

# *Corpus Christi Army Depot*



*50 Years of Serving the Soldier*  
1961-2011



*One Team, One Fight, One Future*





# The Commanders



*BRIG GEN Melvin D. Losey  
April 1961- Dec. 1961*



*COL C.C. Albaugh  
Dec. 1961- Nov. 1962*



*COL Vancel R. Beck  
Feb. 1963- June 1964*



*COL Floyd H. Buch  
July 1964- July 1967*



*COL Luther G. Jones, Jr.  
Jan. 1968- August 1971*



*COL Robert J. Dillard  
August 1971- August 1974*



*COL John W. Campbell  
August 1974- May 1976*



*BRIG GEN Francis J. Toner  
June 1976- May 1977*



*COL Charles F. Drenz  
June 1977- June 1979*



*COL Walter A. Ratcliff  
June 1979- July 1981*



*COL Niles C. Clark  
July 1981- June 1984*



*COL Thomas M. Walker  
June 1984- Dec. 1986*



*COL William J. Blair  
December 1986- June 1989*



*COL Edward J. Shannon  
June 1989- August 1991*



*COL Thomas E. Johnson  
August 1991- August 1993*



*COL David J. Fowler  
August 1993- August 1995*



*COL John R. Penman  
August 1995- August 1997*



*COL Dennis A. Williamson  
August 1997- July 1999*



*COL Thomas M. Dockens  
July 1999- July 2001*



*COL James J. Budney, Jr.  
July 2001- July 2004*



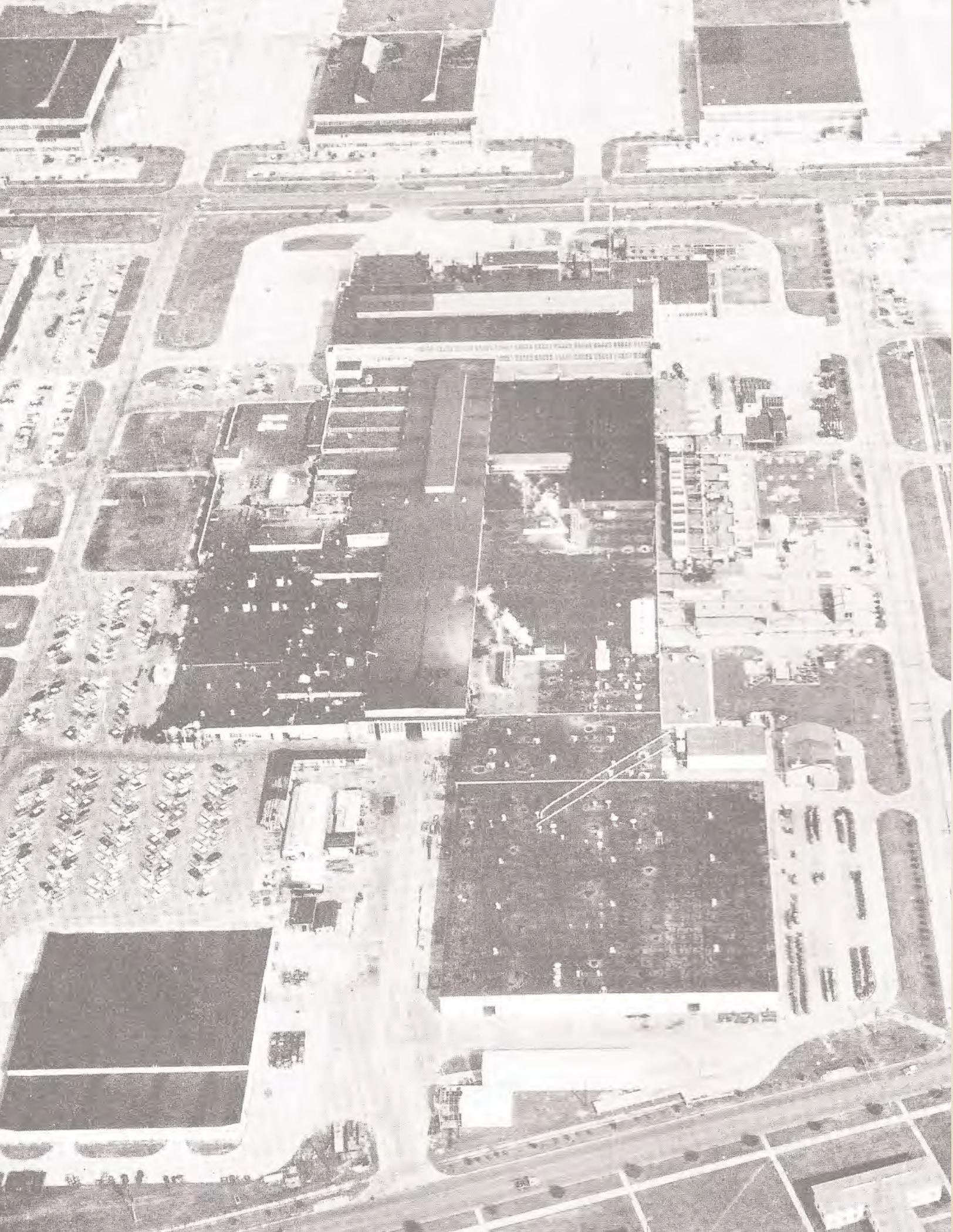
*COL Timothy A. Sassenrath  
July 2004- July 2007*



*COL Joe D. Dunaway  
July 2007- June 2010*



*COL Christopher B. Carlile  
June 2010- Present*

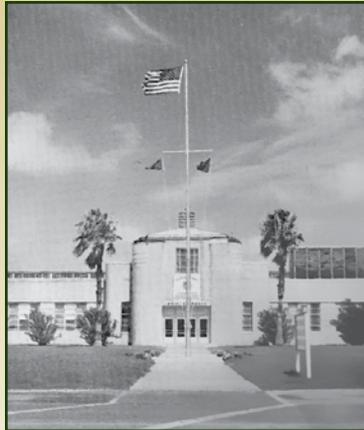




# The Beginning

Activated 10 March 1961, Corpus Christi Army Depot was established as the U.S. Army Transportation Aeronautical Depot Maintenance Center (ARADMAC). The Army Transportation Corps recognized the need to establish an in-house capability to perform depot-level maintenance of Army aircraft. At that time, the Army had no facilities for the overhaul and repair of rotor wing aircraft. This work was being performed by contract or cross-service agreements. Justification for an Army depot maintenance capability was based on three main points. The Army needed its own depot-level maintenance facility for use as a yardstick by which it could measure overall maintenance performance it needed its own experienced nucleus to provide a base for rapid expansion in case of national emergency and it needed a base for training critical Military Occupational Specialty (MOS) skill requirements.

# Where it began



## 1959 - THE IDEA

What is now known as Corpus Christi Army Depot was originally established March 10, 1961 as the U.S. Army Transportation Aeronautical Depot Maintenance Center, or ARADMAC. The center came as a result of the Army's need to establish an in-house capability for depot-level maintenance, repair, and overhaul of Army aircraft and an impressive pitch from a few former Corpus Christi Naval Air Station O&R employees.

When ARADMAC was activated, for the first time in its 20-year history Army aviation had its own aircraft maintenance facility. Before then, all complete overhaul and repair of Army aircraft was done at Navy and Air Force installations or through contract with private industry.

Within months, the Army facility had the capability to overhaul and repair four types of aircraft engines and their component parts. Many of the shops supported a sizeable workload in aircraft fuselages, surfaces, painting, instruments, tools and accessories.



**US NAVY OVERHAUL AND REPAIR FACILITY**

The arguments for approval of such a concept were based on three main points. The group believed that the Army needed its own depot-level maintenance facility for use as a yard stick by which it could measure overall maintenance performance; that it needed its own experienced nucleus to provide a base for rapid expansion in case of national emergency; and that it needed a base for positioning and training critical military occupational skills requirements.

Many months of detailed review and planning resulted in the submission of a plan to establish a depot-level maintenance facility somewhere in the United States.



*A group in the Army transportation corps recognized the need for the Army to establish an in-house capability to perform depot-level maintenance on aircraft. At that time, the Army had no facility for the major overhaul and repair of its aircraft. The group consisted of: Jimmy Rhodes, Adolph Chovanec, Charles Rapp, Bob Moreland, Ward Mitchell, Buck Walton, Ray Chilton, Martin West, George Wooley, Louis McClendon, and Jim Welch (pictured).*

## MARCH 10, 1961 - OPENING DAY

From nine proposed sites, Corpus Christi was the natural selection. For 18 years the Navy had done similar work at the station. Consequently, not only was sufficient building space available, but also the necessary tools and machinery. Furthermore the buildings were designed for this use. Airfields and test facilities were plentiful and accessible. Since the Navy had closed O and R just two years prior a minimum amount of money would be needed to accomplish the necessary alterations and repairs.

The first six employees, Nancy K Stratton, Caroline F. Beach, Emma M. Holley, Dorothy Sheehan, Joe Z. Hale, and Eloita C. Perry were brought on board March 1, 1961, to help process job applications and do other administrative work. By June 30, nearly 600 employees were on the payroll. The first wave was responsible for setting up desks, moving equipment, and sweeping and mopping almost every inch of the depot. In a few short weeks, they saw the depot transform from dark, dirty and empty buildings into an operational facility.



GO 7

GENERAL ORDERS  
No. 7

HEADQUARTERS,  
DEPARTMENT OF THE ARMY  
WASHINGTON 25, D.C., 17 March 1961

**ESTABLISHMENT OF UNITED STATES ARMY TRANSPORTATION AERONAUTICAL DEPOT MAINTENANCE CENTER**

**UNITED STATES ARMY TRANSPORTATION AERONAUTICAL DEPOT MAINTENANCE CENTER.** Effective 16 March 1961, the United States Army Transportation Aeronautical Depot Maintenance Center, Corpus Christi, Texas, is established at the Naval Air Station as a class II activity under the jurisdiction of the Chief of Transportation, and assigned to the Commanding General, United States Army Transportation Materiel Command.  
[AG 323.3 (9 Mar 61)]

BY ORDER OF THE SECRETARY OF THE ARMY:

G. H. DECKER,  
General, United States Army,  
Chief of Staff.

Official: R. V. LEE,  
Major General, United States Army,  
The Adjutant General.

Distribution:  
To be distributed in accordance with DA Form 12-4 requirements.

**ARADMAC - CENTRAL LIBRARY  
MASTER FILE COPY  
DO NOT REMOVE FROM LIBRARY**

TAGO 4945B-Mar. 570485-61

U. S. GOVERNMENT PRINTING OFFICE: 1961

*The U.S. Army Transportation Aeronautical Depot Maintenance Center (ARADMAC), Naval Air Station, Corpus Christi, was established March 10, 1961, by Department of the Army General Order No. 7 as a Class II activity*



*Army Transportation Aeronautical Depot Maintenance Center Headquarters and Hangar buildings*

# April 21, 1961

ARADMAC, officially accepted from the Navy, April 21, 1961, allowed the Army to provide the necessary support for combat essential equipment in the event of a



national emergency. Also, it provided a technical training base for on-the-job training for military personnel in depot maintenance of aeronautical equipment.

*ARADMAC Hangar full of aircraft waiting to be repaired*



The mission of ARADMAC was the care of the complete line of Army aircraft, from the tiny L-19 Bird Dog observation plane to the large AC-1 Caribou cargo and troop carrier. This included overhaul, repair, modification, retrofit, modernization and fabrication. The depot also supported Army field elements in special projects, tests and re-distribution of aircraft.

*The original workload consisted of fixed and rotary wing aircraft*



*Aerial view of the depot, facing North, 1961*

The threefold mission is:

- to perform maintenance and maintenance support requirements normally associated with depot level maintenance, such as overhaul, repairs, modification, retrofit modernization and fabrication;
- to train military personnel in aeronautical depot maintenance;
- to maintain a mobilization base capable of rapid expansion in the event of a national emergency.



*"The Army has fallen heir to a nearly ideal complex"*

*"The Army's complete depot maintenance mission--The mission now assigned to ARADMAC--made it clear that some such facility was mandatory."*

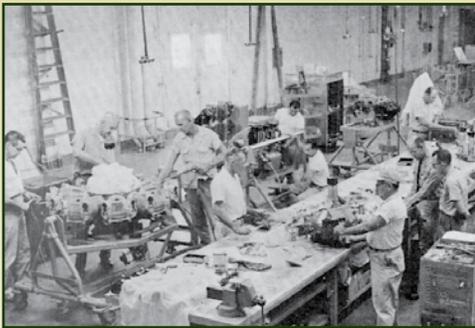
*"ARADMAC will be in the forefront of the Army Aviation team described by General Decker--the part of the team that 'keeps them flying'"*

*Brig. Gen. Melvin Losey*

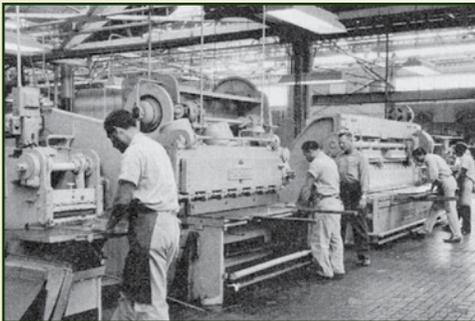
# Making Strides



*First engine*



*Engine Assembly Area*



*Sheet metal brakes in action*



*Fully functioning machine shop*

The depot's first crash-damaged aircraft was an L-20 Beaver, a U.S. Army fixed-wing utility-type vessel, which had suffered a major crash and required a complete structural repair and overhaul. ARADMAC's first full production aircraft unit rolled off the assembly line in August 1961. The airframe was extensively damaged in a crash landing, requiring metal repairs to the wings and various control surfaces. The overhaul of the TL-19D Bird Dog was completed 10 days ahead of schedule and flight tested Aug. 22.

The first engine overhauled was completed in September 1961. It was an R1820-103, used in the CH-21B Shawnee aircraft.

By October 1961, nearly 800 employees had been hired at ARADMAC and artisans had overhauled eight aircraft engines and two aircraft. Ten more aircraft, 90 engines and 30 helicopter transmissions were also in various stages of the overhaul and repair process. On January 7, 1962, the one-thousandth employee was hired at ARADMAC.

At the end of the first year of operation, ARADMAC's workforce totaled 1,249 civilians and 14 military. In one year's time, the depot had hired a workforce, set up shop, laid out a production plan and overhauled 28 Army aircraft and 153 engines.

Also, during the first full year of operation from July 1, 1961 to June 30, 1962 the depot turned out six fixed-wing aircraft, 40 helicopters, 756 engines and 6,673 components.

Initially ARADMAC's maintenance mission encompassed both fixed and rotary wing aircraft. However, as the inventory of Army aircraft increased, ARADMAC was relied on more and more to work on rotary wing aircraft only.

# Working Thru the 60's



The first engine overhauled was completed in September. It was an R1820-103, used in the CH-21B Shawnee aircraft. A mere three months later and ARADMAC produced its 125th, a R1820-84.

Through the 1960s, ARADMAC was busy due to the Vietnam Conflict. Birds and components were arriving almost daily increasing the workload considerably. The Bell UH-1 Iriquois known as the "Huey" was the workhorse in Southeast Asia and became a major part of ARADMAC Business.



*Final Mech work on an OH-23*



*Hueys on the line ready to go to work*



*H-34 Choctaw on the tar mac ready to fly out*

## PROJECT FLAT TOP



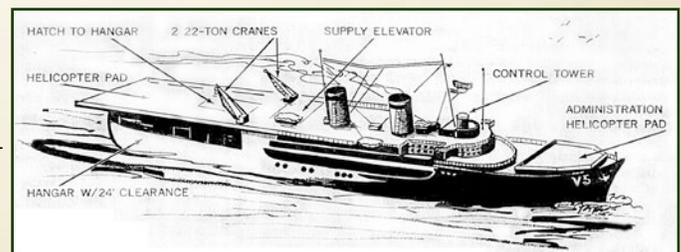
*At its berth in Charleston, USNS Corpus Christi Bay (T-ARVH-1), March 1965*

Length 538 Feet  
 Beam 69 Feet  
 Draft 23 Feet  
 Displacement 16,000 tons  
 Speed 16 knots

### *Army Aviation maintenance went to sea!*

The Albemarle (AV-5) a reserve fleet seaplane tender was outfitted at Charleston, S.C. as a floating maintenance unit capable of providing fixed base repair facilities at critical overseas areas.

Providing major repairs and maintenance for Army helicopters and fixed wing aircraft wherever needed, the new USNS Corpus Christi Bay also served as a backup for overseas land-based facilities. Need for the service stemmed from the excessive time it takes under the present system to return aircraft components from isolated overseas locations to continental United States maintenance shops.



*An artist's concept of the main features of the USNS Corpus Christi Bay*

## NEW FOCUS, NEW FACE

Initially ARADMAC's mission encompassed both fixed and rotary wing aircraft. As the inventory of Army aircraft increased, ARADMAC was relied on more and more to work on rotary wing aircraft only. The diversity and sophistication of Army aircraft necessitated this specialization. The program work loads excluded nearly all fixed wing types and emphasized only certain rotary wing types. Component workloads consistently increased.



CH-34 Choctaw  
CH-47 Chinook  
AH-1 Cobra  
CH-21 Shawnee  
UH-1 "Huey"



During 1967-68, one of the many Depot construction projects was built. Ground was broken June 1967 for the new headquarters, administration and communication building at ARADMAC. Vice-President of the United States, Hubert Humphrey cut the ribbon August 1968 to officially open the new structure.



## TROUBLE SPELLED C-E-L-I-A



On July 23rd, 1970 a strong tropical wave emerged off the coast of western Africa. The storm entered the Gulf of Mexico and became a tropical storm on the 1st of August. Rapid intensification ensued and Celia became a hurricane by afternoon. It moved west-northwest directly towards

Corpus Christi, moving inland on the 3rd. It was estimated that winds reached as high as 160 mph for several seconds.

Hurricane Celia was one of the most destructive storms to ever hit Texas, with damages estimated at \$2.6 billion (in 1990 dollars). Fortunately, only 11 died in the Corpus Christi area due to the state of preparedness by its disaster prevention agencies.

*ARADMAC didn't escape the fury of the storm, but as quickly as it hit, so did the employees. Everyone pitched in to help clean up the debris and get everything back to working order. An inordinate amount of work—cleaning, scraping, hauling, sweeping, scrubbing, moving, dumping—accomplished in an incredible amount of time. It was business as usual just 6 days after the storm. Not all the repairs were complete, but the Depot was operating and repairing aircraft and components on August 11, 1970*

# New decade, new name

IN 1974, ARADMAC WAS REDESIGNATED AS CORPUS CHRISTI ARMY DEPOT



*CCAD Unveiled! Mounted on the front of Hangar 8, the new name is unveiled for 4,500 guests and employees, Friday, June 28th, 1974*

Serving at various times under US Army Aviation Systems Command (AVSCOM), St. Louis, MO, US Army Materiel Command (MC), Washington, DC, the depot, in 1974 was under command of the Depot System Command (DESCOM), Chambersburg, PA, a major subordinate command under the US Army Materiel Development and Readiness Command (DARCOM).

Including outside storage, Corpus Christi Army Depot occupied approximately 130 acres. With more than a million square feet of maintenance shops in six large hangars, and a fully automated storage and retrieval system occupying some 340,000 square feet, the entire depot boasts approximately 2 million square feet of inside working space.

From basic cleaning to sheetmetal fabrication, precision tool and die works to repair of plexiglass, the highly specialized shops within the depot are too numerous to mention individually. The depot has the capability to provide “cradle to grave” airframe, engine and component care for every type of helicopter in use or in design.



*Fully Functioning Machine Shop turns out the 35,000 Jet Engine, 14 January 1975*

Then current CCAD programs were the UH-1 “Huey” series used for troop lift, medical evacuation and cargo; the AH-1 “Huey Cobra”, the two-man attack helicopter, the OH-58 “Kiowa”, and OH-6, observation and reconnaissance types. These aircraft were overhauled and repaired for the Army, Navy, Marines, and Air Force.

# New Projects, New challenges

## CHINOOKS, APACHES AND BLACKHAWKS ARRIVE AT THE DEPOT

In 1983, CCAD officially welcomed the Chinook CH-47 workload. The equipment had to be moved from New Cumberland Army Depot in Pennsylvania. The decision to move the function to CCAD came more than 8 years after a study by DoD on the feasibility of realigning the Army's aircraft maintenance missions. The consolidation resulted in an annual savings of \$16 million with the one-time cost of moving at \$9.5 million.

*CH-47D on the flightline at CCAD*



In 1985, the Apache, the AH-64 attack helicopter was the newest addition to the Army's inventory.

At that time, it was the most lethal and survivable helicopter in aviation history. The helicopter made a visit to the depot that year giving employees the opportunity to see the Army's latest weapon system. The depot had already established capability to repair the Apache engines because of the similarity to the T-700 engines CCAD had been repairing since 1984. Although the airframe of the Apache would not come to the depot for some time, the components would arrive by 1989.



*AH-64 Apache running up in flight test*

In June 1986, CCAD inducted its first Black Hawk helicopter. The aircraft that had been struck by lightning while in flight, suffered burned wiring and avionics equipment, and damaged stabilization, rotor system, gearbox and drive shaft. By October 1987 the aircraft was ready to return to Army Service. It was a milestone because the depot faced and overcame challenges such as new unfamiliar complexities for mechanics, missing hardware, and qualified, yet untrained, test pilots.

*UH-60 Black Hawk in the Recapitalization Program*



# Moving Toward the Future

## THE DEPOT CELEBRATES THIRTY YEARS



More than 2,000 depot employees, visitors and retirees turned out April 22 for the celebration of CCAD's 30th birthday.



## INTEGRAL PARTNERSHIPS DRIVE SUCCESS

Partnerships with Original Equipment Manufacturers, General Electric Aircraft Engines, Sikorsky Aircraft Company and The Boeing Company and Honeywell have increased the production of repair parts for the weapon systems. CCAD is also in the process of procuring the repair and maintenance of the Unmanned Aerial Vehicle.

*CCAD began a partnership with Boeing in 2004, working together on Army combat and cargo helicopters. With Boeing's support CCAD performs maintenance and overhaul work on the AH-64 Apache and CH-47 Chinook. Boeing provides direct support to the CCAD airframe and component overhaul lines of the two aircraft.*

*The GE/CCAD Partnership was signed in September of 2000. The main drivers of the contract was the 100% support of the T700 engine material, Technical and Logistics expertise, and the implementation of Best Commercial Practices – lessons learned from industry.*

*Honeywell partnered with Corpus Christi Army Depot in 2005 to provide technical, engineering and logistics services for repair and overhaul of the T55 series engines, which provide power for the Boeing CH-47 Chinook helicopter. The latest T55 engine allows the helicopter to perform under high altitude, hot conditions found in Iraq and Afghanistan.*

*Sikorsky helicopters are used by all five branches of the United States armed forces, along with military services and commercial operators in forty nations. The core U.S. military production programs are based on the H-60, giving the U.S. Army the UH-60 Blackhawk.*



## 2000 AND BEYOND



Since its inception, CCAD has grown to be the largest tenant organization on Naval Air Station Corpus Christi with more than 158 acres and 2.2 million sq. feet of industrial space. With a workforce of more than 5,900 and annual revenue of more than \$1.4 billion, CCAD is a major employer and economic engine for the South Texas region. Offering virtually year-round ideal weather for flight testing, the depot is DoD's primary facility for rotary wing repair.

Corpus Christi Army Depot ensures the goal of aviation readiness through, overhaul, repair, modification, recapitalization, retrofit, testing and modernization of helicopters, engines and components for UH-60 Black Hawk, CH-47 Chinook, AH-64 Apache, OH-58 Kiowa, and the Air Force HH-60 Pave Hawk.

Eighty percent of total workload and revenue is component repair: transmission gearboxes, rotor blades, rotor head rotor controls, engines, engine components, hydro-mechanical units and avionics. This effort includes worldwide on-site field maintenance teams, analytical crash investigations and chemical material process facilities. CCAD serves as a depot training base for active duty Army, National Guard, Reserve and foreign military personnel.

# Depot 2015 *FULL SPECTRUM SUPPORT FOR THE JOINT FIGHT*

## **VISION**

*TO BE THE WARFIGHTER'S PREFERRED BEST VALUE SOLUTION FOR MODIFICATION, REPAIR, AND OVERHAUL OF CRITICAL ROTARY WING AND UAS COMPONENTS AND PLATFORMS.*

*TO ANTICIPATE AND PREPARE FOR FUTURE MRO REQUIREMENTS WITH TOOLS, TRAINING, AND FACILITIES.*

*TO UTILIZE LMP AND OTHER AUTOMATION SOLUTIONS TO REDUCE INDIRECT COSTS, FOCUS ON PROGRAMS WITH HIGHEST BENEFIT TO THE WARFIGHTER, AND MAKE INFORMED BUSINESS DECISIONS ON OFF-LOADING PROGRAMS THAT ARE NOT ECONOMICAL.*

*TO FULLY UTILIZE THE AVIATION ENTERPRISE (AMCOM, IMMC, RDEC, PEO-AV, USAACE, AND CCAD) TO PROVIDE COORDINATED, EFFECTIVE AND EFFICIENT SUPPORT TO THE WARFIGHTER.*

## **MISSION**

*RETURN ARMY ROTARY WING AIRCRAFT AND COMPONENTS TO THE FIGHT WITH UNCOMPROMISING QUALITY, AT THE LOWEST POSSIBLE COST, IN THE SHORTEST AMOUNT OF TIME POSSIBLE.*

*SUPPORT THE ARMY'S ACCIDENT INVESTIGATION PROCESSES WITH SUBJECT MATTER EXPERTISE AND RELIABLE LABORATORY ANALYSIS ANYWHERE IN THE WORLD.*

*WHEN REQUIRED, ASSESS, EVALUATE, AND REPAIR FORWARD DEPLOYED AIRCRAFT AND COMPONENTS ANYWHERE IN THE WORLD, TO INCLUDE DEPOT FORWARD CAPABILITIES AS REQUIRED.*

*SUPPORT ACTIVE, RESERVE AND NATIONAL GUARD MAINTENANCE SKILL DEVELOPMENT WITH HANDS ON EXPERIENCE AT THE DEPOT.*



**Corpus Christi Army Depot  
1961-2011  
50 Years of Support to the Soldier**

---