

THE

AIRCRAFTSMAN



October 2012
Volume 9, Issue 10

AAAA LUTHER JONES AVIATION FORUM

CCAD focuses on cost-wise readiness at
the 10th annual aviation forum.

UH-60 10 YEARS OF RECAP AT CCAD

CCAD achieves 10 years of Recap
on the UH-60 Black Hawk and de-
livers 50 units for FY 2012.



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october 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.

The editor reserves the right to edit all information submitted for publication. News may be submitted to:

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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Commander
Col. Christopher Carlile

Public Affairs Division Chief
Shawn Clark

Editor and Graphic Designer
Alex C. Molina

CONTRIBUTORS

Jose Rodriguez
Brigitte Rox
Daphne Martin
Jaclyn Nix

Sharon Haynes
Leo Gonzales
Audrey Gossett
Kiana Allen

Ervey Martinez
Joe Wassmann
Alex Molina
Jameson Cardenas

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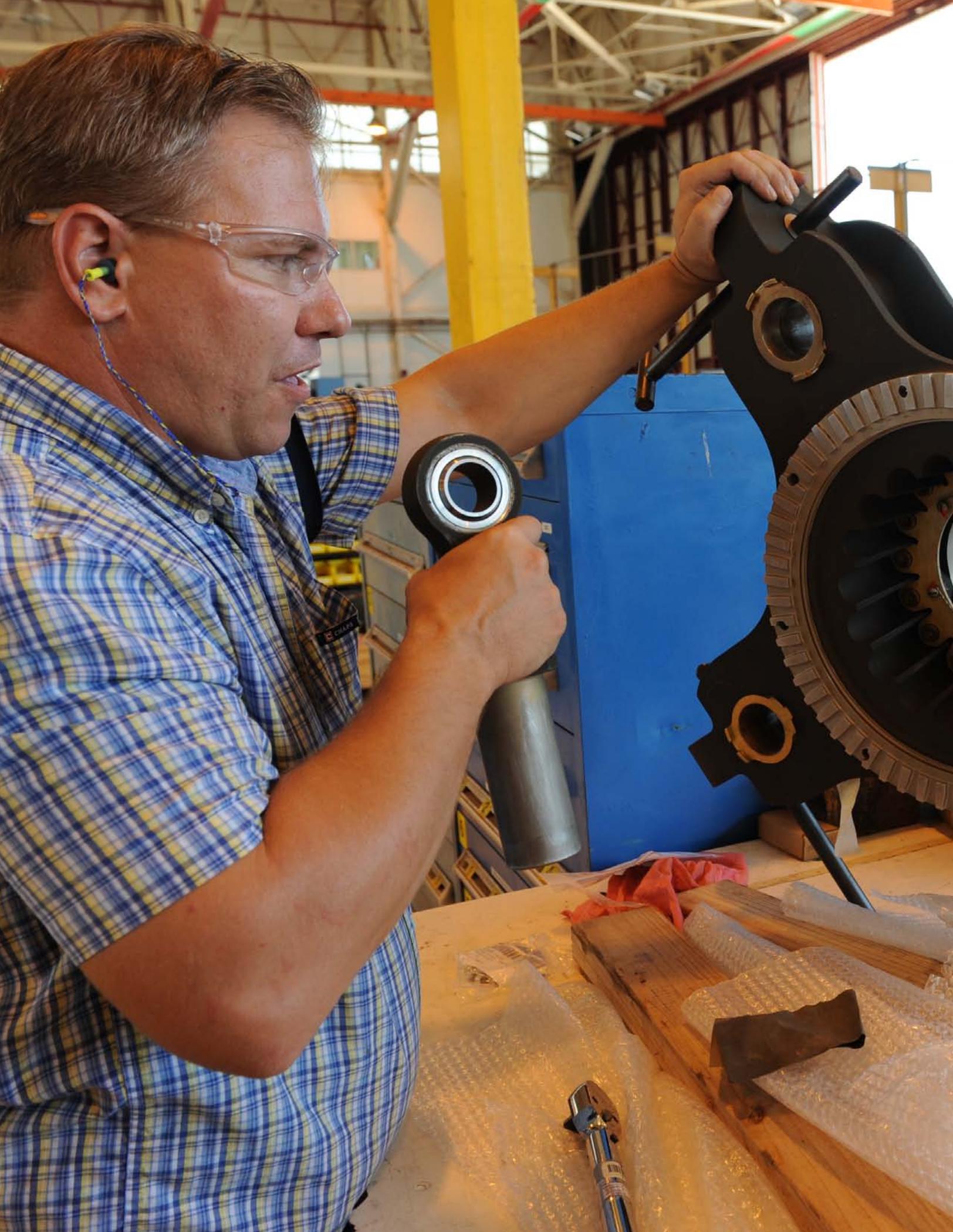
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UAS Shadow

CCAD receives its first UAS Shadow.







Halloween

Message from the Command Office

Our seasons are quickly changing from summer to fall. With Halloween right around the corner, I'm sure many of you are preparing for Halloween parties, trick or treating, fall festivals and haunted houses. Halloween can be a real treat, but while having fun, we want to make sure you stay safe.

If your children are going trick or treating, either go with them or have them go with a responsible adult. Tell your children to only travel in familiar areas and plan a route for them to follow. Teach them to only stop at well lit houses and to never enter a stranger's home. Check all candy and treats, discarding anything that may have been tampered with.

Be observant in your neighborhoods. Report anything out of the ordinary to the proper authorities. If you plan on passing out treats, make sure your porch lights are on and your patios well lit with no trip hazards. Walk the neighborhood to ensure that your children and property are protected.

As you drive through neighborhoods Halloween night, slow down and be cautious of pedestrians crossing the street. Be on alert for children darting out into the street where vision could be obscured by masks, and enter and exit your driveways with caution as pedestrians cross.

As always do not drink and drive and be safe during your celebrations. Have a Happy Halloween.



Suicide Awareness Month

During Suicide Awareness month in September, Employee Assistance Program staff place flags in the Building 8 courtyard as a memorial tribute to soldiers whose lives were lost to suicide.

Photo by Kiana Allen

E-6 Rank Pin

Col. Christopher B. Carliile had the honor of presenting Staff Sergeant Frances Irene Hutton with her E-6 rank pin, September 24, 2012. SSG Hutton was acquired through the Personnel Force Innovation as a health technician.

Photo by Brigitte Rox



Luther Jones Preparation

CCAD Public Affairs and Visual Information team prepare for the premiere of the Command Video at the 2012 Luther Jones Aviation Summit by filming Mike Dimick, Chief of Quality Management and Analysis, in the Dynamic Component Repair Facility.

Photo by Ervey Martinez

Red Ribbon Week

CCAD/ASAP partnered with other community agencies (DPS and CCPD) to promote RED Ribbon Week (Oct. 22–26) for the students of Gibson Elementary School. To ensure year-round awareness, CCAD provided the students with “Teaming Up Against Drugs” backpacks to start the school year.

Photo submitted by ASAP Office



MORALE, WELFARE, & RECREATION

Prepare yourself, Haunted House Lovers...

These are not your-run-of-the-mill, jump out and go “Boo” haunted houses. The “13th Floor” and “Unearthed” are intense, graphic, theatrical shows that will take you on a gut wrenching ride of visceral thrills and psychological horror! Think you have what it takes to survive?

October 27–28, 2012

Price: \$105 per person

Price includes

- Transportation to historical San Antonio Riverwalk
- (1) night accomodation at the Best Western Sunset Suites in the heart of the Riverwalk.
- Tickets to both Haunted Houses - “13th Floor” and “Unearthed” which include a front of the line pass to both attractions.
- This trip is open to Military, Retired Military, Dependents, DoD/NAF Employees and Contractors.

For more information contact ITT Office at 961.3961. You can also visit the MWR facebook page <https://www.facebook.com/mwrcorpuschristi> for more events this month.

Register to Vote

The 2012 General Election is to be held on Tuesday, November 6, 2012. The Nueces County Voter Registration Office will set up an early voting booth at CCAD on October 24th in front of the Subway in Building 8. Only Nueces County registered voters will be eligible to vote at CCAD and must show voter's registration card or a photo ID.



You can register to vote at <http://votetexas.gov/register-to-vote/>
To vote in Texas, you must be registered. Simply pick up a voter registration application, fill it out, and mail it at least 30 days before the election date. You can get an application at <http://www.sos.state.tx.us/elections/voter/reqvr.shtml>

You are eligible to vote if:

- You are a United States citizen;
- Resident of the county where you submit the application;
- You are at least 18 years old on Election Day;
- You are not a convicted felon (you may be eligible to vote if you have completed your sentence, probation, and parole); and
- You have not been declared by a court exercising probate jurisdiction to be either totally mentally incapacitated or partially mentally incapacitated without the right to vote.

Are you already Registered?

To confirm your voter registration status, you may select one of three methods to perform a search:

- Your Texas driver's license number, if you provide it when you applied for voter registration;
- Your Voter Unique Identifier (VUID), which appears on your voter registration certificate;
- Your first and last name.

To find out if you are already registered visit <https://team1.sos.state.tx.us/voterws/viw/faces/SearchSelectionVoter.jsp>



Combined Federal Campaign

The 2012 Combined Federal Campaign (CFC) is the military and civilian workforce contributing support for deserving charities. Col. Carlile is serving as the 2012 Chair for the Coastal Bend Area Combined Federal Campaign. The campaign will solicit funds from October 5th through November 16th.

Last year, the Coastal Bend raised \$1,310,490 with approximately \$770,000 coming from CCAD. Our theme for this year's campaign is "Give a little. Help a lot."

Incentives

Eagle Statue

Civilian-\$40 per pay period-\$1,040 total gift

Military-\$84 per pay period-\$1,008 total gift

Insulated Tumbler (16 oz.)

Civilian-\$25 per pay period-\$650 total gift

Military-\$50 per pay period-\$600 total gift

Ceramic Mug

Civilian-\$10 per pay period-\$260 total gift

Military-\$20 per pay period-\$240 total gift

Thank you for giving as generously as you have in the past in our effort to support CFC.



FIT 3 - 60 Day Results

Most Steps Male/Female Winners

- Alan Daniel with 1,193,640 steps
- Barbara McMinn-Gonzales with 679,950 steps

Most pounds lost male/female winners

- Jamie Pettis with 14lbs
- Joyce Nurse with 17lbs

Highest % body fat loss male/female winners

- Robert Hannabass with 6%
- Dana Waller with 3%

Highest % BMI decrease male/female winners

- Jamie Pettis with 3%
- Joyce Nurse with 3%

Endurance increase male/female winners

- Robert Hannabass with 57%
- Barbara McMinn-Gonzales with 86%

CrossFit Challenge Results

Male Winner age 21-39

1st Place—Gary Gonzales 1520pts

2nd Place—Jamie Pettis 1170pts

Male Winner age 40-52

1st Place—Dennis Campbell 1710pts

2nd Place—Harold Hoffmaster 1585pts

Honorable Mention

Jamie Felgenhauer 1320pts

Mike Heppard 1230pts

Male Winner age 53+

1st Place—Bob Davies 1410pts

Female Winner age 21-39

1st Place—Tiffany Hinojosa 1325pts

2nd Place—Faith Killan 1165pts

Honorable Mention

Jacqueline Allen 900pts

Female Winner age 40-52

1st Place—Joyce Nurse 1170pts

2nd Place—Barbara McMinn-Gonzales 1095pts

Female Winner age 53+

1st Place—Dana Waller 955pts

2nd Place—Sylvia Garcia 825pts

Overall Male and Female Winners

Dennis Campbell (1710pts) and Tiffany Hinojosa (1325pts)



General Via Finds Unmatched Capabilities and Empowered Workforce at Corpus Christi Army Depot

by Brigitte Rox
photos by Ervey Martinez

“Our joint forces could not do their mission and sustain the type of readiness rates and reset that you’ve done here to keep our Army moving forward.”

Corpus Christi Army Depot (CCAD) offered a warm welcome to the new commander of the United States Army Materiel Command (AMC), four-star General Dennis L. Via, during his inaugural tour, September 5, 2012.

General Via assumed command of AMC, August 7, 2012. He is circulating throughout the AMC depots under his command to introduce himself and to learn more about those critical pieces of the Army.

“This is one of the places I really wanted to get to early on,” Gen. Via said of CCAD. “I’m in my third week so we’re in the seat now. I know I’m on the ground for only a short amount of time and it’s only a snapshot but this is an opportunity to tour some of the facilities and, most importantly, to meet some of the folks who do the work.”

“You have a tremendous reputation for what you do here,” Gen. Via told CCAD leaders. “It’s a single point for aviation sustainment for the Army. You do that in a first-class way every day.”

CCAD is the only facility capable of recapitalization, overhaul, repair and modification of all rotary-wing platforms and components for Department of Defense and foreign militaries. The programs available at CCAD increase capabilities and life span of critical aircraft that would have been grounded indefinitely.



Gen. Via tours the UH-60 recap line at the Corpus Christi Army Depot.

The crash battle damage repair program alone is a special asset to Army Aviation, achieving \$922 million in cost avoidance in the past eight years while returning crash and battle damaged aircraft to the fleet.

“This capability is unreplicated anywhere else. You can deliver any capability to any department in the joint services,” he said.



“This capability is unreplicated anywhere else. You can deliver any capability to any department in the joint services.”

Commander Col. Christopher B. Carlile emphasized that CCAD has revolutionized the way they do business that lowers the cost of Army Aviation and responds to a changing operational tempo. “We are increasing production, reducing expenses while using less overtime and fewer contractor hours.”

Last year, during their 50th year of dedication to Army Aviation, CCAD reorganized their business by utilizing the Logistics Modernization Program, showing transparency at every level, empowering the workforce and investing in capabilities and training to sustain maximum aviation readiness through a cost conscious culture.

“To be effective, you’ve hit on the important thing to drive and that’s culture,” Gen. Via remarked. “Once you have a culture and you implement a process like [what you’re doing at CCAD], the workforce takes ownership.”

CCAD’s method for employee empowerment puts the power to change in their hands. Teams of employees from the shop floor are developing new ways of doing business that are making CCAD more efficient. They are reducing wait times at gates, finding ways to spend less and to shorten process time, and have developed a method to reissue excess materials to shops in need.

“It’s amazing what you can get from employees on the line when they are empowered,” said Gen. Via. “When astronauts were

“I want to thank you for that because we’ve been at war now going for eleven years and aviation has been the workhorse in theater in Afghanistan and Iraq, but especially in Afghanistan. Our joint forces could not do their mission and sustain the type of readiness rates and reset that you’ve done here to keep our Army moving forward. I look forward to learning more about what Corpus Christi Army Depot is all about.”



training to write in space, they spent a lot of money trying to get a pen to write when somebody simply asked why not just use a pencil. You have a goodness here and you just need to continue to build it.“

Like every department under DoD, however, CCAD is facing many limitations in funding but Gen. Via sees CCAD owning the change and evolving for the future.

“You have tough choices to make but, being able to drive and go full-force with the choices you’ve made, that’s what you’re doing here. You’re controlling your own destiny,” said Gen. Via. “I think that’s the key. We’re doing that and we have capacity to exceed even more. We’re just on the front-end of this and that’s pretty powerful.”

“You are transforming from what you do and are moving forward. It’s showing future thinking,” he said.

“When you look at transitioning from war to sustainment, sustainment is what we’ll be doing for a long time. There won’t be new production. We’ll transition to sustainment. We will field it and perfect it, sustaining as we go forward. This is the cost of maintaining to meet future contingency requirements we will face in the future,” he said.



General Via creates a part using the Fluid Cell Press.

General Via poses with the assembly team working on the 50th UH-60 for FY12 and tours the Chemical Branch of CCAD.



Gen. Via sees an investment in Army Aviation as critical to all of DoD, but it’s an investment that needs to grow as it ages. At the ripe age of fifty, the infrastructure at CCAD is in need of investment to improve the facilities and grounds of operation. This would fuel a growth in capabilities that is only increasing.

“Twenty years ago, I was a Battalion Commander. The barracks were absolutely horrible but those were the kinds of barracks we had with an aging infrastructure. It was terrible and it didn’t accommodate female soldiers. Then the Army said we needed to invest in the barracks and, now, they are first-class facilities but it was a sustained investment over time and that’s what we need at CCAD.”

“We know you can’t replace every facility we have but there are single points of failure that are just a storm away from impacting the readiness that we need to push for so, every engagement we have with senior leadership to get information across, we should do so.”

“We are responding to a critical need. We have to be able to respond quickly to build up that capability. We can’t allow that to atrophy. With atrophy, over time, we’ll lose that capability. This skillset in the CCAD workforce can’t be found anywhere else,” he continued.

“We need to get Warfighters here so they can take away the importance you do here and the value you bring,” iterated Gen. Via. “It’s all about readiness, efficiency and generating combat power as we reset our Army after ten years of war.”

The U.S. Army Materiel Command is the Army’s premier provider of materiel readiness. If a Soldier shoots it, drives it, flies it, wears it, eats it or communicates with it, AMC provides it. ■

Safety



Ergo Tip:

Using your equipment correctly is key to helping you complete your job no matter what task it may be. For example numerous employees have been seen using their chairs as loungers or sitting perched on the edge. Neither of these postures is good for you or the chair. The biggest issues are potential damage to the equipment and poor posture which can lead to discomfort of the back and hips. When using a chair it is important to adjust it to fit your needs and the requirements of the job. The height should be adjusted so that you can sit comfortably with the hands resting slightly above the working surface when the arms are at your side and relaxed at about 90–100 degrees. Then the armrests, if available, should be adjusted to support the arms and allow the shoulders to be relaxed. The lumbar support and chair back height, if available, should be adjusted so that the curved portion of the chair back fits and support the small of the back (normally located just above the belt loops). When seated there should be at least 3–4 cm between the edge of the seat pan and the back of the knee. This helps to prevent pressure at the knee and possible circulation issues of the lower legs and feet. Lastly, if after all of the adjustments, your feet do not sit firmly on the floor (this means the entire foot) then you should use a foot rest to support the feet properly.

Cost Savings Reminder:

We have a variety of different manufactures of chairs and office equipment here at the depot. Some are more popular than others but they all have a purpose and a lifespan. Make sure to keep all paperwork on purchases, especially those that have manufactures warrantees. Many of our current office and industrial chairs have warrantees of between 3–10 years. If a chair is no longer functioning as designed, make sure to check with the area supervisor before tossing it in the dumpster. It just might have a 10 year warranty. In many cases the manufacturer will repair or replace items that are no longer working or broken and then we save money and can purchase other needed equipment. ■





When You're a Victim of Domestic Violence

submitted by Army Substance Abuse Program

Battered employees often hide the pain at work. They may be embarrassed or afraid of losing their job. Do you or a coworker have bruises to hide, fears you can't talk about? Although most victims of domestic violence are women, men can also be victims of abuse and deny what's happening at home.

Scope of the problem

Do you or a coworker come in late, leave early, or miss work altogether, always with an excuse? Is domestic abuse the reason? Of the 5.3 million women abused each year, 1,232 are eventually killed by their partners, male or female. Recognition and intervention are critical to break the cycle of abuse. Abused workers are preoccupied, tense, and hyper-vigilant. This costs them, and their employer. Everyone loses.

What is Domestic Violence?

- Domestic abuse can be physical, sexual, economic, or emotional.
- Does your partner threaten or humiliate you, often in front of others?
- Does he/she put the blame on you? "You make me drink." "I have to do drugs to put up with you."
- Are you often isolated, restrained, or under continual surveillance?
- Are you pressured to have unwanted sex?
- Does your partner withhold praise or affection?
- Have you been pushed, slapped, or beaten?
- Do you feel there's no safe way out of this relationship?

Answering "yes" to any of these questions means it's time to get help.

Why Victims Stay

Many victims of domestic abuse stay because they need the financial support and shelter provided by the abuser. They may still love him or her and hope for change. They may feel responsible for the abuse. "If only I cooked better, was more attractive, made more money, was better in bed." Abuse can begin with a shove and eventually turn into severe beatings. The sooner the abuse is recognized, the safer the exit can be. Leaving should be carefully considered, and if planned, done in a way that ensures your safety.

Counseling: Will it Work?

You may desperately want your partner in professional counseling, and acceptance of help may follow a crisis, but ask: Is the abuser an alcoholic or drug addict? If so, chronic disease will sabotage professional counseling, so treating it first must be the starting point. Regular attendance at a 12-step program is one indication that change is possible and should be concurrent with other counseling. If drinking or drug use continues, during counseling or afterwards, another violent incident may not be far behind. Your safety will continue to be at risk.

Counseling: Will it Work?

Myths abound about domestic violence. Coworkers may think, "It couldn't be that bad or she would

leave." Don't accept excuses if a friend can't explain injuries. Say, "I'm concerned about you. How did you really get hurt?" Offer to find help. If you cannot offer your own home as a safe place, connect your coworker with the National Domestic Violence Hotline: 1800-799-SAFE (7233); 1800-787-3224 (TTY).

Planning an Escape Route

A victim of abuse has a right to protect herself and her children. Use domestic violence experts to help you plan ahead. If a potentially dangerous outburst is coming while you are home—like a fire emergency—have the ability to get out safely and arrange in advance to have the resources you need lined up.

Taking Legal Action

If you have decided to leave, you may need a Temporary Restraining Order (TRO) to keep the abuser away from you, your home, your workplace, and the children's school. The police will enforce the order when alerted, but you should educate yourself about how they work. Report any violations promptly. Make teachers aware of the TRO and discuss safe behaviors with your children. Let your employer know it, and alert security guards and coworkers. About 75% of abuse victims are harassed at work.

The Employee Assistance Program (EAP) is available to confidentially discuss domestic violence concerns and provide helpful resources.

**This information is not intended to replace the medical advice of your doctor or health care provider. Please consult your health care provider or EAP for advice about a personal concern or medical condition.*



Mexico Drugs

submitted by Army Substance Abuse Program

Selene Seguros Rios was 18 months old in 1999 when she received two injections of a pain and fever drug called Neo-Melubrina (dipyrone) in an illegal backroom clinic in Tustin, Calif. That was 20 years after the Food and Drug Administration had banned the drug in the United States because of potentially fatal side effects, including a drop in white blood cells that hampers the body's ability to fight off infections.

Selene died soon after the shots. Her death set off a crackdown in December 2000 on smuggling drugs from Mexico and selling them at swap meets, gift stores, clothing stores, meat markets, and other retail establishments. "We've found drugs that were stored in tin containers and car trunks," says Daniel Hancz, Pharm.D., a pharmacist with the Health Authority Law Enforcement Task Force (HALT) in Los Angeles, an organization of police officers and other law enforcement personnel with special training in pharmaceuticals. HALT was launched as part of the crackdown, and task force members have confiscated a variety of prescription drugs being sold illegally. Experts say the problem mirrors what goes on in nearby Mexico, where easy access to prescription drugs is common. Marv Shepherd, Ph.D., director of the Pharmacoeconomic Center at the University of Texas at Austin, places drugs available in Mexico into two categories. "Plenty of drugs that require a prescription in the United States—like antibiotics, cardiac drugs, and birth control pills—are available over the counter in Mexico," he says. "Then there are controlled substances like Valium, which you do need a prescription for in Mexico."

How the FDA Works With U.S. Customs and Border Protection

The exact amount of imported drugs that come into the United States is hard to track, and the high volume makes it impossible to examine them all. In one pilot program, the Food and Drug Administra-

tion and the CBP examined 1,908 packages of drug products from 19 countries that came through a mail facility in Carson, Calif., during a five-week period.

The FDA estimates that a total of 16,500 packages could have been set aside if there had been enough resources to handle them. Of the 1,908 packages, 721 were detained, and the addressees were notified that the products appeared to violate the Federal Food, Drug, and Cosmetic Act.

The FDA's enforcement efforts focus on drugs for commercial use, fraudulent drugs, and products that pose an unreasonable health risk.

- If a bag or package arouses suspicion, customs will set it aside and contact the nearest office of the FDA or the Drug Enforcement Agency for advice on whether to release or detain the drug product.
- Even though your bag may not be checked, it is against the law not to properly declare imported medications to customs. Failure to declare products could result in penalties.
- Possession of certain medications without a prescription from a licensed physician may violate Federal, state, and local laws.
- Prescription drugs should be stored in their original containers, and you should have a copy of your doctor's prescription or letter of instruction.
- If a drug is detained, the FDA is required by law to send you a written notice asking whether you can show that the product meets legal requirements. If you can't, the drug could be destroyed or returned to the sender.

For more information about the CBP, visit the agency's Web site, www.cbp.gov

Potential Health Risks With Imported Drugs

Quality assurance concerns. Medications that have not been approved for sale in the United States may not have been manufactured under quality assurance procedures designed to produce a safe and effective product.

Counterfeit potential. Some imported medications—even those that bear the name of a U.S.-approved product—may, in fact, be counterfeit versions that are unsafe or even completely ineffective.

Presence of untested substances. Imported medications and their ingredients, although legal in foreign countries, may not have been evaluated for safety and effectiveness in the United States. These products may be addictive or contain other dangerous substances.

Awards AROUND THE Depot

Photos by
Ervey Martinez



Achievement Medal for Civilian Service Gen. Dennis L. Via

(left to right): Norma Puentes, Vianey Castillo, Sandra Schoggins, Candice Santos and David Rodriguez



Commanders Coin for Strategic Planning Col. Christopher B. Carlile

(left to right) Linda Stool, Lynn Withers, Joseph Wassmann and Jameson Cardenas



Honeywell Coin Presentation Presented by Rey Reyes of Honeywell

(left) Anu Datta and (right) Cristina Buseman a coin of appreciation for outstanding work.



Recognition of Excellence Col. Christopher B. Carlile

Colonel Carlile presented a "Certificate of Appreciation" for help and contribution to the Directorate of Accessories and Rotor Blade and Electronics Division in reducing rework and waste while achieving one of the highest direct labor production rates at CCAD. Awardees are (left to right) Philip Gonzalez, Jody Boren, Raymond Herrington, Charlie Flores, Chris Evans, Oscar Hernandez, Israel Padron, Victor Trevino, Bill Murray, Edward Rodriguez, George Robles



**Length of Service Award
Gen. Dennis L. Via**
Sharon Haynes, 30 year Length of Service Certificate



**Length of Service Award
Gen. Dennis L. Via**
Corrine Garza, 30 year Length of Service Certificate



**Length of Service Award
Gen. Dennis L. Via**
Orlando Noyola, 30 year Length of Service Certificate



**Length of Service Award
Gen. Dennis L. Via**
David Garcia, 35 year Length of Service Certificate



**Length of Service Award
Gen. Dennis L. Via**
Robert Sanchez, 35 year Length of Service Certificate



**Achievement Medal for Civilian Service
Gen. Dennis L. Via**
David Rodriguez



**Length of Service Award
Gen. Dennis L. Via**
Michael Vasquez, 10 year Length of Service Certificate



**Length of Service Certificate
Black Hawk Recap Division Chief,
Jamie Felgenhauer**
Kandace Klabuhn, 35 year Length of Service Certificate



**Commanders Coin
Col. Christopher B. Carlile**
Sony Sapida



**Certificate of Appreciation
Col. Christopher B. Carlile**
Kiana Allen



**Certificate of Appreciation
Col. Christopher B. Carlile**
Maxie Dennis



**Certificate of Appreciation
Col. Christopher B. Carlile**
Stephen Duncan



**Certificate of Appreciation
Col. Christopher B. Carlile**
Marta Garcia



**Certificate of Appreciation
Col. Christopher B. Carlile**
Leo Gonzales



**Certificate of Appreciation
Col. Christopher B. Carlile**
Abram Martinez



**Certificate of Appreciation
Col. Christopher B. Carlile**
Jose Quintanilla



Sustaining the Black Hawk Fleet: Ten Years of Recap at the Corpus Christi Army Depot

BY COL. CHRISTOPHER B. CARLILE, COMMANDER, CCAD
BRIGITTE ROX
JAGLYN NIX
PHOTOS BY ERVEY MARTINEZ



Artisan performs pre-flight test inspections on a UH-60 Black Hawk.



Artisans work on the rotor section of a UH-60 Black Hawk.

Prepared for upcoming issue of Army Aviation.

This is an exciting time for the Army Aviation and Missile Command. We are coming down from over a decade of war and focusing on new challenges that will test how we maximize our capabilities with limited resources. Through it all, Corpus Christi Army Depot (CCAD) has been critical in its support to aviation maintenance and nowhere else is this support more evident than with its sustainment of the UH-60 Black Hawk fleet.

With more than 2,000 aircraft providing vital utility roles, the UH-60 remains the largest fleet of aircraft in the Army inventory. They move casualties, perform medical evacuation, insert troops, carry command and control assets. We wouldn't have these capabilities or this size military without the fleet. It goes without saying that the UH-60 is the workhorse of Army aviation.

Journey to Recap

It's been one of our greatest endeavors to modernize these birds since our Warfighters first set foot in Iraq and Afghanistan. When I came on as Depot Commander in 2010, CCAD was in the middle of its recapitalization journey. We are now in our tenth year of recap and I could not be prouder. In 2004, we recapitalized 11 "Alpha" to "Alpha" Black Hawks. We then produced 48 "Alpha" to "Lima" recaps in 2011, achieving a capacity we didn't expect for another four years. This year, we produced our first "Lima" to "Lima" and, with it, our fiftieth UH-60 for the fiscal year.

As the joint Warfighter's preferred value solution for rotary wing and unmanned aircraft systems (UAS), CCAD is a single point for aviation sustainment. The recapitalization program is an investment in Army aviation's future and the

best way to sustain capability of the entire Black Hawk fleet. Capability alone is not enough for our industry these days. The key is for Army to think like Big Business and, I believe, the efficiencies here at CCAD make us better, faster, and more cost effective.

Producing More for Less

Our mission really is a function of available assets. In our case, we have been steadily driving down the cost. Today, we are about 20% below what we were the day we started. Now that we're transitioning to L to L, it's going to cost even less as we move forward. It's all about reducing cost.

We can't afford to purchase the number of aircraft that CCAD puts back into the fleet. The cost to recap a Black Hawk is four million dollars less than a new one and, with aircraft costs nearing twenty million dollars apiece, there is no other cost effective solution available. It's cost prohibitive to buy new and even cost prohibitive to contract the work we do here. We simply cannot afford to not recap the fleet.

It's just like taking care of the equipment on your car. If you don't perform regular maintenance, it won't last nearly as long. CCAD maintains the Army's arm for utility operations on the battlefield. This really is the single point of failure for the DoD when it comes to helicopters due to the large number of secondary items we provide: transmissions, gearboxes, engines, rotor blades—all the things that are required for an aircraft to fly. We do so much of that work right here.

We take those beat up Black Hawks and fully restore the craft but with cutting-edge technology and systems. Our artisans beef up the structure, ***continued on page 19***



Profiles IN Professionalism



Donald Dawson

Division Chief, Aircraft Program Management

Where is your hometown?

Maui, Hawaii

Can you give me a brief job description?

Division Chief for Aircraft Program Management. My Division is responsible for negotiating cost, quantity and schedule with AMCOM for all aircraft physically being worked at the Depot.

What has been your greatest CCAD achievement?

Being part of the team increasing the UH-60 RECAP from 38 to 49+ aircraft a year.

Who has been your biggest influence at CCAD?

Mr. Bill Braddy, Mr. Robert Sharp and Mr. Roy Hollins.

What do you enjoy most about working at CCAD?

Knowing that we are providing a very high quality product to the Warfighter.

What is your personal professional motto?

“Control your own destiny or someone else will.” —Jack Welch

cont. from page 17

the two engines, the airframe and every component with more capability and power. Not only is the bird's life extended for up to a decade, but it leaves our hangar in better-than-new condition.

Each Black Hawk is different. They all come to us worn out from intensive use on the field but they have issues. There are over 2,100 variances of the H-60 out there but each one has its own story. Because of that, each bird is recapped slightly different than the last one. Recap isn't a one-size-fits-all program but CCAD artisans have found a way to streamline that process to maximize the time they spend here.

The CCAD Team

Everyone at the depot plays a vital role in sustaining our Black Hawks. It isn't just about the people who put their hands on the aircraft. It's everyone's responsibility: the folks in delivery, the ones inputting time, the administration assistants, our information technology team and our engineers. We could not have achieved 50 UH-60s had it not been for the entire team.

What we've done in the past two years is prepare for the future. We make sure we have the right people in the right jobs, with a focus on continuous education. It's an investment in intellectual capital and we have an amazing Skills and Development staff ensuring our team receives the best training opportunities.

When you add the workforce empowerment campaign we implemented during our depot reorganization last year, you start to see what sets us apart in DoD. We have business acumen like no other time in the history of this depot. We have people running the OH-58 Kiowa Warrior program and the Unmanned Aerial Vehicle Shadow program, doing things we never thought possible. We have teams of



Artisans work on the rotor section of a UH-60 Black Hawk.

civilians coming up with ideas to make us better, faster and more cost effective—things that weren't even on our radar. They're making the course of CCAD history and it's because they're personally invested. I don't see anything this workforce can't do.

We also train folks how to use the Logistics Modernization Program (LMP) and Electronic Shop Production System to maintain schedule and quality. We learned about

LMP the hard way but I feel it's essential as we move forward in our transition out of war to make it work for us. There is so much value in this system. Every installation in DoD should learn how to make this software work if they expect to reduce the cost of readiness in a resource-constrained environment. We welcome anyone in the joint forces to visit CCAD to see what we've done. It might give you some good ideas for your own enterprise to adapt.

The operational tempo from the drawdown is a big change for us and our new mission to act fiscally conservative is a challenge, however, a lot of good comes from this. We now have the opportunity to decelerate the rate of hours we're putting on our aircraft but, it in no way means our work will slow down. We will produce even more in the future. Our next goal is to increase our capacity to 60 recaps by 2014 and 96 by 2015. Around 2020, we will have our first "Mike" model Black Hawks coming in for recap and we're initiating new workload with Unmanned Aerial Systems. The future of Army aviation is looking bright for the next decade and CCAD is poised for success.

In turn, being cost effective is good not just for the American taxpayer, but for our joint Warfighters. They now have more capabilities to train, execute, and sustain the future fight and be prepared for the Nation's battles and you can bet that CCAD will be there giving them the best aircraft for the job. ■



Artisan works on a section of a UH-60 Black Hawk.



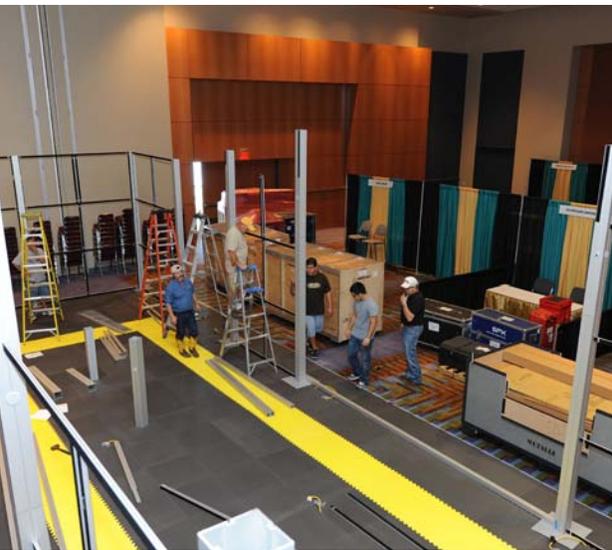
Crews inspect a UH-60 Black Hawk prior to test flight.

AAAA Luther Jones

Corpus Christi Army Depot Is Critical To Army at Aviation Forum

by Jaclyn Nix & Brigitte Rox

photos by Ervey Martinez, Kiana Allen and Jose Rodriguez



Crews assemble CCAD display at the AAAA Luther Jones Aviation Forum.

Industry and military leaders across the Army aviation enterprise attended the 10th Annual Luther G. Jones Professional Aviation Forum in downtown Corpus Christi, Texas at the American Bank Center, September 25-27.

As budget cuts and the possibility of sequestration looms over the heads of those within Department of Defense (DoD) and their partners, the three-day event, sponsored by the Army Aviation Association of America (AAAA), was appropriately themed “Cost-Wise Readiness.” The forum centered on ways Army aviation is reducing cost while maintaining superior capabilities and support to the Joint Warfighter at the Army Aviation and Missile Command (AMCOM) and Army Materiel Command (AMC) levels.

The biggest names in Army aviation could be found at this forum providing the latest aviation updates, including Maj. Gen. Kevin

W. Mangum, Commanding General, U.S. Army Aviation Center of Excellence; Maj. Gen. William T. Crosby, Program Executive Officer, Aviation; Col. Jim Baker, Ops Officer, U.S. Army Combat Readiness/Safety Center; and Col. Clayton Hutmacher, Commander, U.S. Army Special Operations Aviation Command.

“If we don’t get more efficient, we will lose the resources we have,” Maj. Gen. Crosby said to a crowded room of military, local and political leaders, private sector and civilians. “We owe it to ourselves to have a system that gives visibility. We need to get from reactive to proactive maintenance. That’s what we owe the Soldier.”

Corpus Christi Army Depot (CCAD) commander, Col. Christopher B. Carlile believes that it is time for the Army to evolve its thinking if it hopes to survive these budget cuts—getting away from thinking like the government and towards thinking like big business. The sense of



Col. Christopher B. Carlile presents the Honorary Artisan award to Corpus Christi Mayor Joe Adame.



Attendees of the Luther Jones Forum participate in the Pledge of Allegiance.



PM Aviation Panel.

comfort and job security that normally comes with being government does not exist anymore. With the threat of sequestration and shrinking budgets, it's time for the government to evolve.

CCAD was the focus of the forum as the premier Maintenance, Repair and Overhaul (MRO) helicopter facility for big Army. Though the depot offers DoD a critical service through helicopter support, the depot is striving to transform the government's sullied reputation of wasteful spending and questionable practices by streamlining their own processes, minimizing cost and working towards a goal of 100% accountability and visibility. By becoming more efficient and through making wiser business decisions like these, Col. Carlile believes Army could not only survive, but thrive through reduced budgets.

Col. Carlile assumed command of the depot in 2010 and launched an effort that would spark a change that could be felt all the way up to the Pentagon. After studying best industry practices in the private sector, Col. Carlile knew it was time for change at CCAD. He realigned the main components of the MRO helicopter facility, changing the way business had been done at CCAD for 50 years. Efficiency became the new normal and employees were encouraged to find better, faster and less expensive ways of doing their everyday mission. The workforce understood the sense of urgency and the need to adapt so they started doing things differently. They organized, analyzed and researched every process to find areas of improvement. Every

improvement brought to the table is now being recorded, reported and implemented as the new standard of operation. Col. Carlile says CCAD has become a cost-conscious culture and he attributes that success to the workforce and partners. It is the Colonel's hope that other Army depots and federal agencies perform similar transformations to adapt to the new financial and operational climate of a nation coming out of war.

The commander shared this journey of change at the Luther Jones Forum, including lessons learned and the struggles to success but the results really spoke for themselves. Col. Carlile announced that his workforce broke last year's production record by recapitalizing 50 UH-60s in Fiscal Year 2012. Army has a limited number of Black Hawks in their fleet and they have been flying longer, higher and harder than they were ever expected to fly. When they come to CCAD, artisans restore and modify them to better-than-new condition with an extended service life and with the latest technology and capabilities. CCAD has been actively recapping the Alpha model Black Hawk to the Lima model configuration and are now recapping L to L Black Hawks. Col. Carlile presented a special plaque commemorating the 50th Black Hawk to Maj. Gen. William T. Crosby, the Program Executive Officer of Aviation.

The depot was also highlighted for other cost avoiding changes that will take Army aviation into the future. CCAD is busy replenishing the fleet of OH-58 Kiowa Warriors, the Army's primary attack helicopter.





CCAD booth at the AAAA Luther Jones Aviation Forum.

“As defense dollars shrink, we want to showcase our depot as a modernized facility that adopts best business practices.”

Most Kiowa Warriors have either been destroyed or are beyond economical repair. The Army is aggressively pursuing ways to sustain the fleet and recognizes the cost-saving opportunities by investing in CCAD and their partnerships.

CCAD is also retiring programs on legacy aircraft to add capability for new work on Unmanned Aerial Systems (UAS). “Last year I talked about doing some UAS work with CCAD,” said UAS Program Manager Col. Tim Baxter. “CCAD is now part of our program for our Shadow...and we are looking across our joint services as we work towards our future.”

CCAD will modify the existing Shadow UAS fleet using a special configuration that will enable the aircraft to achieve greater station time and upgraded mission modules. The depot is making the initiative to reduce the cost to the aviation enterprise for repair and modifications of the Shadow UAS.

“As defense dollars shrink, we want to showcase our depot as a modernized facility that adopts best business practices,” said Art Gomez, Business Development Specialist.

“What your team has done at CCAD is unparalleled,” Maj. Gen. Crosby said. “There’s no other depot that does what this depot does.” The depot’s impact doesn’t stop with Army aviation. The depot’s initiative has been making waves all the way up to the Pentagon as methods to adapt to a smaller budget are being pursued across DoD.

The very system of overhaul, repair and recapitalization is designed to save the Army from paying a larger bill to purchase new aircraft each time one is damaged, weathered or out of date. In many cases, there are no replacement aircraft that have the capability the DoD needs. If there were, the cost of replacing them would be exorbitant. That’s why CCAD does what it does to sustain the nation’s fleet readiness. “The level of effort in aviation maintenance is absolutely huge and we have to resource that,” said Maj. Gen. Mangum, Program Executive Officer of USAACE and Ft. Rucker. “We’ve been paying for aviation sustainment and reset with supplemental and other aviation money. We have to get that back to keep this fleet alive in the future.”

“We’re all going to get a lot of pressure to consolidate. We have to look strategically at the mission we’re doing with our Soldiers and the

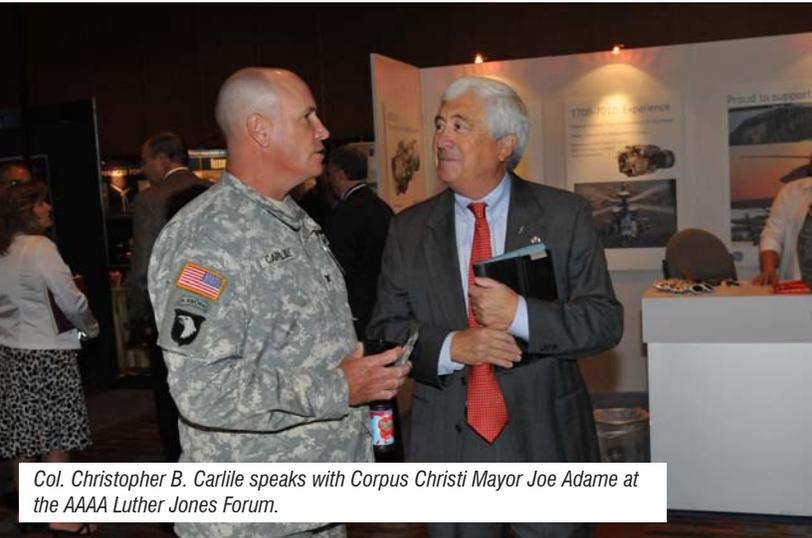
objective of how we organize with a downsize in support,” said Maj. Gen. Crosby. The ultimate goal of all this is to better serve the Joint Warfighter and the American taxpayer—to be better, faster and more cost effective to ensure America’s future.

The aviation forum has evolved in its ten years from a local discussion on engine issues into an aviation enterprise-wide event attracting military and businesses nationwide. Warfighters, program managers, original equipment manufacturers and contractors got a chance to explore aviation maintenance and future combat aviation brigade readiness with in-depth panel discussions.

CCAD’s interactive booth and discussions highlighted the depot’s journey. A high-tech exhibit featured a scale replica of Hangar 8 where visitors could learn how CCAD produces OH-58 Kiowa Warriors through six touch screen display kiosks detailing the history

and the process. Two televisions featured the new CCAD Command Video, live footage direct from the depot and live social media updates.

Guest speakers included Congressional Representative Blake Farenthold and Corpus Christi Mayor Joe Adame who stressed the significance of CCAD as one of the major employers and financial contributors in South Texas. CCAD hosted a business integration panel for local businesses and colleges to discuss how they contribute to Army aviation, providing the most relevant and responsive support for the Joint Warfighter to achieve the highest possible readiness. Representatives from the Corpus Christi Regional Economic Development Center, Del Mar College’s Small Business Development Center, Corpus Christi Port Authority, Knowledge Based Systems Inc., Texas A&M University-Corpus Christi Institutional Advancement and the Corpus Christi Chamber of Commerce attended the panel. ■



Col. Christopher B. Carlile speaks with Corpus Christi Mayor Joe Adame at the AAAA Luther Jones Forum.



Interior of the CCAD booth at the AAAA Luther Jones Aviation Forum.

“The depot’s impact doesn’t stop with Army aviation. The depot’s initiative has been making waves all the way up to the Pentagon as methods to adapt to a smaller budget are being pursued across DoD.”



CCAD Employees take a look at the interactive touch screens located in the CCAD display.





SGT Leonard Burke takes a look at a UH-60 as part of his training at CCAD.

CCAD Welcomes the Ohio Army National Guard for Annual Training

Story and photos by Jameson Cardenas

Corpus Christi Army Depot (CCAD) recently hosted the Ohio Army National Guard's Company B 638th Aviation Support Battalion for their 2012 Annual Training.

Every company in the National Guard partakes in a two-week training iteration every year, whether in a company movement to another location or at a home station. Since all of Company B's aircraft have been deployed, they found themselves without a chopper.

To solve the dilemma, members of the 638th ASB came to CCAD. There, they received one-on-one, hands-on military occupational specialty (MOS) training from subject matter experts on helicopter components, learning them piece by piece from the ground up.

CCAD offers a limitless amount of work to trainees who receive first-hand training with skilled artisans on the ground floor. It's not an environment you can recreate in the classroom.

"This is the most intensive MOS-specific training I've had since I've been in the Guard", said SPC

Benjamin Kobus, Hydraulics Mechanic. "I mean, the variety and volume of components that I've been able to work on since I've been here is unparalleled in my experience."

Company B has been to other installations for Annual Training, including Fort Indiantown Gap, Pennsylvania and their home station.

"[Other installations] have been great experiences, but they haven't been great experiences for everyone as a whole," explained SGT Jeffrey Hansen, Engine Mechanic. "Depending on where you go there's a lot of maintenance for some MOSs but not a lot for others." Referring to his experience at the Depot, Hansen added, "Everyone has work to do, and there's no down time for anyone. We're extremely busy and we're getting the most in-depth training that we can possible get."

This is owed to the participation and subject matter expertise of the CCAD civilians. "They welcomed us in, just as part of the team, working right alongside them, always willing to teach us something new," said SGT Leonard Burke, Avionics Mechanic. "I mean, these guys put in thousands of components

a year, same thing over and over again, so they've got it down to a science: very efficient. And they're teaching us how to do that in the field as well."

The soldiers said that the training they received at CCAD will be paid forward to train others in their unit.

"I think, in the immediate future, the biggest change is going to be that I'm going to go back to the unit right away and already be a better mechanic because of the experience that I've gained here," said SPC Kobus. "As my military career continues- when I become a person in a leadership role—I'll be able to take that knowledge and pass it down to newer, younger troops that are coming in to the unit...It's an immediate, near-future, and long-term effect."

The benefits are mutual, and all leads to the Joint Warfighter. CCAD was privileged to help the National Guard. The daily grind can be repetitive, but in the bigger picture, it's the most significant role CCAD's civilians serve for the nation's military.

"They're not just making widgets at a factory. They're producing something that we depend on as soldiers,

and we depend on their quality work," said SPC Joseph Guenther, Rotor Head Mechanic. "When they see us in the shops they realize and they're reminded that if they don't do quality work then we could be placed in harm's way. I think that it's good for them, it's good for us, and it's good for Army aviation in general."

SGT Jeffrey Hansen added solemnly, "They're not following a manual anywhere because they have to. They're following a manual because, if they do something wrong and something messes up on that engine or other components that they work on here, they might say, 'I worked with Sergeant Hansen, and he might be on that bird if it goes down.'"

In the future, CCAD will continue to be a staple in Annual Training as an inviting, engaging ground for America's Joint Warfighter. Standing by a UH-60 Black Hawk that he worked on, SGT Burke said, "By having military personnel working alongside the civilians, this facility is no longer just a depot maintenance facility. It's also a training facility, and these civilians have the opportunity to hone their skills and keep their skills fresh in their minds by teaching younger soldiers the opportunities, and all of the knowledge that they have." ■

Ohio Army National Guardsmen work on components alongside CCAD artisans.



WAS Shadow

“As defense dollars shrink, we want to showcase our depot as a modernized facility that adopts best business practices.”



*CCAD artisans unpack the first UAS Shadow received at the depot.
Photo by Kiana Allen*

*CCAD staff participates in a UAS Shadow Drill.
Photo by Brigitte Rox*

by Jaclyn Nix & Brigitte Rox

Corpus Christi Army Depot (CCAD) has officially opened its doors to military unmanned aircraft with its first Unmanned Aircraft System (UAS) modification program. The new program marks a departure from CCAD's

typical product line of helicopters and their components. If all goes well with the Shadow® Tactical Unmanned Aircraft System program, it could mean more unmanned aircraft work for the depot in the future.

With more UAS being used by the military, the depot inducted its first round of Shadows on September 24, 2012 under a public-private partnership with AAI Logistics & Technical Services, an operating unit of Textron



*Military personnel at Fort Hood Army base work with the UAS Shadow.
Photo by Fort Hood PAO*

Systems, to modify set of Shadow aircraft to a newer configuration. CCAD has not brought in a major project like this in over 20 years. After decades of exclusive helicopter support, the Shadow is the first fixed-wing aircraft to be supported by the depot in at least 40 years.

The RQ-7 Shadow unmanned aerial vehicle (UAV) is used by the United States Army, Marine Corps, Australian Army and Swedish Army for reconnaissance, surveillance, target acquisition (RSTA) and battle damage assessments. The air vehicle is launched from a trailer-mounted catapult and recovered with the aid of arresting gear similar to jets on an aircraft carrier. Its gimbal-mounted, digitally-stabilized, liquid nitrogen-cooled electro-optical/infrared (EO/IR) camera relays video in real time to the ground control station (GCS). CCAD artisans will modify the existing Shadow UAS fleet to achieve greater on-station time and installed upgraded mission modules.

To prepare for the Shadow, CCAD's helicopter-savvy artisans underwent special training on the unmanned aircraft, working closely with the Original Equipment Manufacturer, AAI Unmanned Aircraft Systems, also an operating unit of Textron Systems. AAI Logistics & Technical Services and AAI Unmanned Aircraft Systems have designed, manufac-

tured, fielded and sustained combat-proven unmanned aircraft systems for more than 25 years.

Known for their helicopter support and unique joint force capabilities, CCAD is a step ahead of DoD's response to budget cuts that could put an end to many military programs. They pulled an about-face in 2011 with a depot-wide reorganization to reflect the better business practices of the most successful corporations in the private industry. By focusing on employee empowerment, CCAD maintains a dedicated cost-conscious workforce striving for innovation, accountability and professional growth.

A vast number of programs and processes have undergone employee-driven change to reduce turnaround time, space and cost. Investing in state-of-the-art systems and technologies, while also planning for the future through added capabilities, makes CCAD uniquely adaptable to a flexible workload.

The depot is taking the initiative to reduce the cost of sustaining the Shadow fleet through repair and modification, a move that could mean more opportunity to fund other programs in Department of Defense (DoD). It also means better stewardship of taxpayer dollars.

"The first step into UAS allows CCAD to gain fifteen additional jobs and save the American taxpayer two million dollars annually," said Major Anilbir Bhatia, Program Manager. CCAD recruited several UAS experts to assist with the new product line while also training their own artisans on unmanned aircraft like the Shadow.

"As defense dollars shrink, we want to showcase our depot as a modernized facility that adopts best business practices," said Art Gomez, Business Development Specialist.

The Army began using AAI's Shadow Tactical Unmanned Aircraft System in 2002 and the Marine Corps shortly thereafter. Since then, the aircraft has achieved 750,000 flight hours during more than 173,000 missions. The majority of these hours were amassed during more than 173,000 missions that took place over the battlefields of Iraq and Afghanistan.

The Shadow provides close to real-time, highly accurate, sustainable capability for over-the-horizon reconnaissance, surveillance, battle damage assessment and target acquisition.

"The Warfighter can be assured of superior-quality repairs," said Major Bhatia. ■



Question: What is your team's greatest achievement this year?



Edward Tellado
Composite Worker
"My shop is seven sequences/aircraft ahead."



Debbie Jaring
Materials Expeditor
"We did good by finishing our goal for the year."



Berta Garza
Metal Spray Metalizer
"We've caught up with all of our work and are now working on FY13."



Paul Camarado
Technical Training Program Manager
"We've got the technical training established for the new artisans coming in to CCAD this year."

Fun Facts

- October 8th is Native American Day. This day commemorates crimes committed against Native Americans, and encourages people to learn about and respect the cultures of historical and modern Native Americans.
- October 11, 1950 - The U.S. Federal Communications Commission issues the first license to broadcast television in color on CBS.
- October 17, 2006 - The United States population reaches 300 million.
- October 24th is United Nations Day, a day to promote the work undertaken by this organization. The United Nations Organization works across countries and territories to promote common progress, humanitarian, ecological and sociological concerns.
- October 25, 1940 - U.S. Army General Benjamin O. Davis becomes the first black general.
- October 27th is Navy Day, the original day to celebrate the U.S. Navy. Even though this day was replaced in 1949 by Armed Forces Day (third Saturday in May), the Navy continues to honor Oct 27th.

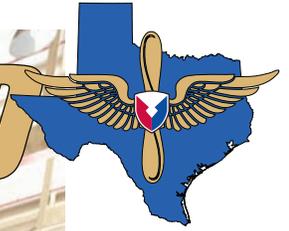
*Right: CCAD Artisan works on an OH-58 Kiowa Warrior.
Photo by Ervey Martinez*







CCAD



THE AIRCRAFTSMAN

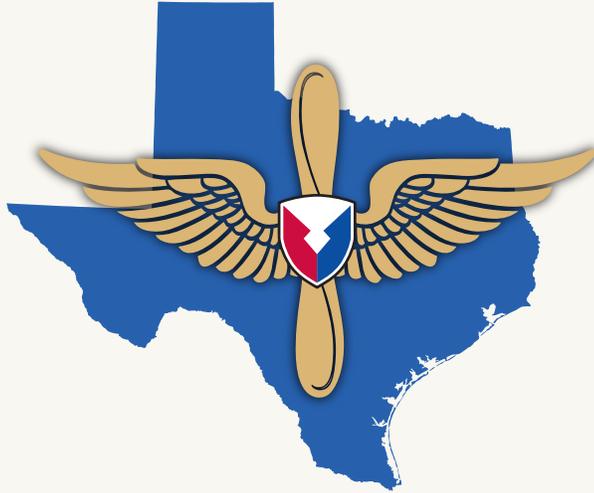
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The Public Affairs Office new ticketing system, which can be found on the CCAD portal:
http://ccadportal.ccad.army.mil/AMCC-HC/AMCC-HCP/Pages/Division_Home.aspx

Content may also be submitted to :
Corpus Christi Army Depot Public Affairs Office 308 Crecy Street Mail Stop #11 Corpus Christi , TX 78419

*Left: CW2 Trina Moreno, first female maintenance test pilot at CCAD, inspects aircraft prior to test flight.
Photo by Ervey Martinez*



**Corpus Christi Army Depot
Public Affairs Office
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