



Special Ops Bird to Fly Again Thanks to CCAD

By Nicole Plascencia, Public Affairs

With only a finite number of MH-47G Models available to the 160th Special Operations Aviation Regiment (Airborne), CCAD's contribution to the Warfighter was especially critical this time around.

For the past year depot artisans have been working to overhaul the very first modified 47 to come through CCAD's doors.

The aircraft arrived at the depot in October 2010 with the bottom section completely damaged and in need of significant lower structural work.

Folks from CCAD Production; Pre-Shop Analysis; Quality; Boeing; Research, Development and Engineering Command or RDEC personnel and sheet metal mechanics developed a process to replace the entire bottom section all in one shot, instead of going beam by beam.

The MH-47G was essentially built from the bottom, for which there was no previous procedure in place.

CCAD had a complete bottom section available at the Boeing warehouse, where it sat housed and unused. By using it for the first time the depot saved hundreds of man hours on the bird.

The floor kits used are compat-

ible with all CH-47D and most MH-47Gs. The key to their use was the reduction in the total turnaround time.

AMG (Aviation Mechanic Gen-



Avionics Technician Johnny Hamer is checking the air speed and altitude of the aircraft with a calibrated test set. Photo by Nicole Plascencia

eral) Mechanic Jesus Villarreal worked on the aircraft for about a year and said it's bittersweet to see the aircraft completed.

"It's always good to see your work fly out of here, especially when so many people worked together to get it done," said Villarreal.

Villarreal notes that one of the biggest challenges was working the fuel system. The MH-47G has a fatter fuel tank, with double the capacity of a regular model.

With the right information, parts, tech data support and of course collaboration from directorates across

the depot, artisans were able to overcome challenges of working on a new aircraft.

A crew from the 160th SOAR (A) headed to the depot to pick up the aircraft in early January.

"It's going to lighten our workload a little bit and it's definitely going to give us more capability," said Staff Sgt. David Spencer, MH-47G Flight Engineer.

This was Spencer's first visit to the depot in nearly 10 years and said he was very impressed with the work done by CCAD artisans.

"It's a learning experience when these guys come out. They give us insight on how the aircraft operates and flies, so when the next one comes in we'll be better prepared," said Villarreal.

The MH-47G Chinook helicopter

Special Ops, see pg. 2

What's Inside:

- Artisans design innovation
- Best kept secret in the Army
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- The CCAD Scoop
- Around the Depot
- Profile in Professionalism
- Health and Wellness

Artisans Design Innovative Cart and Achieve Huge Savings

By Jaclyn Nix and Brigitte Rox,
CCAD Public Affairs

Corpus Christi Army Depot employees continue to revolutionize the way they do business, this time by designing a new shaft cart with safety, space, cost and time in mind.

The T700 Power Turbine and Creform shop created new carts to hold Power Turbine (PT) Shaft modules for a total cost savings around seven thousand dollars per cart. The carts will save money, time and space while increasing safety.

PT Shaft modules are an essential component in the General Electric T700 engine, found in the Army's UH-60 Black Hawk and AH-64 Apache.

"The carts are sturdy, will help protect the parts and are cost-effective," said Dario Diaz, Equipment Specialist.

The custom-built shaft carts house and protect shafts while T700 engines are being worked. This makes the modules more ac-

cessible for CCAD artisans when they are ready to complete the build.

"We used to keep the shafts in boxes and stack them five to six high," said Peter Hernandez, Journeyman Mechanic, and the man behind the vision of the shaft carts.

The system in-use at the time hosted a number of problems. "If we needed [a shaft at the] bottom [of the stack] we would have to move everything to find what we needed, then stack them back up," said Hernandez. This could be a daunting task for a shaft room holding 200 modules stacked six thick.

Safety was also an issue. Repeatedly moving boxes added potential injury. "Six boxes stacked has a higher potential for someone being injured by having to lift, move or even dropping the box," said Brandy Gonzales, T700 Division Chief.

Earlier shaft carts were made of wood stacked on



BEFORE: Old wooden shaft carts are placed outside of the PT shaft room. Photos by Jaclyn Nix



AFTER: Reassembled PT shafts sit inside of the redesigned shaft carts.

Shaft Carts, see pg. 3

Special Ops, cont.'d

conducts overt and covert infiltration, exfiltration, air assault, resupply and sling-load operations over a wide range of environmental conditions. The aircraft can perform a variety of other missions including shipboard, platform, urban, water, parachute, forward arming and refueling point, mass casualty and combat search and rescue operations. Using special mission equipment and night vision devices, MH-47G aircrews can operate in hostile mission environments over any terrain at low altitudes during periods of low visibility and low ambient lighting conditions with pinpoint navigation accuracy.

The aircraft belongs to the 4th Battalion, 160th SOAR (A) based at Hunter Army Airfield near Savannah, Georgia.



Electrician John Lerma troubleshoots the pitot-static. Photo by Nicole Plascencia

'Best Kept Secret in the Army'

Corpus Christi commander shares 50 years of success

By Kari Hawkins, Redstone
Rocket Assistant Editor

One of the Army's best kept secrets just got a higher profile.

The commander of the Aviation and Missile Command's Corpus Christi Army Depot, Texas, made appearances in a big way last week to tout the accomplishments of the only functional aviation depot within the Department of Defense. Col. Christopher Carlile spoke Feb. 8 at the Worldwide Aviation Logistics Conference held at Bob Jones Auditorium and later that day at the Army Aviation Association of America's Cribbins Aviation Product Symposium at the Von Braun Center.

And, in both venues, Carlile outlined the depot's mission and emphasized that it is celebrating its 50th anniversary in providing high quality modification, repair and overhaul for Army avia-

tion and foreign military sales.

"This is the best kept secret in Army aviation," Carlile said. "This depot began in 1961 and its growth has been exponential. We are now the world's largest helicopter repair facility."



Col. Christopher Carlile shares the story of the Corpus Christi Army Depot and its success during the Worldwide Aviation Logistics Conference in February.

The depot began as the Corpus Christi Naval Air Station in the 1940s. It was developed to train

Navy aviators to fly seaplanes and carrier-based aircraft, and to operate an aircraft overhaul and repair facility. It closed in 1959 and remained idle for two years, when the Army took possession of its hangars and other buildings to repair and main-

tain the Army's fleet of four airframes and three engines. The first Huey UH-1 helicopter was overhauled in 1962 and by 1968 the facility was in full operation.

In 2002, the depot modified, repaired and overhauled 52 aircraft. Today, that number is at 103 a year, the most the depot can accept in any given year. Engine production work has grown from 542 in 2003 to about 930 a year. Blade production work has gone from 890 in 2003 to 2,900 a year today while component production – including spindles,

power generation/control systems, skin assemblies and aft bell crank

See Conference, pg. 4

Shaft carts, cont.'d

top of a cart which introduced dropping hazards and wear-and-tear including warps in the wood, cracks and splinters. They were also more expensive to make than the carts made in-house.

"It seemed like a waste of time and was a safety hazard," said Hernandez. "There had to be a better way to do this."

A team of CCAD artisans researched similar carts and modified them to utilize at various stations, going back and forth pitching ideas to reach the final product.

"The cost savings is a plus," added Hernandez. "We didn't immediately think of this. We went through two or three different avenues before settling on this model which was the best cost per cart and still get what we want out of it." The final shaft cart design could be made with a small budget in very little time.

These shaft carts are not only more effective in their accessibility, but also safer to use. Made with polyeth-

ylene, the carts reduce the chances for regular wear-and-tear damage associated with wood carts. It's also lighter, greener and recyclable.

The new shaft cart system has the same capacity as six boxes stacked high, allowing artisans to easily locate individual modules. Instead of spending their time moving boxes to find the correct shaft, the shafts now have 100% visibility, giving artisans more time to dedicate their hours to work.

Right now the workshop is operating with six new shaft carts. They have plans to acquire two in the future but are doing just fine with the number they have at the moment.

"The biggest gain is the space we have been able to save because we are very constrained on space here," said Alma Vead, PT Module Supervisor. "With these new carts, we have been able to expand on that."

Conference, cont.'d

supports – has gone from 20,759 in 2003 to an expected 28,030 in 2012. In addition, the depot has the capability for making the aircraft parts it can no longer purchase, including some 280 parts belonging to the Kiowa Warrior.

“This isn’t the same depot of the ‘90s,” its commander said.

Carlile’s own military career has long been associated with the Corpus Christi Army Depot. He has been a maintenance officer for 23 years. He joined the Army 27 years ago as an enlisted Soldier.

“I picked up aircraft from this depot all through the 1990s, and I’ve commanded there since 2009,” he said.

The south Texas depot has gone from doing \$250,000 in aircraft modifications, repairs and overhauls in 2000 to \$2.6 billion a year today, representing a 10-fold increase in 11 years. In addition, it trains more than 1,200 National Guard and Reserve Soldiers every year, and conducts the Army’s analysis of aircraft accidents. The depot employs 6,000 civilians, of which 56 percent are veterans. Its facilities are 2.2 million square feet and located on 163 acres.

“In many ways, it’s like I’m the CEO of this business, this civilian organization. We report to the Avia-

tion and Missile Command, which is part of the conglomerate known as the Army Materiel Command. The Soldiers and taxpayers are our shareholders,” Carlile said.

“You won’t find a work force that’s more patriotic. It’s the most patriotic I’ve ever seen, and I’ve been around the world a few times. These employees truly care about the Soldier.”

With today’s rotary wing aircraft and unmanned aircraft systems flying in unheard numbers – 90 to 100 hours a month per system – the work of the Corpus Christi Army Depot has become invaluable for ensuring those aircraft remain air worthy.

During his command, Carlile has focused on four areas – financial stability, employee well-being, customer satisfaction and quality, and organizational improvement.

The depot’s work makes a big difference in aircraft performance now and into the future. Providing quality modifications, repairs and overhauls with lower prices than new systems and with a faster turnaround is the mission of the depot.

“These aircraft aren’t going to continue to fly if we don’t get it right,” Carlile said.

The depot also saves the Army money. It costs about \$6.7 million to

repair a crash-battle damaged Black Hawk versus the cost of \$17 million for a new one; \$7.7 million to repair an Apache versus \$29 million for a new one; and \$8.2 million to repair a Kiowa versus \$13 million for a new one.

“We’ve had a savings of \$16 billion between 2003 and 2011,” Carlile said. “We’re doing the best we can to drive down production cost. We are lowering the cost of Army aviation. For example, we repaired the cabin floor of a CH-47 (Chinook) at a cost avoidance of \$233,150 in manpower and got that bird back into flight two months earlier than expected.”

The depot’s aviation mechanics training center has reduced quality defects by 12 percent, creating a cost avoidance of \$1.2 million in three months.

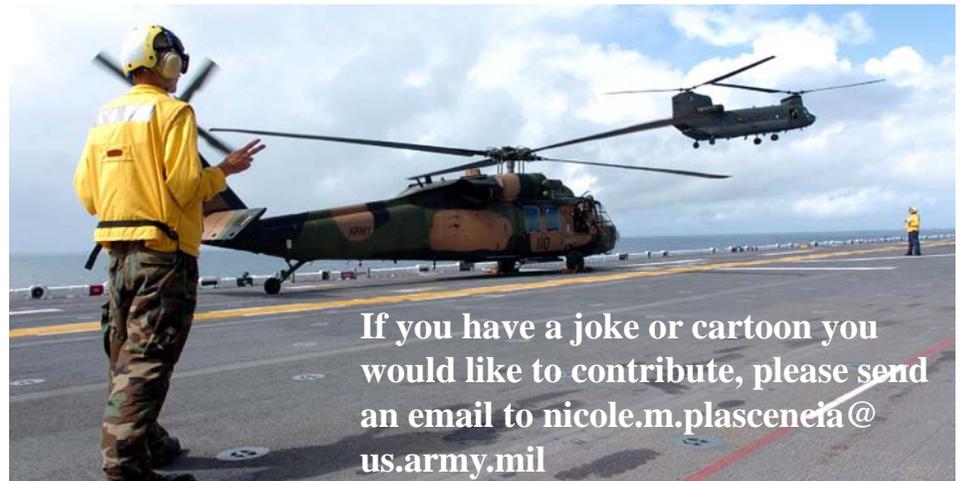
And in the area of unmanned aircraft, the depot has recently completed a Shadow modification at a cost of \$23,000 per engine versus \$500,000 for a new engine.

“With the right tools, right help and right tech data, we can help you get it done,” the colonel told his audience of Soldiers, Army civilians and industry representatives. “The reason we are here is because Soldiers are in the fight. It is economical to rebuild.”

Joke of the Month...

What did the Chinook say to the Black Hawk?
>>Helo!

Submitted by Brigitte Rox



If you have a joke or cartoon you would like to contribute, please send an email to nicole.m.plascencia@us.army.mil

CCAD Artisan Develops News Plan for a Cost-Effective Workplace

By Nicole Plascencia, Public Affairs

Thinking outside of the box, one of CCAD's very own created a win-win solution with his suggestion to phase out wood and turn to polyethylene.

The Corpus Christi Army Depot's Can Shop uses hard oak wooden skids to hold engine cans and blade boxes. Skids allow aircraft parts to be stacked and moved without wear and tear on the cans.

Carl Busby, a water jet operator, worked in the Carpenter Shop when vendors made the skids for the Can Shop. Eventually the Carpenter Shop realized that they could make the skids faster and cheaper if they keep it in-house.

Busby started looking at

the materials the shop was using to make the skids and realized there was an unnecessary waste occurring in the process.

"The oak skids were heavy and

was environmentally friendly and created less emissions from production, creating long-term savings.

Through testing, Busby found that polyethylene provides good resistance to organic solvents, degreasing agents and electrolytic attack. In addition, the material has high impact strength, is light weight and has low moisture absorption rates.

Switching materials would cut labor time by two-thirds, reduce wear on tools and equipment, create safer working conditions and would cut out additional transportation.

"Nobody has to drive down to the valley, where the wood is dried, which will save time," adds Busby.

Polyethylene skids also have a longer life span, being able to be used more than just once unlike their wooden counterpart.

The ball is rolling on the project as Busby is working with engineers from Production Engineering to phase out the wood skids and make polyethylene the new standard.

Busby is one of many employees who have gone either through the Army Suggestion Program or joined a leading change team in order to be the change they want to see.



(above) A stack of wooden skids wait for use.

(bottom, right) CCAD artisan makes a skid in the Carpenter Shop. Photos contributed.



wet and were pretty much a one-time use, between the warping and splitting," said Busby.

Busby suggested using polyethylene. He argued that the material reduced cost for landfill,

(left) A sample of what a polyethylene skid would look like.



Claim your \$\$\$

By Todd Hunter, Texas State Representative for District 32

Texas is currently holding more than \$2.2 billion in cash and other valuables waiting for their rightful owners to claim. The Texas Comptroller estimates that one in four residents of the state have unclaimed property. Examples of unclaimed property include dividend, payroll or cashier's checks; stocks, bonds and mutual fund accounts; utility deposits and other refunds; insurance proceeds; mineral interest or royalty payments; dormant bank accounts and abandoned safe deposit box contents.

The Texas Comptroller's office receives unclaimed property as required by law from financial institutions, businesses and government entities that are holding personal property which is considered abandoned or unclaimed. The unclaimed or abandoned property is turned over to the Comptroller's office on an annual basis when the property owners' whereabouts are unknown and the property has been inactive on the books of the reporting company after the necessary abandonment pe-

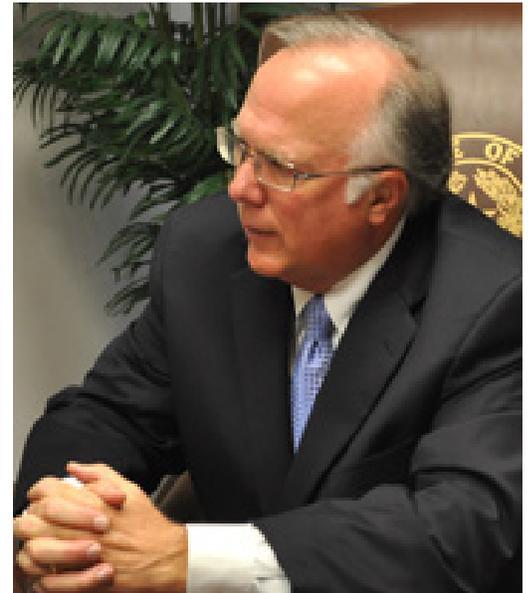


riod has expired. It is important to know that the Comptroller's office acts only as a custodian of the unclaimed property, and holds the property in a trust until such time as it can be claimed. Texas does not take legal ownership of the unclaimed property, so there is no time limit for filing a claim.

In 2010, the Texas Comptroller travelled around the state to bring public attention to the billions in unclaimed property being held by the State of Texas. The unclaimed property is not just limited to individual Texans. "Cities, countries and school dis-

tricts face challenges in this tough economy," the Comptroller said in 2010. "Our office has expanded its efforts to help government entities reclaim property, and ... to get this money back and put it to work for the taxpayers." More than \$163 million dollars was returned to their owners in 2010.

To find out if you are one of the millions of Texas residents with unclaimed property, I strongly recommend that you check the unclaimed property list by visiting www.ClaimItTexas.org.



Veterans Suicide Prevention Hotline

1-800-273-TALK, Veterans Press 1

The Department of Veterans Affairs' (VA) Veterans Health Administration (VHA) <http://www.va.gov/health> has a national suicide prevention hotline to ensure veterans in emotional crisis have free, 24/7 access to trained counselors.

To operate the Veterans Hotline, the VA partnered with the Substance Abuse and Mental Health Services Administration (SAMHSA) and the National Suicide Prevention Lifeline.

Veterans can call the Lifeline number, 1-800-273-TALK (8255), and press "1" to be routed to the Veterans Suicide Prevention Hotline.

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Our Products Reflect Our Pride

Awards Around Your Depot



Paul E. Bernal receives a Special Act Award from the Directorate of Information Technology Operations.



Ricky Sorrell receives Civilian Army Achievement Medal.



Armando Lopez receives Safety Excellence Award.



Sylvia DeLeon receives 5 year Length of Service Award.



Lazaro Zaragoza receives 35 year Length of Service Award.



Augustine Garcia receives Golden Rotor Award.



Jonathan Ferguson receives receives 5 year Length of Service Award.



Raul Cantu receives his 10 year Length of Service Award.



Carl Busby receives Safety Excellence Award.



Clifford Biggs receives 20 year Length of Service Award.



Cory Starkie, Christopher Lankart and Albert Arriaga receive On the Spot Awards from P63D0 Division.



Daniel Arriaga receives Golden Rotor Award.



Emilio Jimenez receives Safety Excellence Award.



Noe Jimenez receives Golden Rotor Award.



Paul Forreman receives Safety Excellence Award.



Gilbert Rosalez receives Safety Excellence Award.

(Right) Roy Hollins presents Lynn Withers, Billy Fulgham, Marta Wolthoff, Manny Guzman and Dawna Beers with a Golden Rotor Award.



John Rios receives Golden Rotor Award.



Robert Chavez receives Safety Excellence Award.



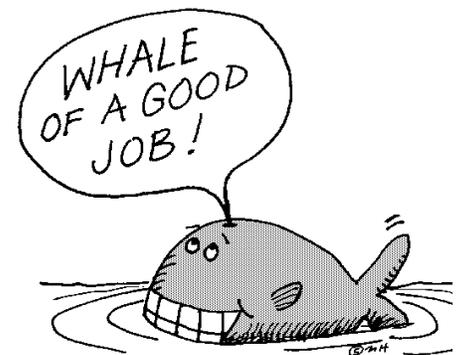
William Pipkins receives Golden Rotor Award.



Nick Yanez receives Safety Excellence Award.

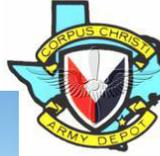


Ruben Fulton receives Safety Excellence Award.





CCAD Customer's



This workplace has been recognized by the American Heart Association for meeting criteria for employee fitness.

- Iowa AASF C Co 2-147 AVN picked up UH60L SEQ 1BZ04 (MAJ Lampe, W01Schnotala, SSG Rogers, SGT Mcleod and SGT Evans)

U.S. Army
Corpus Christi Army Depot

Some of CCAD's Customers...



CCAD Customer's



- Oklahoma ARNG picked up UH60L SEQ 1BZ06 (CW4 Phelps, CW2 Phillips, SSG Stark, SSGT Gilmore and SGT Adkins)

U.S. Army
Corpus Christi Army Depot



(left) CCAD Rotor Wing Electronics QC Section (F4CDO) of CCAD presents nearly \$3,000 to the Toys for Tots program.

A Profile in Professionalism

Nicole Garcia has worked as an Environmental Protection Specialist for the past two years.

Garcia began her career at CCAD five years ago as a helper in the blade shop.

She spent nearly eight years in the Air Force as a supply troop. After parting ways with the Air Force Garcia had her eyes set on working as an environmental specialist.

Garcia gave herself a five year timeline to reach her goal and in less than five years she made it.



cal ability enabled CCAD to receive zero defects during our last major inspection by the Texas Commission on Environmental Quality,” said Marc Gonzalez, S4 Director.

Garcia notes that success is also impossible without teamwork.

“Stay true to yourself.”

Garcia lists a positive attitude as a driving force for her success.

“I had a mentor and he always told me, you have to have a passion for what you do, that passion will take you to the next level,” said Garcia.

“Nicole’s exceptional techni-

cal ability enabled CCAD to receive zero defects during our last major inspection by the Texas Commission on Environmental Quality,” said Marc Gonzalez, S4 Director. “She has a great customer service attitude which helps when educating employees across the depot. She’s always willing to help, go the extra mile and she’s a team player,” said Gonzalez.

**BRING EVERYONE INTO THE ZONE
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Central Christian Church Group
6301 Weber Rd
(Near Saratoga)
Tuesdays at 7:30 PM

Texas A&M Support Group
6300 Ocean Drive
Tarpoon Room 323
2nd & 3rd Wed @ 4:00 PM

**Topics Include:
PTSD, TBI, TRAUMA,
ANXIETY, SUBSTANCE
ABUSE &
TRANSITIONING.**

The CCAD Scoop!

THIS MONTH'S QUESTION: What effect have you experienced from the reorganization?



Billy Fulgham

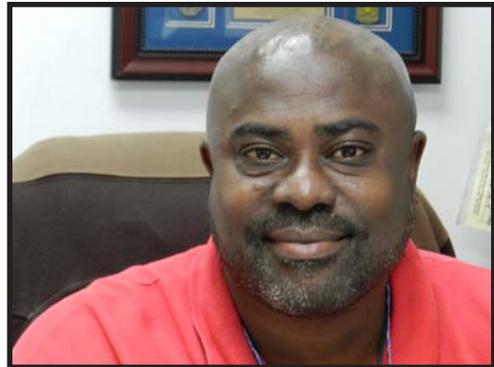
Corporate Training Specialist

“The reorganization to me is a lot more streamlined. The leadership and management perspective gives you more of a straight lined order of precedent. It hasn’t had a direct impact on me personally since I am not a manager but we had to get used to the different reporting, how the training coordinators have been assigned and how we deal with them. I think it has benefited the organization tremendously.”

Gary Moore

Container Preservation/ Sheet Metal Supervisor

“The reorg has not had that much affect on us. Preservation and depreservation shop basically moved from one division to another. We used to be in the Cleaning and Coating Fabrication Branch and now we have moved to the Directorate of Local Manufacturing Branch.”



Roger Krause

Electronics Mechanic

“None. I haven’t felt any affects from the reorg. Things are just getting better.”



Mary Jane Chapa

Accounting Technician

“It was a major transition. Personally, I was not affected by it. However, with the reorg people are having a hard time remembering their new work center numbers.”

Robert Janosek

UH-60 Recap Work Leader

“It has affected me negatively. The logistics and tooling wasn’t in place and a lot of it had to do with the personnel not being equally spread out throughout the shops.”



PREVENTION... In The News!

Chew, plugs, dip, wads, snuff, pinches....In other words, spit tobacco. And what's in tobacco? Nicotine. Nicotine is a drug - the same drug that turns smokers into cigarette addicts. Nicotine is the problem and you're the solution, there is no better time to kick the can than Through With Chew Week!

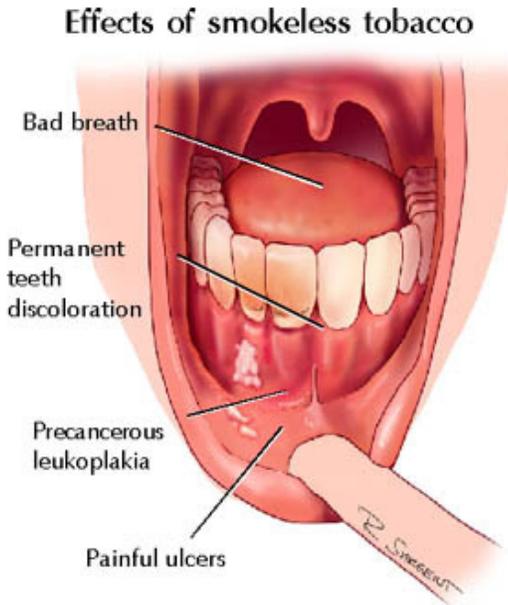
What is Through with Chew Week you ask? Through with Chew Week was established in 1989 by the American Academy of Otolaryngology-Head and Neck Surgery, Inc. It was designed to decrease spit tobacco use and increase awareness of the negative health effects of using these products.

Negative health effects? Yes, ORAL CANCER! One chew or pinch can be like smoking 3-4 cigarettes, with an added bonus. It puts tobacco (poison) right against the mouth tissue, and holds it there. This increases the risk of cancer of the lip, tongue, cheeks, gums, and floor and roof of the mouth; which means parts

OUT! Oral Cancer is one of the most difficult cancers to diagnose, treat and cure. Only half of those diagnosed survive longer than five years! Constant exposure to tobacco juice my also cause cancer of the esophagus, pharynx, larynx, stomach, bladder and pancreas. These can-

feit (FEHB) plans now offer 100% coverage to help tobacco users quit once and for all. The benefit covers all forms of tobacco use, including cigarettes, snuff, and chewing tobacco.

Ready to Quit? Christus Spohn is offering the American Cancer Society's Freshstart Nicotine Cessation Program. The program is FREE and open to the



Through With Chew Week is 19-25 February
Great American Spit Out Day is 23 February

cers can form within five years of regular use and can result in death.

No, not everyone gets cancer, some users' gums start pulling away from their teeth. Their teeth start yellowing, or rotting from all the sugar and other chemicals added to spit tobacco. Chewing Tobacco is also a root cause of bad breath and definitely does not improve your Social Life.

Local nicotine cessation programs are available to CCAD personnel and all Federal Employee Health Ben-

TOBACCO FREE ZONE



of your gums, lips, tongue or throat may need to be removed. CUT

available to CCAD personnel and all Federal Employee Health Ben-

public. Call 361-881-3234 / 3103 or email: wellness@christuhealth.org for more information. You can also contact your CCAD Employee Assistance Program at 361-961-4739 for additional information on nicotine cessation.

“Most of the [tobacco-using] kids I saw 10 or 15 years ago were cowboys, now they are in college or high school,” said Dr. Larry Foianini, a Wyoming dentist. “There are teenagers out there with no jawbones because of cancer.”

Former DoD Employee Sentenced to 2 1/2 Years in Prison for Submitting False Travel Claims

A former civilian employee of the Armed Forces Institute of Pathology (AFIP), a component of the U.S. Department of Defense, has been sentenced to 30 months in prison for making more than \$485,000 in false travel claims using the defense travel system, the Justice Department has announced.

John R. Brock, age 52, of Crofton, Maryland, was sentenced last week by U.S.

District Judge Robert L. Wilkins in Washington, D.C. In addition to his prison term, Brock was sentenced to three years of supervised release, ordered to pay \$485,535 in restitution, and ordered to forfeit three sail boats and two residential properties.

Brock pleaded guilty in October 2011 to one count of making a false claim against the United States. Ac-



ording to court documents, Brock worked as a budget analyst within the Resources Management Department of the AFIP from

2007 through 2011. As part of his

guilty plea, Brock admitted that in 2008 he used the profile of a former AFIP employee to submit a false travel voucher for \$5,525 in expenses that were never incurred. Brock also admitted that from September 2008 through April 2011, he submitted 99 false travel vouchers through the defense travel system totaling \$485,535.00.

The case was prosecuted by the Public Integrity Section of the Justice Department's Criminal Division.

It was investigated by the U.S. Army Criminal Investigation Command, the Defense Criminal Investigative Service and the FBI's Washington Field Office.

Prescription Drug Abuse Results in One Death Every 19 Minutes in U.S.

One person dies every 19 minutes from prescription drug abuse in the United States, according to the Centers for Disease Control and Prevention (CDC).

An estimated 27,000 unintentional drug overdose deaths occurred in 2007, UPI <http://www.upi.com/Health-News/2012/01/13/US-death-every-19-minutes-from-overdose/> UPI-28581326514265/ reports.

The rise in unintentional drug overdose deaths has been driven by an increase in use of opioids, the CDC notes in the Morbidity and Mortality Weekly Report http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6101a3.htm?s_cid=mm6101a3_w.

For every unintentional over-

dose death linked to opioids, nine people are admitted for substance abuse treatment, 35 people go to the emergency room,

161 report drug abuse or dependence, and 461 report non-medical uses of opioids.

The rate of opioid misuse and overdose deaths are highest among non-Hispanic whites, men ages 20-64, and poor and rural populations.

The CDC says the two main groups at risk for prescription drug overdose are the nine million people who report long-term medical use of opioids, and the roughly 5 million who have used opioids without a prescription or medical need in the past month.

For more information, talk to your nearest ASAP Coordinator.





Hazing

13 JAN 2012

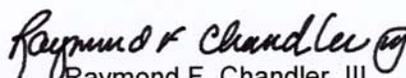
You should be aware of recent allegations of hazing within the ranks of our Armed Forces, and we want to take this opportunity to clearly address these troubling reports. We echo the emphasis that Secretary of Defense Panetta and Chairman Dempsey have placed on this matter. Every Army professional has a personal obligation to prevent hazing and ensure that we treat all of our comrades in arms with dignity and respect.

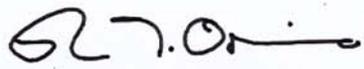
Hazing is not compatible with Army Values. The very foundation of what we do depends on trust, and trust depends on the treatment of all Soldiers with dignity and respect by fellow Soldiers and leaders. Without this, our profession is placed in jeopardy, our readiness suffers and our mission success is at risk.

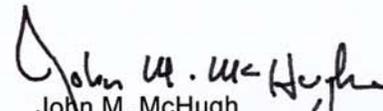
Hazing, in any form, has no place in our Army and will not be tolerated. This applies at all levels to all Active, Guard and Reserve Soldiers, Civilians and contractors. This is not new. Hazing has been explicitly prohibited by Army Regulation 600-20 and the Uniform Code of Military Justice for many years. Individuals who participate in, allow or condone hazing may be subject to disciplinary action that may include nonjudicial punishment or court-martial.

We recognize that leaders must enforce standards and exercise strong leadership and that this may include organizing team-building activities. This does not, however, allow for any activity that crosses the line and results in an abuse of power and deliberate humiliation. Effective leaders must never participate in, allow or condone hazing. We expect every member of the Army, military and civilian, to vigilantly guard against any form of hazing and to report any incident of hazing to the chain of command.

As stated by Secretary Panetta, this has a direct impact on force readiness. At this point in our Nation's history, the stakes are simply too high for us to fail. Our professional values are one of the essential components that make us who we are – the best Army in the world and the Strength of the Nation. Army Strong!


Raymond F. Chandler, III
Sergeant Major of the Army


Raymond T. Odierno
General, United States Army
Chief of Staff


John M. McHugh
Secretary of the Army

Fun Facts for February!

- *February 1, 1951- Third A-bomb tests are completed in the desert of Nevada.
- *February 4, 1906- The New York Police Department begins finger print identification.
- *February 8, 1924- The gas chamber is used for the first time to execute a murderer.
- *February 14, 1920- The League of Women Voters is formed in Chicago in celebration of the imminent ratification of the 19th Amendment, giving women the right to vote.
- *February 23, 1836- The Alamo is besieged by Santa Anna.
- *February 27, 1827- The first Mardi-Gras celebration is held in New Orleans.

From history.com

