus on the norm of 300ppi. The fact of the matter

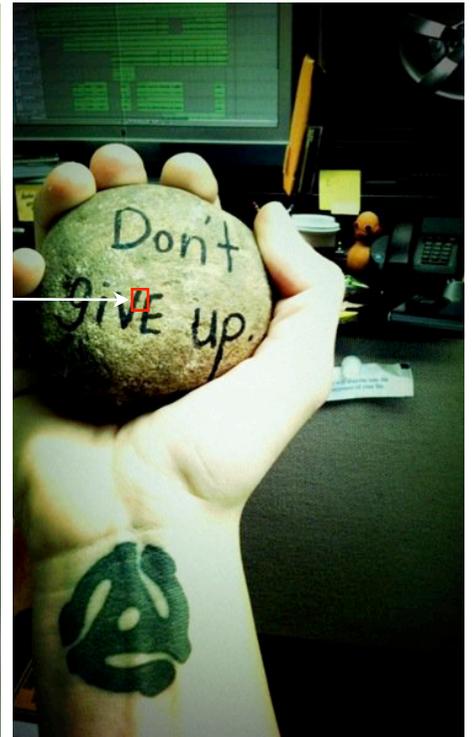
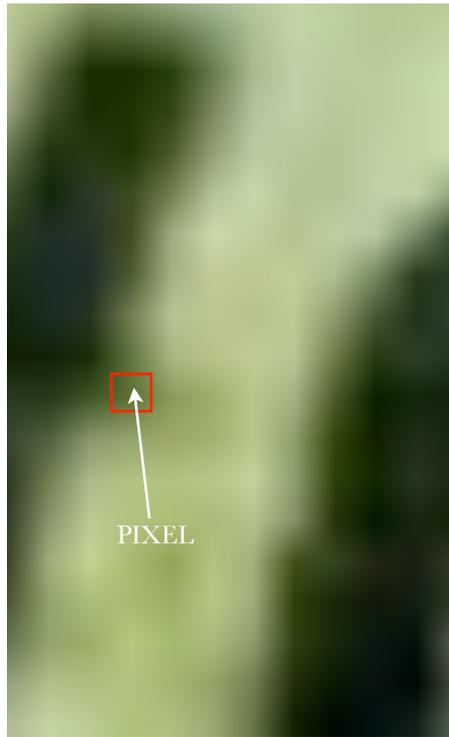


Photo by: Audrey Gossett

is this: the human eye cannot tell a difference in quality beyond 300 pixels per inch. So you'd really be wasting those pixels since it's humanly impossible to visually tell a difference.

That brings us to why I ask if you plan on printing any of your photos and whether any will be enlarged. How large do you want your image?

I've included a simple chart to help you figure out how many megapixels are adequate for the photo sizes that you intend to print.

Consider the maximum size of print you want and then you'll know the number of megapixels you should look for in your camera. It will save you a ton of money

and, being a "CCAD'er," we're all about being cost effective. (:

Personally, I am more concerned with optics than megapixels. A good camera lens makes a world of difference when you are capturing an image. But I'm not going to talk optics this time around.

This little article merely touches on megapixels and not all of the other cool features that come with different digital cameras. That is another discussion. Don't fall for the hype that the best cameras have the most megapixels. That, my friends, is a myth. ■

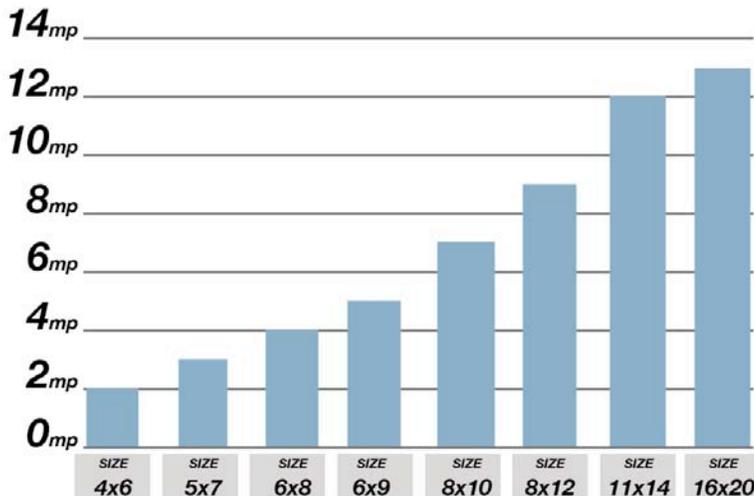


Photo by: Audrey Gossett

Megapixels and Image Size

Here's a handy reference to show how many megapixels would be preferable for an image enlargement. If you find that the largest you ever intend to print is at 8x10, then a camera that has between 6 to 8 megapixels would be adequate.

Note: This is based off of print sizes at 300ppi (pixels per inch)

Around THE Depot



COL Donald R. Nitti makes his first visit of many to CCAD as the new Director of Field Support and Readiness Directorate in the Integrated Materiel Management Center (IMMC). Depot leaders showed COL Nitti what CCAD is all about, paying special attention to Depot Field Teams.

photo by Ervey Martinez



Depot riggers lift this MH-47G Special Ops bird onto a flatbed for transport.

The G Model had its entire roof section replaced: it's a first for CCAD. The bird was sent back to the 160th in Kentucky for further population.

photo by: Public Affairs Office

COL Carlile visits Texas A&M University - Corpus Christi to speak to students about career opportunities with Corpus Christi Army Depot.

Photo by Ervey Martinez



Command Staff and directors meet off-site for a strategic planning session.

Photo by Ervey Martinez

EVENTS

CCAD Education Day

College representatives will be on hand to answer questions and speak to CCAD government employees about college courses. Skills & Development Division representatives will provide information on CCAD's tuition assistance process and to provide information on other training at no-cost.

This event will be held on Tuesday, August 14, 2012 in Building 8 Mall Area by the Subway Restaurant. Representatives will be available from 0745–1430 hours to discuss and answer questions.

MWR - See the Astros

Trip to Minute Maid Park in Houston, TX to watch the Astros take on the Milwaukee Brewers on Friday, August 10, 2012. Cost for the trip is only \$60 per person which includes transportation on a chartered bus, game ticket with seating in the mezzanine section and unlimited hot dogs, popcorn, peanuts, soda and water!

Depart ITT, building 1785 parking lot at 2pm; game time is 7:05pm; depart after the game and arrive back at NAS Corpus Christi at approximately 2am. This trip is open to Military, Retired Military, Dependents, DoD/NAF Employees and Contractors working at NAS Corpus Christi.

For more information call ITT at 961.3961.

Feds Feed Families 2012 Food Drive

CCAD is teaming up with NASCC to support the Feds Feed Families Food Drive. This food drive encourages federal employees to participate in increasing food banks supply for families in need of food during the summer when donations are slow.

Food collected during this drive will go directly to the Corpus Christi Food Bank. We want to encourage everyone at CCAD to participate. You can donate canned or dry goods in the barrels in the main entrance of Building 8, in front of Subway, or at several locations around NASCC.

Items you can bring in should be non-perishable/non-glass items such as canned fruits and vegetables, soup, stew/chili, tuna fish, canned salmon, canned chicken, rice, beans, pasta, sauces, spices, breakfast cereal, oatmeal, boxed dinners, peanut butter, jelly, baby cereal, and infant formula just to name a few. The food bank can also use items such as diapers, toothpaste, toothbrushes, soap, shampoo and deodorant.

The last day to donate is Wednesday, August 29 at 1000. Every donation would be greatly appreciated.

For more information, please visit www.fedsfeedfamilies.org

SAFETY

August 2012 Fitness Schedule

Every Tuesday in August: Zumba
Thursday, August 2nd: Tae -Bo Power
Saturday, August 4th: Zumba Celebration
Thursday, August 9th: X2 Plyocide
Thursday, August 16th: X2 Yoga
Thursday, August 23rd: Insanity Max Conditioning
Wednesday, August 29th: Wellness Assessments
Thursday, August 30th: Insanity Max Circuit

All classes will be held from 1610-1710 in the Gulfstream. Classes are free of charge. All CCAD employees, contractors and NASCC tenants are welcome.

X2 Yoga is 65 minutes. Please bring a yoga mat and yoga blocks.

Plyocide involves jumping, please feel free go at your own pace if you have knee issues.

August 4th is the one year Zumba celebration which will be held at the Sunfish Pavilion at 0800. The first session will be held from 0800–0900 with a 30 minute intermission. A second session starts at 0930. Come celebrate with us.

Wellness Assessments on August 29 will be taken from 0600–1500 outside of the Ergonomics Center. Measurements to include: body fat, BMI, BP and Weight. Blood sugar test may be available. Information will also be available on other health topics.

AAAA 10th Annual Luther G. Jones

Professional Aviation Summit

*Corpus Christi Army Depot (CCAD)
Cornerstone of Aviation Readiness
"Cost-Wise Readiness"*

September 25–27, 2012 at American Bank Convention Center in Corpus Christi, TX.

For more information and to register online please visit <http://www.quad-a.org>

Don't forget about the CCAD Leadership Meeting Thursday, September 27th from 1330-1530. A brown bag lunch will be available for a cost of \$15.

We look forward to your attendance at the 2012 AAAA 10th Annual Luther G. Jones Professional Aviation Forum.

Please contact the AAAA National Office if you have any questions
755 Main Street Ste. 4D
Monroe, CT 06468-2830
Phone: (203)268.2450 or e-mail aaaa@quad-a.org



"It felt like bad gas... I only had about a half hour left to live."

Open Letter

**CCADer and heart attack survivor
Chuck Anderson shares his experience.**



photos courtesy of Charles (Chuck) Anderson

Dear CCAD family,

I am sending this out to you in order to share my experience. I hope something in here helps someone else avoid a heart attack. Please do not be as stupid as I was. I misinterpreted warning signs for over a week. In my defense, I really thought they were warning me of "ANYTHING" except a heart attack. I was wrong. This particular heart attack has a pretty high mortality rate. I am extremely lucky. For those that do not know me and are wondering about age, I am 59. If you have a history in your family tree of heart disease, I would not personally focus too much on age... and lastly, I am not a doctor, I can only tell you what happened to me.

Jun 3 Brush Pickup weekend in our area. I felt a pain in my chest while chain sawing trees and beating an old swing set into submission to go to the road. It felt like bad gas. If I burped and sat down it went away.

Jun 4–8 Every morning walking in from between Hangars 42 and 43, I would get that same intense gas feeling and be totally out of breath by the time I got to the office. When I sat down, all the pain went away and did not come back all day... I bought Beano, Gas-X and tried them all week.

Jun 9–10 I loaded up the old trailer and went camping. I experienced mild chest pain in our morning walks. I burped a bit to make it stop, not a big a deal. But I decided I would go see the doc the next week. Still thinking it was gas.

Jun 11 On Monday I got up, showered and dressed and was walking to the kitchen. WHAM!! Just about everything you have ever read about heart attacks happened within seconds. Intense pain in the chest, felt like it was trying to explode. I could not get a good breath, pain shot up into my face, serious pain; it felt like the bones in my jaw were stretching. I started sweating instantly and had nausea... (but no tingling in my fingers or arms like doctors warn about). My wife called 911 and got me to the hospital. They discovered my left anterior descending artery was 100% blocked. They call the blockage in that particular artery the "Widow Maker" and said I only had about a half hour left to live had I not gone to the hospital.

It turns out my mother's side of the family has a history of heart disease. That means I have a history, and my kids.

CCAD, I tell you this because we are family. If you or your spouses are getting any kind of warning sign, don't be stupid like me and have a week-long heart attack. If any of those symptoms hit, think worst case first and then back down. I did it backwards. And I got lucky.

It is good to be alive!

CORPUS CHRISTI ARMY DEPOT'S

GENERATIONS

BY: AUDREY GOSSETT

Highlighting the family history behind the Corpus Christi Army Depot.

An interview with Ed Slonaker

THANKS FOR INTERVIEWING WITH ME ED. TO START OUT, WHAT IS YOUR JOB TITLE HERE AT CCAD AND WHAT ARE YOUR RESPONSIBILITIES?

I'm an I.T. Specialist in charge of the content for the depot's Internet site and some of the items seen on the new SharePoint Portal. I also take care of arranging VTCs and manage the digital signage on the displays and screen-savers at Corpus Christi Army Depot (CCAD).

THIS PICTURE OF YOU AS A KID IS GREAT! AND IF MY EYES ARE NOT DECEIVING ME, THIS BUILDING LOOKS VERY FAMILIAR. TELL ME A LITTLE ABOUT IT.

My dad took this picture in January 1969. I was six years old. Mom worked on Sunday some -times and we'd bring her out here, drop her off and then we'd either go play golf or go fishing. Dad was the "shutterbug" back then and he took this picture on one of those Sundays.

DID YOU VISIT CCAD OFTEN AS A CHILD?

I did spend a lot of time here as a kid. There are only a couple of employees still out here today who remember that. Back then security was a lot more open. Sure, you still had to wear a badge but that was mainly just a small nameplate with a clip.



Photo by: Charles Slonaker

ARADMAC - 1969

"Eddie" Slonaker in front of what was then called ARADMAC, now known as Corpus Christi Army Depot.



“I’ve gotten this far at CCAD because I’ve worked with some wonderful people. I don’t think I’d be who I am without them.”

—Ed Slonaker

WHAT DID YOU THINK OF THE DEPOT? ANYTHING STAND OUT?

The size of the operation—back then and today—it’s amazing how big this complex is. Even after all these years, I can still get lost and there are still parts I haven’t seen.

SO YOU MENTIONED YOUR MOTHER AND FATHER. WHAT ARE THEIR NAMES AND WHAT DID THEY DO WHEN THEY WORKED HERE?

My mom is Josie Slonaker. She worked in the main computer room, now called Site 1, as an operator. Computers were a lot bigger back then and took up most of that room. Each of the components (disc drives, tape drives, CPUs) were larger than side-by-side refrigerators. And noisy! If it wasn’t the scream of the disc drives, it was all the fans running in the cabinets you’d hear. I vividly remember all that. It was very impressive for a kid back then.

Dad’s name was Charles “Chuck” Slonaker. He was a programmer, working upstairs in an office right about where some of the troubleshooters sit today. Back in the late 60s and early 70s, programmers seemed to be held to a higher standard—they wore either suits or shirts with ties. My first day at work here, I wore a suit and felt completely out of place because nobody else was! Yeah, times change.

DID THE FACT THAT YOUR PARENTS WORKED HERE HAVE INFLUENCE ON YOU PURSUING A JOB AT CCAD?

Not originally, no. I was going to be an architect and geared my education towards that. But Dad had just passed away and Del Mar’s program, at the time, wouldn’t have me at a drafting table for two full semesters so I looked into their computer science courses. A friend of mine worked in their computer lab. The main computer in there was an IBM System 34 and it had a Star Trek game on it. I was floored! He showed me the basics of what to do and I spent hours playing that thing. I was a diehard Trekkie and that program got me wanting to learn more about computers and programming.

ANY OTHER REASONS YOU WANTED TO WORK HERE?

The travel. When Dad worked here, he was always going somewhere. He spent six months in Vietnam working on “Operation Flattop” which was a portion of CCAD’s overhaul capability put right there off the coast so helicopters could be worked on there, rather than shipping them back to the U.S. When I started here, within six months, my first TDY trip was to Las Vegas for a COMDEX conference. Imagine that!

TELL ME ABOUT HOW YOU STARTED OUT AT CCAD.

Bob Celso was the director of I.T. and started a “co-op” program between CCAD and Del Mar College. After graduating from Del Mar, I continued on to CCSU (now Texas A&M Corpus Christi) and was picked up in AMC’s Intern program. My first day of work here was 21 May 1984.

WHAT WAS YOUR JOB TITLE AND RESPONSIBILITIES THEN?

I was a GS-3 Student Trainee. I still have my first Leave & Earnings Statement right here at my desk. I was hired as a COBOL programmer. But, within a week, I was put on a team of three, looking at the depot’s very first desktop computer. It was an IBM PC with a 10MB hard drive, two 5 ¼ inch floppy drives, 64K of RAM and a color screen—which, back then, was unheard of. Our team was to decide if this little computer would be of any use at CCAD. A year later, we were installing PCs throughout the depot. And, as they say, “the rest is history.”

SO YOU’VE BEEN HERE...

28 years—that’s hard to grasp sometimes. I thought I’d only be here a couple of years and move on to something else. But I loved my job and couldn’t imagine doing anything else. I still feel that way.



Ed Slonaker - Corpus Christi Army Depot - 2012

Photo by: Kiana Allen

TELL ME A MEMORY ABOUT YOUR EMPLOYMENT AT CCAD THAT STANDS OUT THE MOST.

Getting to travel in the depot plane with COL Blair to Tobyhanna to train their commander and some of their employees on the use of the PC and some programs. I was just a kid! And here I was training a commander and directors. That led to me going to AMC to do the same thing, but to SES-level employees. I was fearless. Still am, I suppose. But, really, the experience that stands out most is getting to work with some of the most talented people I've ever known. Sadly, some of them are no longer with us, but I've learned so much from each one. I've gotten this far at CCAD because I've worked with some wonderful people. I don't think I'd be who I am without them.

WHAT POSITIVE CHANGES HAVE YOU NOTICED IN THE LAST 28 YEARS?

The impact this depot has on the community is amazing! From its volunteer initiatives to fund raising and the staggering amount of generosity says a lot. Even in a tightened economy, the bar keeps getting raised and surpassed by the employees here.

IF YOU COULD PASS ON A BIT OF KNOWLEDGE TO THE YOUNGER GENERATION HERE AT CCAD, WHAT BIT OF KNOWLEDGE AND ADVICE WOULD YOU GIVE THEM?

Love what you're doing or find something else. It's that simple. Life is incredibly short to be spending it at a job you don't absolutely enjoy. Before you know it, you'll be waking up, planning your retirement and wondering where the time went and "why didn't I do this instead?" I've been very fortunate with that. Yeah, sure, there are some things I wish I'd done differently, but I'm forever grateful for the time I've spent here. ■

“Love what you’re doing or find something else. It’s that simple.”

—Ed Slonaker

Profiles IN Professionalism



Juandalynn Givhan-Simmons

Employee Assistance Program (EAP) Coordinator

Hometown:

I'm a Mississippi native (Greenville). I completed a Bachelor of Arts in Psychology at Mississippi State University and a Masters in Clinical Psychology at Northwestern State University at Natchitoches, Louisiana in 1990. I experienced a little bit of Hollywood in 1989 when the star-studded movie Steel Magnolias was filmed in Natchitoches, starring Sally Field, Shirley MacLaine, Julia Roberts, Dolly Parton and Daryl Hannah.

Brief Job Description:

I am the Employee Assistance Program (EAP) Coordinator for CCAD. The Employee Assistance Program is a free, confidential service for depot employees, managers and their family members designed to help resolve problems before they disrupt an employee's personal or work life. As the EAP Coordinator it is my job to help employees find ways to make life better for themselves by facilitating referrals to the most appropriate resources that can best address their needs. The EAP is all about helping people become better workers and workers become better people."

What has been your greatest CCAD achievement?

My greatest achievement is each satisfied customer.

Who has been your biggest influence at CCAD?

My biggest influence at CCAD is my supervisor and mentor, Dennis Campbell. He motivates, supports and inspires the Alcohol and Substance Abuse staff. We're both Pisces, so we work very well together. He's the EAP's EAP.

The ASAP team also impacts the success of the EAP. I couldn't work with a better group of people. Special thanks to our not-so-new Prevention Coordinator, Ruben Ramirez. He has been instrumental in initiating a fresh push at marketing the EAP, so much so that he has been cited as being the EAP. I really appreciate the hard work he does every day to highlight the benefits of the Employee Assistance Program.

What do you enjoy most about working at CCAD?

I'm a "people person" and hope that's how others experience me. I appreciate the opportunity to meet with people and their openness to share with me their concerns towards identifying solutions that meet their needs. The ultimate win-win.

What is your personal professional motto?

The Golden Rule – "It's nice to be nice and a smile goes a long way."





A quality control inspector off the floor (right) assists a CCAD student. Photo by Jameson Cardenas

Technical Training Office

Takes First Drill at a New Program

by Jameson Cardenas

Since its migration under the Quality Management Analysis Division in February, the Technical Training Office is revamping and celebrating its first program geared towards training entry-level sheet metal mechanics.

As a group, the mechanics have been working at CCAD for over a year, but all of their training prior to this program has been on-the-job.

Michael Dimick, the Quality Management Analysis Division Chief, is pleased to see and hear that, despite their time on the job, they are still learning valuable tools that weren't taught in CCAD's fast-paced production environment.

"I know personally that if you start training somebody who has a zero-knowledge of what you're doing, it's a little harder," explained Dimick. "Our

customers helped us figure out that we thought they wanted high-level training. After we went out and interviewed them we found they wanted entry-level training.”

The Technical Training Office plans to offer programs for various levels in the future to better prepare CCAD mechanics on the floor.

“Hopefully they’re going to be better geared to get the production out of the door,” said Dimick.

Not only does it seem that production efficiency will strengthen, but continuance of this program will bring the onset to adapting to changes in regulatory and technological requirements.

Dimick notes, “Changes come down in technical requirements constantly and we have processes to look at that. When we see it, we’ll identify it as a new requirement, and if it has a training requirement, we will put it together, execute that and keep them up-to-date.”

This includes courses that will bring on current certifications needed for programs like the upcoming Shadow Program, which requires special certification for electricians and avionics technicians that deal with cables and harnesses. This was something that never existed at CCAD before.

“It is a customer-driven requirement,” Dimick stressed. “As I talk, we’re out for bids to bring in



Top: James Randle participates in a sheet metal exercise after receiving mentoring and guidance from the class instructor.



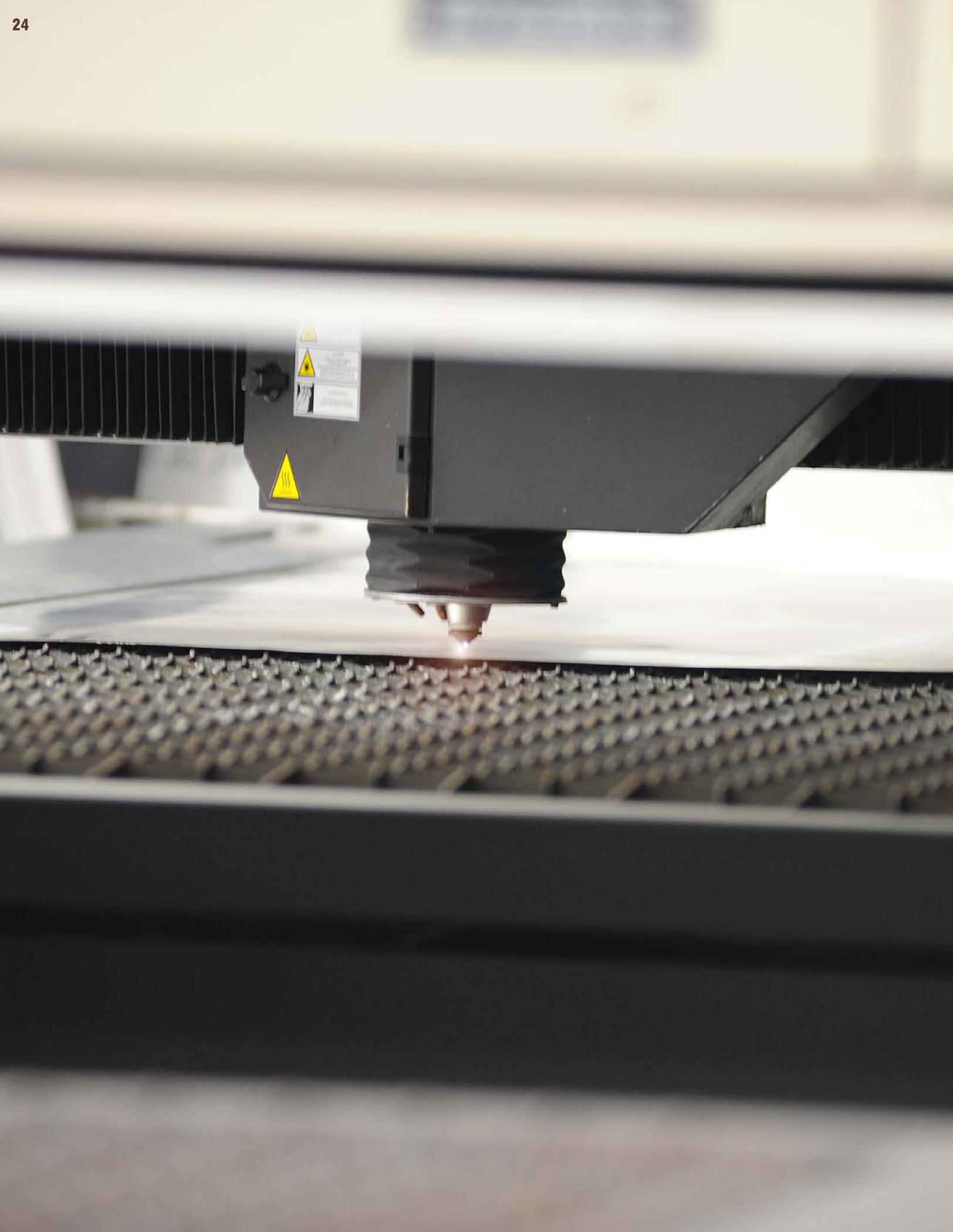
Bottom: Sheet metal mechanics engage in a new training session.

Photos by Jameson Cardenas

that certification. It’s not just to certify employees. It’s to certify instructors. We’re going to certify inspectors. And then we will train the workforce and certify them.”

“We don’t train just to train. It is either a customer requirement, a regulatory requirement, or to grow our new workforce.” ■





Laser Revolutionizes Sheet Metal Cutting at Army Depot

by *Brigitte Rox*

photos by Ervey Martinez

Nobody works on more Army helicopters than Corpus Christi Army Depot (CCAD) so, when it comes to repair and overhaul, they cut a lot of metal.

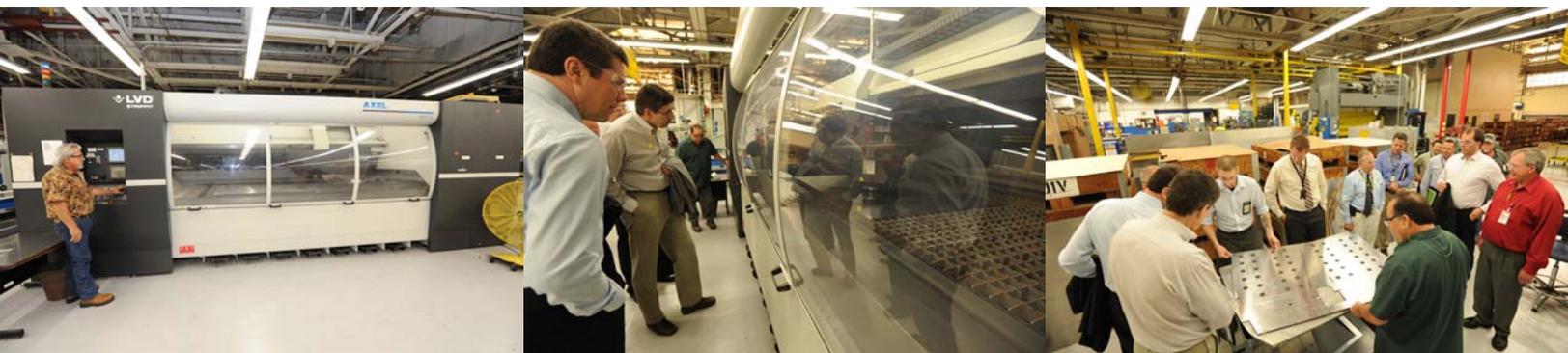
Gone are the days of hunching over a pristine sheet of metal meticulously drilling holes and patterns by hand. Now, depot artisans are a step closer to automating the entire sheet metal manufacturing process at CCAD.

“This automation will increase quality, reduce manufacturing times and allow one standard time allotted for cutting and deburring patterns and formatting aircraft sheet metal parts manufactured at CCAD,” said Roland de la Fuente, a sheet metal mechanic supervisor.

“It took us 24 hours to manufacture by hand,” he said. “Now manufacturing takes only eight hours.”

In the past, a sizeable product like a UH-60 bulkhead required the part to be pressed by hand in multiple sections. It all changed with the new fixture. The laser cutter can cut a pattern in as little as five minutes. “It’s one run and that’s it,” said Garcia.

The advantage of the new laser comes with the computer technology. The laser is controlled using Computer Aided Drafting and Manufacturing (CADMAN) software. The CADMAN is a computer-aided drafting program that specifies the laser’s cutting path.



The new laser was put into production in 2010, but it went virtually unnoticed next to the bus-sized fluid cell press that normally stole all the attention.

“It takes having to see the laser in action to really get the ‘wow factor,’” said de la Fuente of the new laser cutter.

The fixture is described by the manufacturer as a high performance linear motor that delivers high-speed cutting for fast, continuous processing of high quality parts.

The laser cutting fixture is used to cut sheet metal patterns that are later formed with the fluid cell flex press or power brakes before they are put on a helicopter.

With a cutting speed of 40 meters per minute, the laser is faster than producing patterns by hand. The laser can cut through several thicknesses of different material, including plate steel, stainless steel and aluminum. Patterns are guaranteed to cut within tolerance with a repetitive accuracy of .0008 ten thousandths of an inch.

Aircraft sheet metal mechanic Jeremy Garcia has noticed a big difference in the time it takes to produce parts since they started using the new fixture.

“The laser is the first member of a fabrication cell I am developing to support the fluid flex cell,” said de la Fuente. Plans for another laser, a turret punch and two power breaks—all using the same CADMAN software—are in the works.

By utilizing the same CADMAN software, all the machines will be able to communicate with each other. According to the manufacturer, the CADMAN programming software offers integration of the key sheet metalworking processes of laser, punching and bending.

“This will allow the artisans to create pattern-cutting and forming programs the instant the flat pattern is drafted in CADMAN,” said de la Fuente. “The artisan can then transfer the pattern-cutting program to a punch or laser or even transfer a brake-forming program to the power brakes without having to leave his seat.”

“The laser has performed superbly thus far,” he said.

The laser cutting fixture and the subsequent automation implementations will allow CCAD to schedule accurately and allow the training of a more technologically-proficient workforce to meet unpredictable surges in demand. ■



Question: What is one place you would like to visit at CCAD?



Hector Hernandez

Sheet Metal Work Leader

6 years at CCAD

"There are a lot of little shops in Building 8, like Components, that we don't even know they exist. I wish I had a chance to visit one day and see what they do. We know what we do, but we don't know what they do."

Victor Peña

Supply Clerk

12 Years at CCAD

"Probably flight test because I would like to ride aboard a test flight."



Fred Flores

T55 Quality Control Inspector

44 years at CCAD

"The new addition because I'm curious what it will look like before I retire."

Julia Marin

Equipment Specialist

4 years at CCAD

"I would like to visit one of the hangars because I would like to see what they do while they fix the aircraft."



Gloria Olivarez

Lead Production Coordinator

4 years at CCAD

"The Commander's Office! I want to see what it's like and talk with him. I've been just about everywhere else but I would love to go to his office."

THE **AIRCRAFTSMAN**

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