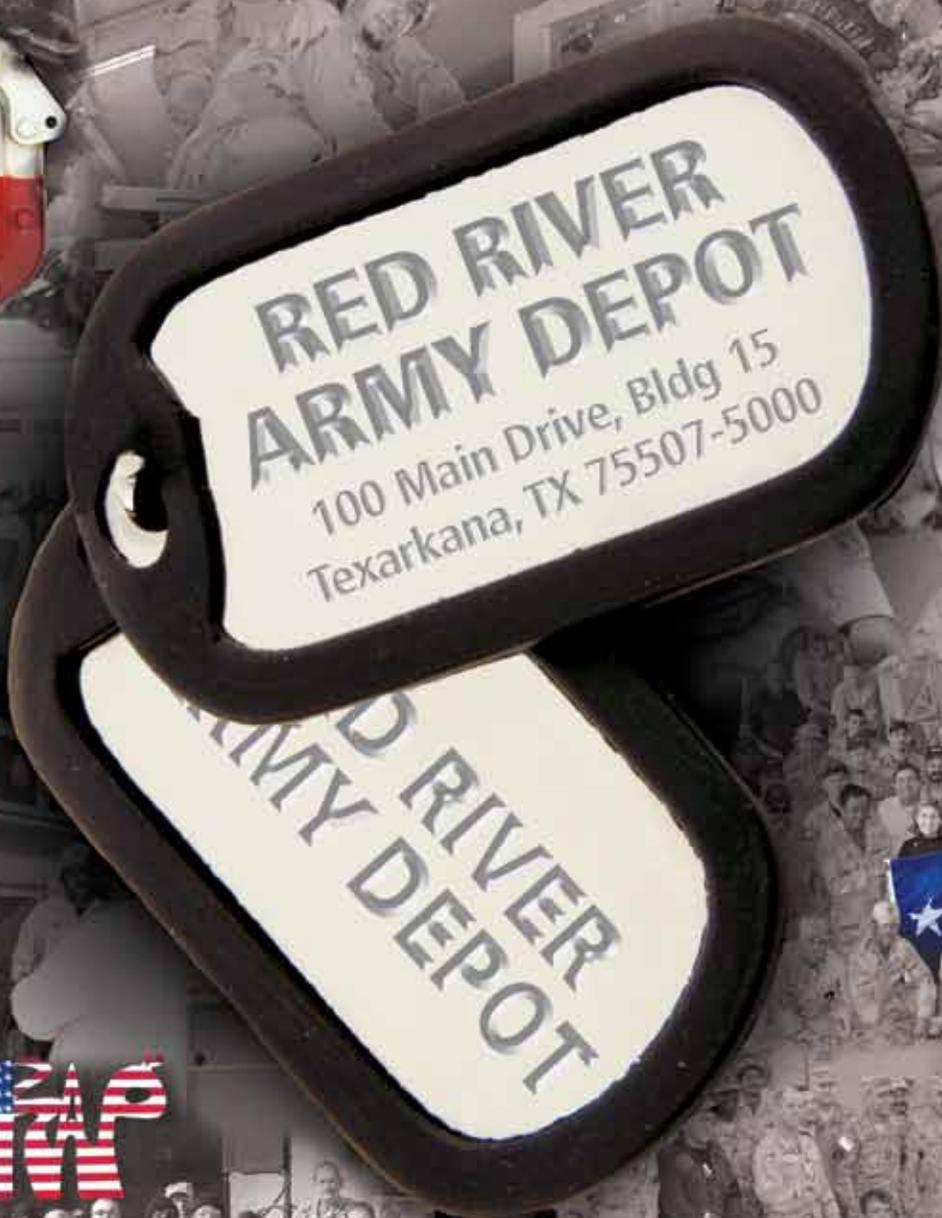
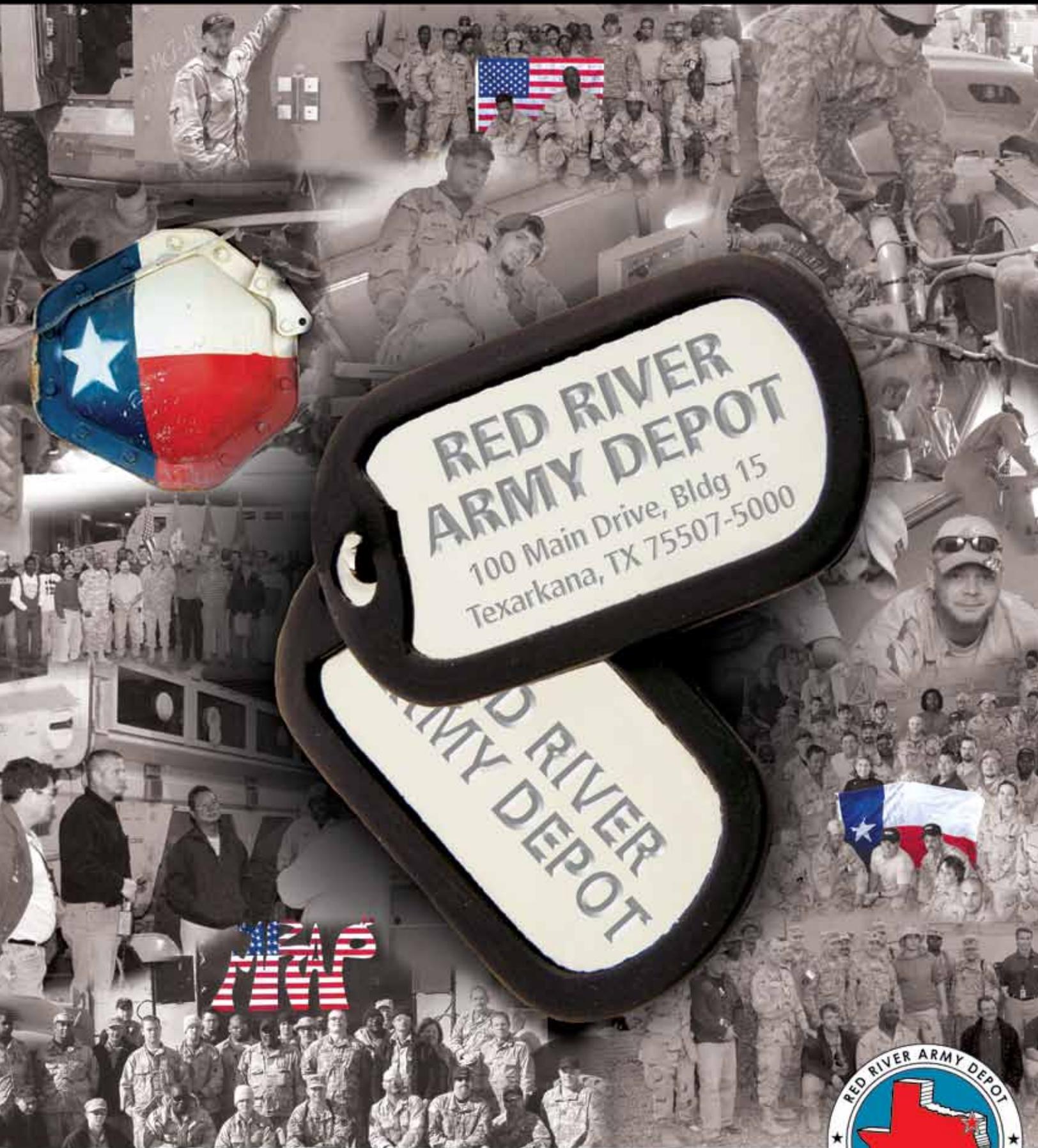


Robert T. Mason Award for *Depot Maintenance Excellence*



**RED RIVER
ARMY DEPOT**
100 Main Drive, Bldg 15
Texarkana, TX 75507-5000

**RED RIVER
ARMY DEPOT**



POC: Paul Addington, Deputy Commander
Paul.addington@us.army.mil
Comm: (903) 334-2102 / DSN 829-2102



**Supporting the
Soldier since 1941**



Red River Army Depot Civilian Soldiers Ready, Willing and Deployable!





Red River Army Depot



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Red River Army Depot



SECTION 1-A – DEPOT-LEVEL NOMINATION PACKAGE INFORMATION SHEET

1. Military Service and/or Command: Department of Army (DA)
Army Materiel Command (AMC)
TACOM Life Cycle Management Command
(TACOM LCMC)

2. Specific major depot maintenance facility responsible for nominated program:
Red River Army Depot (RRAD)

3. Identification of nominated program: This Awards submission details RRAD’s Mine Resistant Ambush Protected (MRAP) vehicle program to deploy personnel with the mission to support the fielding and sustainment of the MRAP vehicles, provide unit embedded maintenance support teams and establish MRAP University to provide training on the operational use and maintenance of MRAPs.

4. Depot Facility Commander’s name and mailing address:
COL Daniel G. Mitchell
Commander, Red River Army Depot
100 Main Drive, Building 15
Texarkana, TX 75507-5000

5. Point of Contact (POC) at nominated units:

<p>Primary Jere P. Addington Deputy Commander Paul.Addington@us.army.mil Ph. (Comm.) 903-334-2102 Ph. (DSN) 829-2102 Fax: 903-334-4300</p>	<p>Alternate Jimmy D. Shull Chief of Staff Jimmy.Shull@us.army.mil Ph. (Comm.) 903-334-2102 Ph. (DSN) 829-2102 Fax 903-334-4300</p>
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6. Red River Army Depot (RRAD), TACOM LCMC

7. Background information for the nominated program:
Since 1941, Red River Army Depot (RRAD) has a long history of supporting our nation’s Soldier. The missions have changed, but the resounding focus is on providing our nation’s finest with quality products and service. RRAD’s recent support to America’s Joint Forces in the Global War on Terrorism (GWOT) continues to exemplify our commitment to provide quality products and services.

8. Program size: Government Civilian Large

9. Mission statement for the program:
Fielding, sustaining, training and deploying employees to support the MRAP vehicle program in theater with experienced and skilled employees to field the numerous sites in Iraq, supporting the Warfighter. This is achieved and sustained by dedicated RRAD team members in conjunction with industry partnerships, adhering to established customer requirements, understanding the Warfighter’s needs and providing a quality product on time and within cost.



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SECTION 1-B – INTRODUCTORY INFORMATION

Red River Army Depot: Our Best – Nothing Less for the Warfighter!

Red River Army Depot (RRAD) has a long history of supporting our nation's Soldier. Since 1941, the missions have changed but the resounding focus has been on providing our nation's finest with quality products on time and at best value. RRAD's recent support to America's Joint Forces in the Global War on Terrorism (GWOT) continues to exemplify our commitment to provide quality products and services.



RRAD has always deployed personnel worldwide to provide direct support to the Warfighters. It has become obvious that the support and number of RRAD personnel has proportionately increased to reflect the MRAP vehicle mission requirements that we are performing side by side with the Warfighter in theater. The tremendous success of the MRAP vehicle program has proven our importance to the Army. RRAD employees have become civilian soldiers in the GWOT.



Red River Army Depot



SECTION 2-A - MISSION ACCOMPLISHMENT

On May 2, 2007, the Secretary of Defense, Robert Gates, established the Mine Resistant Ambush Protected program as the highest priority of the Department of Defense acquisition program.



Fighting in Iraq was at its worst when the Pentagon announced it was embarking on its huge Mine Resistant Ambush Protected (MRAP) vehicle program. The urgent and compelling need for these vehicles, and given the direct linkage between speed of fielding and saving soldiers lives, called for fielding as expeditiously as possible. History repeated itself once more as Red River Army Depot (RRAD) opened communications with Joint Program Office MRAP (JPO MRAP) concerning required support to field MRAP vehicles in Iraq. The tenor of the conversation centered on establishing Regional Support Areas (RSA), Fielding Battle Damaged Assets & Repair (BDAR) sustainment and the number of personnel required in Iraq to support the MRAP program.

The following is an account of the tremendous coordination, collaboration and cooperation all in effort to achieve the success of the MRAP vehicle program in Iraq.

MRAP CELL

As part of the business development functions of the Business Management Office, RRAD opened communications with the Program Manager (PM) of MRAP in June 2007. RRAD agreed on a general statement of work provided by the Program Manager to deploy personnel mission to support the Program Manager of MRAP by de-processing MRAP vehicles for issue, sustain MRAP vehicles in operation, and provide unit embedded maintenance support teams.

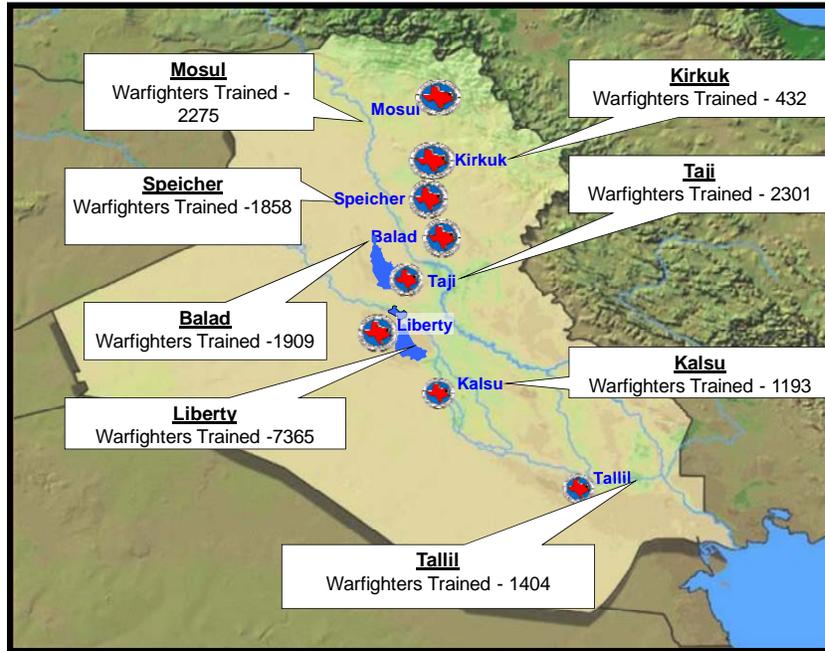
By the end of June 2007 the PM had provided a required number of 63 personnel. However, the number of personnel required by MRAP in theater continually changed. The number of employees deployed climaxed to over 700 during FY08. Due to a modified mission profile in August 2008, personnel levels were adjusted to 635 for all support efforts. RRAD's deployment of personnel to support the mission continues to follow the MRAP mission changes in theater. From the inception of



Red River Army Depot



the program in the summer of calendar year 2007 to present RRAD personnel have established three Regional Support Areas (RSA) in Iraq, which serve as both Sustainment and Fielding sites, and five Fielding Sites. The RSAs, were located at Balad, Speicher and Liberty. The Fielding Sites were located at Liberty, Taji, Mosul, Warrior, Kalsu and Tallil. In late September 08, fielding at Warrior was completed and the site started closing down.



Clearly, creating and leveraging this surge in personnel has proven effective in supporting the soldiers in the field. No MRAP fielding has been delayed due to a lack of RRAD personnel in Iraq.

In order to track personnel and manage the MRAP Program, RRAD established an MRAP cell in September 2007. The MRAP cell participated in a daily teleconference with PM MRAP to coordinate status and requirement.

In support of the MRAP fielding requirements, Red River began actively recruiting applicants for deployment to Southwest Asia. The MRAP Outreach program has conducted numerous local job fairs and recruitment efforts that have expanded to far-reaching areas to include Michigan, Kentucky, San Antonio and Dallas, Texas, and through-out the United States to fill a variety of positions. These job fairs have been a great success providing a unique workforce of trained, certified, diversified, deployable and skilled employees dedicated to our nation's defense.





Red River Army Depot



The civilian personnel office developed a plan to meet the required number of personnel needed in support of multiple locations in Iraq. The depot has deployed personnel with the following skills: Mechanics, Production Control, Supply & Administrative Support, Transportation Coordination, Quality Assurance, Welders and Electricians.

MRAP Logistics Demonstration (LOG DEMO)

The below account was given during an interview with James Buchanan.

“Our mission, at the Depot level, was to help the TACOM team leaders edit and print Commercial Off-the-Shelf (COTS) manuals for each configuration and model of MRAP vehicles. At the time of this task, the MRAP vehicles were beginning to be the vehicle of choice for the soldiers in Iraq and Afghanistan because of road side bombs and other hostile fire that was killing and injuring our Warfighters. The Army’s goal was to provide as many MRAP vehicles to the troops as quickly as possible. Our goal was to give them technical manuals they could use as quickly as we could.

The first preplanning meeting was held in Building 320 on August 16, 2007. This included all TACOM team members as well as RRAD staff members. In order to accomplish this task, a dedicated work space was needed to perform the LOG DEMO. Work space had to be of adequate size to accommodate two vehicles in a bay type operation plus adequate work area and storage space for major components and other items requiring removal from vehicles during Log Demo. Facilities needed to be equipped with overhead cranes capable of lift up to 10,000 lbs, compressed air, electrical, and overhead lighting. Other requirements were to have all common tools and bench top equipment normally associated with the Heavy Mobile Equipment Mechanic skill set and all common lifting devices normally associated with sustainment of armored tactical wheeled vehicles. Building 490B was designated for this effort. RRAD personnel consisted of one Logistics Manager, three Heavy Mobile Equipment Mechanics supplied from the Maintenance Shop areas and three Technical Writers/Editors from Technical Requirements Division.

On August 20, 2007 RRAD personnel arrived at building 490 B to start LOG DEMO. First actions required were to clean and clear the building of unneeded parts and material. RRAD mechanics started to gather lifting slings, jack stands, jacks and safety platforms needed to start work. Technical writers set up computers and other office equipment to include tables and chairs to accommodate 30-plus off depot visitors. The Directorate of Public Works immediately provided 40 additional parking spaces. Other organizations on the depot were very supportive in recovering any equipment needed for this mission.





Red River Army Depot



August 27, 2007- The first MRAP vehicles arrived for the LOG DEMO. These included one from BAE, one from Navistar International Military Truck Group (IMG) and another from Armor Holdings/BAE. The vehicles were inspected for damage and completeness. Crates and boxes inside of these vehicles had to be unloaded with forklifts so work / disassembly could begin. TACOM team, contractors and RRAD team members started the LOG DEMO during this week. Our tasks were to validate and/or edit the COTS manuals so the soldier in the field would have a source of information to use for repairs, if needed, on their vehicles in theater. Our instructions were to produce a functional manual as quickly as possible. The vehicles were being fielded in Iraq and the books were needed as soon as possible. Soldiers' lives depended on it.

The purpose of the LOG DEMO was to ensure all tasks identified in each manual were correct and could be performed by the soldier. We took the Operators and Maintenance manuals down step by step, and page by page and validated for each original equipment (OEM) configuration. Pictures or other illustrations that were needed, we formatted and added to the manuals. We marked up the COTS manuals during the LOG DEMO to reflect recommended changes to improve written procedures, developed new procedures and identified and recommended common and special tool requirements necessary to safely perform each task.

We disassembled the vehicles when required, which involved heavy lifting and time consuming work. We did this with RRAD mechanics and TACOM supplied active duty soldiers. The intent of having the soldiers was to give them "hands on" experience and to verify that work tasks in the technical manuals were written in the correct sequence to correctly perform the task, and in verbiage that could be understood, by all levels. Field Service Representatives (FSR's) from each MRAP manufacturer were on site to supply technical data as required for the manuals.





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All manuals were reviewed/approved by Mr. Dan Greenwalt, TACOM MRAP Team Leader, before final print. Our first manual was completed September 11, 2007. When we completed the manual that eventful day, we realized this was our tribute to 9-11-2001. In all we edited manuals for nine different MRAP vehicles, RG33, RG33L, CAIMAN Category I and II, RG31 Category II, IMG Category I and II, and FPI Category I and Category II. Each vehicle had an Operators Manual, Maintenance Manual(s) and a RPSTL (Repair Parts and Special Tools List). During this phase, the depot printed and shipped to Southwest Asia over 7,000 manuals. Since the LOG DEMO, the depot has printed and shipped over 9,000 additional manuals in support of the MRAP vehicles. The manuals continue to be printed in Building 184 at RRAD and shipped by the Defense Logistics Agency (DLA) co-located at RRAD.

March 2008- LOG DEMO completed. TACOM Team members departed the last week in February. RRAD Team members remained in Bldg 490B until March to empty the building, return all special tooling, and get vehicles shipped through DDRT and/or sent to MRAP University.

The mechanics and staff that worked on this project demonstrated a great deal of pride, professionalism, skill and workmanship. "Our Best – Nothing Less for the Warfighter!"

MRAP University

With such an urgent need and demand for so many vehicles from so many sources, it was clear to the Joint Program Office MRAP (JPO MRAP) that a unique and truly joint approach had to be taken to address the issue of MRAP vehicle training.

Mission: In an effort to facilitate the cross-training of all OEM FSRs, Instructors, Mechanics and Logistics Assistance Representatives (LAR), as well as government support personnel the JPO MRAP establish a centralized training point at RRAD. This training program will be referred to as MRAP University. To meet the accelerated fielding requirements MRAP University must be established and operational on or before October 15, 2007. To execute the establishment of MRAP University the JPO MRAP must immediately approve the initiative, release funding, provide integrated vehicles and execute required contract actions as soon as possible to meet the October 15, 2007 start up.

Once again, Red River stepped-up and met the challenge, "MRAP-U IS NOW IN SESSION!"





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In order to properly support the MRAP vehicle in the field it is necessary to gain flexibility in utilizing Original Equipment Manufacture (OEM) Field Service Representative (FSR) and Instructor support. This flexibility is gained through the creation of a consortium agreement between the five primary OEMs and the JPO MRAP. This agreement permitted any OEM FSR or Instructors to support and/or train using any other OEMs vehicles. The flexibility of each OEM to provide training for any vehicle variant requires a robust cross-training effort between the OEM's and the government.

The training concept will begin in the classroom and transition to on-vehicle training and conclude with the driving course. The delivery method for instruction will be in a round-robin format where students will rotate through each OEMs training packages. Additionally, at the conclusion of the training cycle Army TRADOC will provide Operator and Maintenance Instructors with an Instructor Training Course (ITC) that will provide initial certification or re-certification as an instructor as required. OEM Instructors that do not require ITC training will be available for deployment upon completion of the initial training cycle. The Instructor-to-Student Ratio has been set for a maximum capacity of 1:6 for each course with a preferred capacity of 1:4 for each course. These ratios have been established based on vehicle availability (assuming 2 per OEM). With flexibility in scheduling and the ability to conduct two training shifts per day, MRAP University will have the capacity to train 120 students per cycle of instruction. The ITC Instructor-to-Student Ratio is 1:12 and ITC student load will be determined based on requirement.

The “university” functions as a cross-training facility for Field Service Representatives (FSR's), instructors, mechanics and Logistics Assistance Representatives (LARS) from each OEM as well as government personnel. MRAP –U is unique and one of a kind. Known as a “one-stop-shop” for MRAP vehicle technical support for MRAP company representatives in the field, the university also serves as a lessons-learned center for training in order to provide up-to-date and accurate training curricula for the soldiers.



“The students coming into the program are confident that this program is helping improve their skills on the MRAP vehicle,” said Terry Lee, RRAD, Business Management Office (BMO) liaison for MRAP University. “This university is an excellent step toward providing more protection to our Warfighters.”



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MRAP-U provides advanced level Operator and Field Maintenance training on all MRAP Family of Vehicles (FOV) for Field Support Representative's/Instructors, Logistic Assistance Representative's, RRAD and key military personnel. The training mission in conjunction with the rapid deployment of MRAP's into theater met the MRAP JPO requirements and continues to support the Global War on Terror. MRAP-U trained 1,967 students in FY 08 at RRAD in operator and field level maintenance on 5 different Original Equipment Manufacturer variants. The maintenance familiarization course is four weeks in length and covers five MRAP variants. Curriculum includes Vehicle Characteristics/Safety/Warnings and Cautions, Operation of MRAP, Advanced Maintenance Procedures, Diagnostics/Troubleshooting Engine Transmission and Electrical, intensified training on Air Conditioning and Refrigerant Recovery Procedures. The Operator Familiarization course is two weeks in length and designed for Master Drivers, allowing the Master Drivers time to drive all five variants. Curriculum includes, Vehicle Characteristics/Safety/Warnings and Cautions, Location and Function of Vehicles Basic Issue Items (BII), Location and Function of Vehicles Controls and Indicators, Vehicle Preventive Maintenance Checks and Services (PMCS), Emergency Egress/Roll-Over, Ground Guide Procedures, Vehicle Driving Operations (Day), Vehicle Driving Operations (Night), Operating Under Unusual Conditions, Vehicle Self Recovery/Auxiliary Equipment/ Flat, and Operator Level Vehicle Troubleshooting and Maintenance.

FACTS:

The MRAP forward deployment mission at RRAD supports the JPO MRAP by de-processing MRAP vehicles for issue, sustainment of MRAP vehicles in theater, provides unit embedded maintenance support teams and established MRAP University.

MISSION ACCOMPLISHED!



Red River Army Depot



SECTION 2-B – EFFECTIVE SUPPORT TO THE WARFIGHTER

The fielding of MRAP systems in Iraq has greatly increased the force protection level provided to our soldiers, even in the face of an adaptive enemy. This programs' ultimate success is that soldiers survive what would have been a lethal attack in other variants of vehicles. Without the dedication of a fully integrated team that includes the OEM contractors and Red River Depot Government employees, this system could not have been fielded successfully in such a short period of time. Red River Army Depot provides the pre-deployment training for operators and mechanics, as well as forward deployed personnel that support fielding and sustainment. The Red River team's willingness to get the job done has ensured that MRAPs are delivered into the hands of our soldiers; safely, completely, and quickly.

/s/RF

LTC (P) Ron Fizer

Acting Commander, 402nd AFSB

For the RRAD employees, the rapid, steady pace required to field the MRAPs or sustain the MRAPs – broken either by roadside bombs, IEDs, or the simple grind of daily use – is as certain as the rising of the sun.

The sites are hot, dry, humid areas experiencing a sand storm or cold, damp and dreary –temperatures ranging from 25 degrees to 145 degrees. The clanging of tools on steel, the flashing blaze of arch welding and the staccato sounds of power drills and impact wrenches echo throughout the different sites. American flags hang everywhere as constant reminder to the employees of the customer.

The impact on operational force availability, material readiness and sustainability is a charge for personnel pride. The RRAD employees answer the needs of the Warfighter by delivering rapid solutions to their daily needs.

The employees know that each MRAP they field or repair and place back in service will help bring a Soldier safely home. Without complaint, they work long hours – and often 7 day weeks – because a soldier's life depends on what they do.



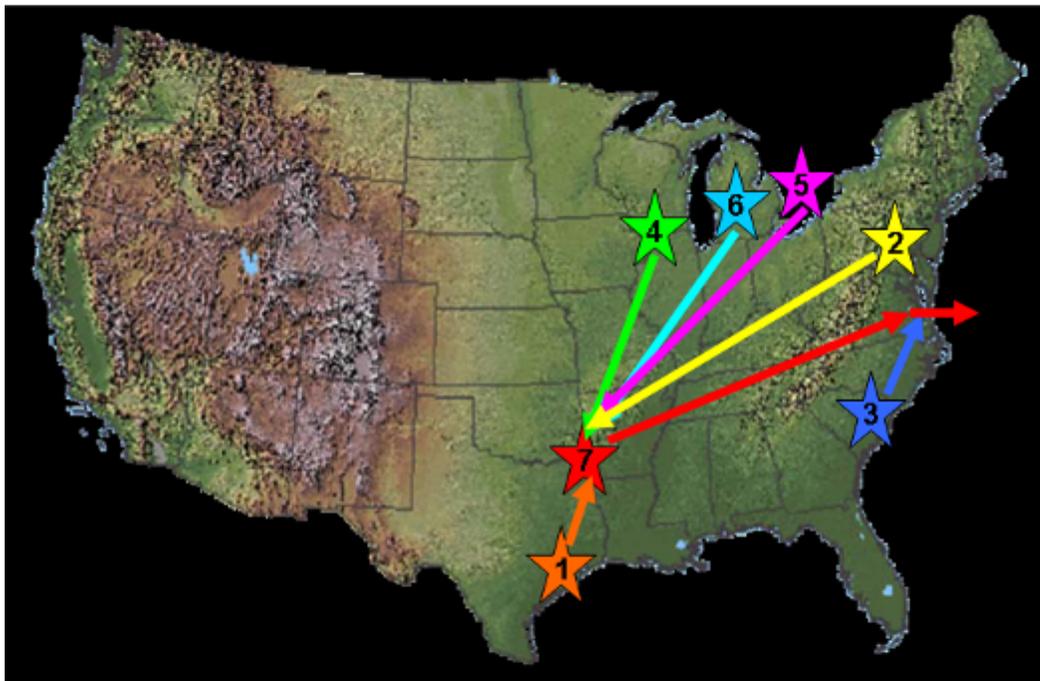


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“We were working on a vehicle after regular duty hours one night and were about to get ready to go home. A group of Soldiers rolled up in a MRAP vehicle and said that their air conditioner was out and wondered if we could help them get it fixed. While we’re working on the air conditioner one of the Soldiers said ‘my wife can sleep at night because I’m in a MRAP.’ That’s what it was all about for me. I must say if it hadn’t been for RRAD, MRAPs may not have been fielded in Iraq and a lot of Soldiers’ lives would still be in danger,” per Bruce Terral, RRAD Quality Inspector.

Rapid fielding drives extraordinary coordination efforts between MRAP Original Equipment Manufactures (OEMs) and Red River Army Depot/DDRT. The parts are directed to RRAD/DDRT for staging, consolidation and shipment to the various sites in Iraq.



- BAE-TVS: Sealy, TX
- BAE: York, PA
- FPII: Charleston, SC
- IMG: Beloit, WI
- GDLS: Canada
- Spartan Motors: Charlotte, MI
- Red River Army Depot: DDRT Texarkana, TX



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Below is an account from RRAD employee, Johnnie Johnson, who was instrumental in establishing the parts room. One of the first efforts of the employees was to set-up and stream-line the parts room. This foresight allowed RRAD to not only meet fielding requirements, but also to support the sustainment of the MRAP vehicles. Warfighter priority needs were sustained through RRAD's innovative approaches to assure the accelerated mission was accomplished.

“Ray Underwood started implementing parts and tool room set up before my arrival in Iraq. Everything was uncontrolled and hard to locate prior to this. Ray asked myself and Curtis Owens to separate the tools from the parts and to begin to organize these items. The tools were organized into numbered tool chests, which were assigned to specific groups of mechanics. We implemented periodic checks of the tool chests to insure the tools were still there and still in safe working order. These practices were a product of our previous experiences with the LEAN events held at RRAD. Ray Underwood had been with the HEMTT program, Curtis Owens with the Bradley program, and myself with MLRS, Bradley teardown in 592. We took what we had learned in these programs as the basis for our set up in Taji. These procedures helped to save time, ensure safety, and reduce costs.”

Below is an account from RRAD employee, Joshua Schmitz, his story and pictures of the tool room established at Tallil.

Bernice Ward, Branch Chief of the Tool Crib Division at RRAD, assumed the responsibilities of getting the tools to Iraq in an expedient manner.

“In early April we arrived at the new MRAP site in Tallil, Iraq and was informed that since it was a new site, we needed to set things up to prepare for the oncoming work of vehicles and jobs ahead. Our supervisor at the time said we are going to build a tool room first in order to secure everything at the end of each day. People were asked who had knowledge of carpentry but we all had a hand in building the room, it took us only three days to construct the walls and get the roof on. The hardest part of the whole ordeal was finding lumber straight enough to use as Tallil was not a very big base at the time.

Once it was complete then came the great undertaking of inventorying all the multi-packs of tools and equipment to see what was going to go in the tool room or out to the connex. The majority of all the tools that we received were of great asset to the program and the jobs we would perform because they were all hand tools and it would be almost June before we had air in the shop so using air tools was out of the question for now. The other necessity at the time was the supervisor needing a volunteer to sit in the tool room and be responsible for all those tools. No one spoke up so I volunteered to sit and do it. At the time that was the last place anyone wanted to be because there was no power at all to the Sprung, so no fans, no air and no lights. I had to use a flashlight to find the tools in the room in order to issue them out.

By the end of May though everyone wanted to be in the tool room because of the AC in there, it was a smaller room in the sprung and it had its own AC unit so it was much cooler than the rest of the shop, guy's would come in to cool off and take a quick breather.

By August 08 we had received a lot more tools and a lot more equipment. Soldiers would come on by to just check and see if we had a tool they could borrow for an hour or so to complete a task. When they would come in to the room and look around they would see how well supplied we were and ask if they could borrow a few tools to make the job they were doing that much easier. Every tool that was loaned was signed for and returned in prime condition and by word of mouth soon soldiers were frequenting the tool room more and more.



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In October 2008 I had made up my mind that I wanted to do my fair share of working on the trucks and that it was time for me to pass on the tool room to someone else, so I came out of the tool room and am presently working as a sick bay mechanic in the sprung. There isn't a day that does not go by though where someone does not come up to me and say 'Hey do we have this tool?' or 'Where can I find this at?'"



Due to the dramatic increase in fielding and sustaining the MRAP program, RRAD employees in the welding and fabrication shop put in long hours and the demand is high, but there's a lot of dedication, commitment, and pride here. All parts went to new vehicle production, so there was not any parts available for sustainment.

Not only did the RRAD employees, design, redesign and/or fabricate required parts for the vehicles at their site but, they also supplied the other fielding sites with requirements. The RRAD employees raised the bar meeting the unforeseen demands with the MRAP program.

Alejandro Martinez stated, "This is a team effort. Our work is directly supporting the soldiers in the field. It is important to have a quick turn around when a soldier's vehicle needs repairs. My job is great; I fix the vehicles, which keep the soldiers on mission safer."

The following is only a fraction of design, fabrication, improvements and repairs by RRAD employees and soldiers working together to keep the MRAP vehicles rolling.



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Wire Mitigation Kits

RRAD Employees - Golden Long and Alejandro Martinez (Hondo) fabricated a bracket to deflect the low hanging power lines.

HOT JOB - Low-hanging power lines in Iraqi towns were identified as a problem, catching the tops of the MRAPs as the soldiers patrolled the areas... Not only was it causing power outages for the RRAD workers and soldiers, but it also was shocking or injuring the soldiers in the MRAP.



Camera mount bracket

Re-design & fabrication process for camera mount bracket – Original camera position was mounted on the bumper and was too low. Not only did dirt and mud block the view, but the Rhino would obstruct the vision. RRAD employee, Hondo, designed and fabricated a bracket that would mount the camera to the top center of the windshield. The soldiers were very grateful for this new design that would allow them to have an unobstructed view of the area.

RRAD employees, designed and fabricated the "bracket wheel mount" below as a tool for the mechanics to use while working on the MRAP vehicles.

The bracket mounted on the wheels of the vehicle allowed the mechanic to stand on the mount and work on the engine or other components under the hood.

The Army took the design and is using the "bracket mount" as a tool for all mechanics working on the MRAPs.





Red River Army Depot



The enemy is using improvised explosive devices and a more deadly IED, known as an explosively formed penetrator, to attack the MRAP vehicles. A hot copper projectile forms when an EFP explodes and carries enough punch to penetrate standard MRAP armor. So, this required rapid fielding of the Rhino kits to the different sites in Iraq.

The Rhino kits were made in the States and shipped to the sites in Iraq, but the problem was the kit was for a "one size fits all" which was not the case with the front bumpers on the MRAP vehicles. The different variants of the vehicles required the RRAD employees to design and fabricate a bracket that would allow the Rhino kit to be installed on the different MRAPs.

"Hard work and dedication pay off when soldiers walk away from an EFP hit," said Hondo.

Bracket for Rhino Kit Installation

One of the different brackets fabricated for installing the Rhino kit on the bumper of the MRAPs.

Original bracket was in the way – Contractor needed bracket, RRAD Quality and PM approved redesign of bracket.



RRAD employee, Alejandro Martinez, welding a Rhino bracket.



Alejandro Martinez receiving an award for fabrication and welding of Rhino brackets.



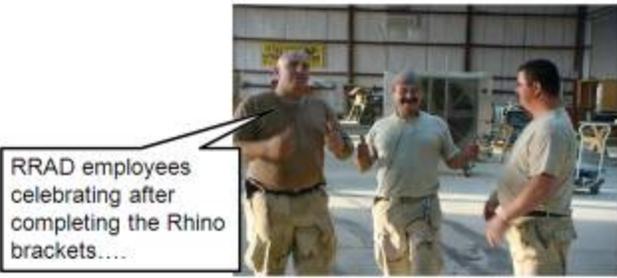
installing newly fabricated Rhino bracket



Alejandro Martinez, welding a Rhino bracket



Golden Long, RRAD employees installing Rhino bracket



RRAD employees celebrating after completing the Rhino brackets....



MRAP vehicles WITH the Rhino Kits installed waiting to be issued to the soldiers.



Cross Training

Mass Casualty Training held at LSA Anaconda, Balad, Iraq
RRAD employees as well as contractors signed up for mass casualty training at LSA Anaconda which included a mock drill at the end of training. They were trained in all aspects of what to do in the event of an attack to include injury assessment, first aid treatment, stabilization for movement, IV placement, etc. These trained personnel would be considered first responders and would be required to react if an event happened at LSA Anaconda.



Students from the 3rd ID learning how to drive MRAP vehicles





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SECTION 2-C – LOGISTICS PROCESS INNOVATION

It's impossible to tell exactly how many soldiers' lives have been saved on the battlefield as a direct result of the MRAP vehicle fielding/sustainment program support from the RRAD employees, just one life is phenomenal.

The many successes of the joint MRAP program are a result of the overwhelming team effort by the many players in the program. The RRAD employees have proven their reliability, maintainability and supportability for the MRAP program which is a significant achievement.

As part of the Army's strict standard of work and to ensure fielding the highest quality vehicle possible, the following "Concept of Operations" and "Capabilities" were established by the RRAD MRAP Team:

Logistics Demonstration

- Physical Teardown/Disassembly
- Validation/Edit of COTS Manuals
- Development of New Procedures for Sustainment (as required)

Material Fielding Teams

- Supplement OEM Representatives in Theater
- Continuity for Government Across Multiple Vendors

Sustainment

- Deployable Qualified Field Service Support Representatives
- Establishment of Organic Capability

Partnerships with OEMs

- Assist with Production
- Accelerate Fielding

In-Theater Support

- Support for MRAP vehicle variant in the field
- OEM and maintenance

Specialized Training Processes

- Field Level Maintenance Training
- Field Service Representative Training
- Maintenance Instructor Training
- Operator Instructor
- Logistics Assistance Representatives

Unique Workforce Skills

- Trained, certified, diversified, deployable and skilled
- Employees dedicated to our nation's defense
- Ability to surge

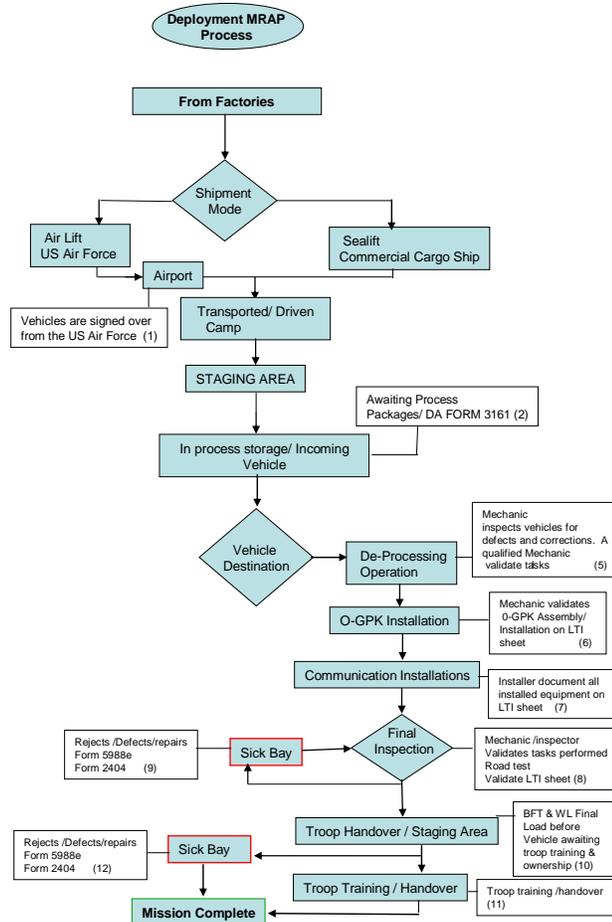
Recognizing the importance of the workflow for controlling validation of Quality process support to the fielding site, Bruce Terral, RRAD Quality Inspector, developed and forwarded to MRAP PM for approval a "Quality Standard for MRAP Process". Due to the expedient nature of MRAP, vehicle OEMs was experiencing difficulty preparing quality data fast enough for the fieldings.



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This portion of the fielding process is historically time consuming. To successfully improve cycle time and create an overall synergistic flow, Bruce created a Process chart and a detailed check list to ensure the total quality of the fielding was complete. This process ensured quality MRAP vehicles for the soldiers.



Once again, RRAD has proven that we have what it takes to support a major program. From the initial onset of support to logistics demonstration, to fielding deployment, to MRAP University and now to depot sustainment, RRAD is providing life cycle management support of the joint MRAP. Executing the MRAP program put the Depot at risk in our other production areas, but not once did the depot slip production due to the MRAP program

Keeping the Employees informed

Specific methods of communication opportunities to share the RRAD mission, vision, values, strategy and goals are enabled through a multitude of sources:

- Bi-weekly meetings with Command and Staff
- FYI-Live Monthly local area Network Broadcast
- Production Status Review (PSR) Meeting
- Main Gate Display
- First-line Supervisors daily shop floor meetings
- Monthly Red River Review employee newspaper



Red River Army Depot



- The Weekly Bulletin
- Monthly Commander's employee coffee
- Quarterly Posters of Significant Events
- Command Centers in production areas

RRAD Recognition and Reward Systems

Recognizing employee contributions to the overall success of RRAD is part of our normal business operations.

- Employees receive a cash award based on Net Operating Results (NOR)
- Commander and/or SGM routinely recognizes employees during "walk through"

RRAD Value Engineering (VE) Program Exceeds Goal

The VE Program continues to exceed the savings goal established by higher command. The \$6.3M goal was exceeded by 138%. The actual FY08 savings were \$8.8M.

MRAP is a fast moving program with many pieces – Red River is continually meeting the fielding requirements. Below is additional MRAP program support RRAD is embarking in the future.

- RRAD began preliminary planning in 4th Quarter FY08 for FY09 production and fielding of the MRAP Egress Trainer (MET). In response to the Army's requirement for earlier fielding, RRAD designed and produced 5 expedient trainers scheduled for fielding in March 2009. RRAD is currently supporting follow-on objective production of 18 trainers scheduled for fielding in April and May 2009. In addition to supporting the Army MET requirement, RRAD is also in the planning phase to support the Marine Corps MET production.
- In mid Dec 08, RRAD at the request of the PM, has begun to establish a new RSA in Kuwait with the purpose of refurbishing MRAPs in theater. RRAD personnel have never missed a fielding and have maintained an in theater Average Operational Readiness of 94% on the MRAP vehicles.
- Red River is anticipating AMC may request previously trained and deployed RRAD employees to augment Army Field Support Brigades at major installations and to provide maintenance on 300 to 500 MRAP vehicles which have been directed back to CONUS for training purposes.
- MRAP pilot program / Depot source of Repair (DSOR)
US Army, RRAD has been assigned the DSOR, responsible for the MRAP vehicles manufactured by BAE, TVS, IMG, and GDLS-C.
RRAD is in discussions with PM MRAP to initiate a pilot program for three of the Army MRAP variants. The concept for the pilot program is to develop sustainment capability at the depot based on the DSOR guidance. Red River is working with PM MRAP to acquire 9 each MRAP Army variant for use in developing standard maintenance processes.
- RRAD is currently working in conjunction with the JPO to execute the MRAP-Mobile Training Team (MTT) which will provide unit commander's a flexible means of providing their personnel with MRAP New Equipment Training prior to deployment. Red River will be the home station for 40 instructors that will deploy to CONUS military installations to



Red River Army Depot



provide soldier training on all MRAP variants. Up to 40 MRAP variants will be stationed at Red River as a pool of assets to be used for these training missions. Red River personnel will provide the maintenance of these assets in support of this mission. The MTT Facility for supporting this mission starts construction in March 2009 with initial operating capability scheduled for August 2009.

Plans continue to rapidly field the MRAP vehicle systems to war fighter units in OIF and OEF. With each unit fielding, the gaining unit is provided Operator New Equipment Training (OPNET) as well as Field Level New Equipment Training (FLMNET). This New Equipment Training (NET) provides all the operators and maintainers with the functional skills necessary to perform their mission. Periodically, fielded war fighter units are replaced by personnel from CONUS bases. These incoming unit personnel fall in on the MRAP system previously fielded to that particular area of responsibility (AOR). There is no NET scheduled during the Relief in Place/ Transfer of Authority (RIP/TOA) for these newly arriving personnel due to the continuing fielding of MRAPs to units in other AORs. This situation does not provide a satisfactory training base for the incoming unit personnel. This can have a negative impact on their ability to operate and maintain the MRAP systems.

To alleviate the noted situation outlined above, it is suggested to develop and implement a MTT. The MTT can be OPCON to and function through MRAP University at RRAD. The MTT would be able to quickly react to the specific MRAP NET needs of any CONUS based unit and perform instruction to the unit war fighter personnel prior to their deployment. This CONUS NET would make their scheduled RIP/TOA much smoother and allow for immediate use of their MRAP systems rather than postponing mission initiation until a NET can be accomplished.

MRAP University will be the central hub of operation for MRAP CONUS MTT. The MTT can be made up of OEM personnel, government personnel and /or third party contractors. The team would utilize the same approved NET packages implemented during instructional periods at MRAP-U. To accomplish this, JPO MRAP will establish the necessary training assets, simulators, vehicles, equipment, spare parts, transportation and administrative logistic support as an add-on mission to MRAP University. Many different scenarios of training would be possible.

Summary

Shaking conventional wisdom is not easy for a governmental installation. With strict regulatory guidelines and ever-decreasing resources, it is especially challenging to tackle difficult fielding and sustainment process improvements that have not been attempted before OCONUS – even by private industry. Red River Army Depot chose LEAN Six Sigma as the transformation catalyst to establish work cells within the MRAP program that would tackle the problems and wastes, while focusing our attention on continual process improvements. By eliminating wastes, we were able to continually improve cost, quality and delivery of our MRAP vehicles to the most important customers in the world – our soldiers in the field.

The Depot is proud of the progress it has made on its MRAP journey. The evaluation of the progress is highlighted within this package. Once again, RRAD's motto "Our Best - Nothing Less for the Warfighters" is at the core of everything performed at the depot and in theater. Nowhere are the results of this attitude more prevalent than with the MRAP program at RRAD, supporting the needs of America's Warfighters.



Red River Army Depot



SECTION 3 – PROPOSED AWARD CITATION

CITATION FOR: Robert T. Mason Award for Depot Maintenance Excellence

RECIPIENT: Red River Army Depot, Texarkana, Texas 75507-5000

PROPOSED CITATION: In recognition of excellence for the FY08 Mine Resistant Ambush Protected (MRAP) vehicle program, Red River Army Depot outperformed expectations on every level. From the numerous successful fieldings and sustainments to the multitude of innovative techniques employed to expedite a quality product, it is evident that Red River Army Depot is focused on the ultimate goal –The Soldier. The effectiveness of your dedication travels across the globe as evidenced by the continued unprecedented service of hundreds of Red River Civilian Soldiers serving alongside Soldiers at various sites in theater. The depot workforce’s responsiveness, exceptional work ethic and dedication to the mission stand as a benchmark for other installations to emulate. “We build it as if our lives depend on it, theirs do” is not just your motto but your demonstrated means of performance and way of life. Red River Army Depot’s contributions to the Nation reflect great credit upon the members of the depot, the Army Materiel Command and the Department of the Army.



Red River Army Depot



Section 4 - Endorsements



REPLY TO
ATTENTION OF

SFAE-CSS-MR

DEPARTMENT OF THE ARMY
PROGRAM EXECUTIVE OFFICE
COMBAT SUPPORT & COMBAT SERVICE SUPPORT
6501 E. ELEVEN MILE ROAD
WARREN, MICHIGAN 48397-5000

MEMORANDUM FOR Commander Red River Army Depot

SUBJECT: MASON Award for Red River Army Depot

In recognition of Red River Army Depot's performance and commitment to the Joint Program Office's MRAP program in OIF, OEF, Kuwait and war fighters, we are submitting this document in support of the MASON Award.

During the past two years, RRAD has continued to be the backbone of the MRAP program in Iraq, Afghanistan, Kuwait and here in CONUS. Working in austere environments with minimal standards of living conditions in some instances, they have continued to exceed all expectations for MRAP deprocessing, fielding and sustainment of our pre-fielded and our fielded fleet. With rapid fielding of over 900 MRAP vehicles a month and sometimes more, RRAD personnel have kept the quality of the vehicles leaving the fielding site to such a state that readiness rates for our fleet remain in the 90th percentile. This can be directly attributed to the deprocessing of vehicles at the RSAs in theater.

RRAD has incorporated lean processes into their production. This included setting up a one piece flow process instead of a bay type process that resulted in the direct elimination of waste and reduction of man-hours per vehicle.

RRAD is recognized by the Joint Program Office for outstanding achievements in manufacturing processes, individual commitment, performance and sacrifice for our war fighters and our country. RRAD personnel in theater have proven that they live up to the own motto of "Build it as your life depends on it". They have done that and continue to do that by going above and beyond their duties, and in some cases risking their own lives to give the war fighters the best equipment that they can. They are true heroes for our country.

KEVIN B. PETERSON
COL, FA
Military Deputy Project Manager
MRAP Joint Project Office



Red River Army Depot



JOINT DEPOT MAINTENANCE ACTIVITIES GROUP
BLDG 280, DOOR 24
4170 HEBBLE CREEK RD
WRIGHT-PATTERSON AFB, OHIO 45433-5653

JAN 11 2008

MEMORANDUM FOR USAMC/AMCOPS-SMD
COMNAVAIRSYSCOM/AIR-6.9.3.1
HQAFMC/A4BC
COMMARCCORLOGCOM/L21

FROM: JDMAG/MA

SUBJECT: Joint Depot Source of Repair (DSOR) Decision for the Mine Resistant Ambush Protected (MRAP) Family of Vehicles (FOV) (DMI Study 08-0003)

Reference: (a) 7/8 Nov 07 Joint Service Meeting at JDMAG, Wright Patterson AFB OH
(b) 28 Nov 07 Joint Service Meeting at JDMAG, Wright Patterson AFB
(c) USAMC/AMCOPS E-mail, 8 Jan 08
(d) HQ AFMC/A4BC E-mail, 8 Jan 08
(e) COMNAVAIRSYSCOM E-mail, 10 Jan 08
(f) COMMARCORLOGCOM E-mail 11 Jan 08

1. The joint Services and the MRAP Joint Program Office met during references (a) and (b) and proposed that the MRAP FOV be postured at Red River Army Depot and Marine Corps Logistics Command (Albany and Barstow). Vehicles identified by NIINs 01-552-5565 and 01-552-5199 will be assigned to the Marine Corps. Air Force (except those common with Marine Corps configurations) and Navy assets will be assigned to the Army and Marine Corps respectively. Vehicle and component data is attached. Components assigned had either an NSN and or a LRN designated.

2. The plan is based on the priority to build depot support for systems already deployed by the war fighting commands. This action will allow for the designated sources of repair to begin programming for resources in the POM process. The large level of projected MRAP workload is judged to be too large and high risk for one depot to support all Services. The Army and Marine Corps anticipate that the system will drive a core requirement. The proposal calls for it to be supported by the depots listed in paragraph one, postured to provide mutual support as required. This posture will, to a significant extent, allow the Services flexibility to pursue a unit reset option if desired as the vehicles return from deployment. Program flexibility and security is also enhanced by geographic dispersion. Further program analysis should occur to insure that any additional component workload such as force protection, tactical work station, and communication systems are optimally supported.



Red River Army Depot



3. Service concurrences are cited at references c through f. Implementation of this decision will result in interservicing as described in paragraph one and that should yield a probable cost avoidance for the Air Force and the Navy. The Air Force and the Navy should forward this information to JDMAG within 45 days of the date of this memo.

4. Request all Services implement this decision. The Army and Marine Corps should provide implementation plans within 60 days of the date of this memo.

LES CAMPBELL
Acting Director, Joint Depot
Maintenance Activities Group

Attachment:
Depot Repairable Items Assignment List



SHINGO AWARD REPEAT



For the second consecutive year, RRAD achieves three (3) Shingo Awards for Excellence in Manufacturing

UNPRECEDENTED



Heavy Expanded Mobility Tactical Truck

2008 Recipient of the Silver Shingo Medallion
2007 Recipient of the Silver Shingo Medallion



High Mobility Multipurpose Wheeled Vehicle

2007 Recipient of the Gold Shingo Medallion
2006 Recipient of the Silver Shingo Medallion
2006 Recipient of the Secretary of Defense Robert T. Mason Award



Tanker Trailer

2008 Recipient of the Bronze Shingo Medallion



Bradley Fighting Vehicle System

2007 Recipient of the Silver Shingo Medallion



Patriot Missile

2008 Recipient of the Bronze Shingo Medallion



RRAD: Antiterrorism Award Winner

Red River Army Depot received honors as the runner-up for the "Best Antiterrorism Program for Fixed Installations" Award. Red River Army Depot was recognized for exceptional execution of a Command-driven Antiterrorism Program led by Bill Pass, Antiterrorism Program Manager.



Red River Army Depot



WARFIGHTER (CUSTOMER) TESTIMONIALS

“The fielding of MRAP systems in Iraq has greatly increased the force protection level provided to our soldiers, even in the face of an adaptive enemy. This program’s ultimate success is that soldiers survive what would have been a lethal attack in other variants of vehicles. Without the dedication of a fully integrated team that includes the OEM contractors and Red River Depot Government employees, this system could not have been fielded successfully in such a short period of time. Red River Army Depot provides the pre-deployment training for operators and mechanics, as well as forward deployed personnel that support fielding and sustainment. The Red River team's willingness to get the job done has ensured that MRAPs are delivered into the hands of our soldiers; safely, completely, and quickly.”

LTC (P) Ron Fizer
Acting Commander, 402nd AFSB

“I can give you many examples of how these fine individuals, the Red River mechanics, guided and helped all the soldiers as they received their MRAPs and as they worked as embedded mechanics teaching, guiding and just plain showing that they cared about every soldier they worked with.

Continually, I had soldiers and their leaders come to me and request that we allow the embedded Red River Mechanic to extend beyond the initial time of instruction and help.

When I first arrived in Iraq in Dec 2007, soldiers were afraid of MRAPs and I feel with the help of the Red River personnel and others we were able to help the soldiers overcome the fear of the oversized/overweight vehicle called an MRAP.”

CW2 Todd E Jen0, Sr.
PM MRAP Logistics
Joint Base Balad

“I served as the BLST (Brigade Logistics Support Team) Chief in the 3rd Brigade 101st Airborne Division during Operation Iraqi Freedom (Sep 07 to Nov 08). During that deployment, Red River Army Depot (RRAD) employees were sent to the BLSTs to support the newly fielded MRAP vehicles.

The RRAD employees performed beyond our expectations. Please keep in mind that the MRAP was newly fielded and soldiers received no training until the RRAD mechanics came to assist. These men volunteered to deploy into a combat environment and provide support which enabled the BCT to accomplish its missions with fewer fatalities. They lived with and endured the same hardships as the soldiers. I'd welcome the opportunity to serve with these outstanding and knowledgeable men in the future. They are truly a credit to the US Army, AMC, and 3/101 BCT.

v/r
MAJ Mike McNeely
3/101 BCT BLST Chief
AFSBn-Campbell



Red River Army Depot



Before MRAP ambulances were delivered to the 101st, Josh Terral, RRAD employee, and a contractor rep for IMG Modified a MRAP to haul 2 litters for recovery of injured soldiers.



A soldier load testing the Litters for the modified MRAP



Alejandro Martinez (Hondo) designed, fabricated and modified a floor jack to lift the "under belly armor. The modified jack rotates any direction required for removal of the under belly armor.

The "Under Belly Armor" protects the transmission, motor, and most importantly the soldiers from the Blast.



Red River Army Depot



Old way of lifting the Differentials – in which damage to the hoses often occurred



A. Martinez designed and fabricated a lifting device to remove the Differential from the crate—they were shipped in a crate upside down and had to be turned over – before installing - this was also a safety concern



G. Long and A. Martinez designed and fabricated a cover for the air conditioning lines – the soldiers were stepping on the lines and breaking them.

RRAD employees fabricated jigs for lifting device for the turrets





Red River Army Depot



EMPLOYEE TESTIMONIALS

“I was self-employed from 1994-2008. I had been looking for the opportunity to find a career that would give me a secure future. When I learned about Red River Army Depot hiring for the MRAP program, I researched the job and found that in addition to the benefits I was looking for, I would also be supporting our troops in Iraq. It's been a very rewarding choice. Both my sons grew up helping me in my shop, so they were well experienced for their age. When Chad graduated from high school, he decided to submit a resume' and was hired at once. Jim was working maintenance for a large company when Chad was hired and said he couldn't let his little brother go without him. He applied as a mechanic, but was hired on the LSAC program as a Welder.



Father Chris Slatton (center) and sons Chad (left) and Jim (right)

It is a rewarding job. When Chad and I were held over at Ali Al Salem during our trip home for Christmas a First Sergeant shook my hand and told me he would not be going home for Christmas if it was not for the MRAPs. He had been hit three times and lost three MRAP vehicles, but walked away from all three. He said he owed his life to the MRAP program. I have already extended for my second year and both Chad and Jim have planned to extend as soon as their time comes. When all our work is done here Chad will have enough money for college, Jim will have enough for his first home and I won't have to work as hard the second half of my life.”



Mike Kelly

Mike Kelly related a story to our past Commander, Col. Douglas Evans, of a 19-year-old Soldier who had been in a MRAP vehicle when it took a direct hit. All he received from the blast was scratch on his elbow. The Soldier came up to Mike after the attack and gave him a big hug. “That right there is what it is all about,” said Kelly. “We’re all in this together and at moments like that, the job can be mighty satisfying.”

“My tour in Iraq was a wonderful, life-changing experience. I met a lot of great guys and started friendships that are still going strong today. I admit that I did go over there for the money at first but once I got there and saw firsthand what kind of work we were doing for those Soldiers, it wasn’t about the money. I really felt a sense of accomplishment supporting our Soldiers. It was an experience of a lifetime and I’ll never forget it.”



Red River Army Depot



“This is a team effort. It’s like a Band of Brothers. We work together learn each other’s habits. It’s just like a family, the first person you see in the morning and the last person you see before you go to bed. We put in long hours and the demand is high, but there’s a lot of dedication and commitment and pride here. We understand the cost of freedom and that we have to stay focused on the main issue our men & women in the uniform. Our work is directly supporting the global war on terror. This is my responsibility to my country and our freedom.”



Alejandro Martinez



DeeDee Thompson

Hi, I'm DeeDee Thompson and this is "my story". I spent twenty years as a First Grade teacher which I thought was as noble a cause as ever existed.....until I went to work with the MRAP program at Camp Liberty in Baghdad, Iraq. I joined a patriotic, enthusiastic and dedicated team that is committed to providing the warfighters across all services with MRAP vehicles. I had the "get rich quick" mentality that the world is known for when I first started, but that dissipates quickly when you start meeting the soldiers and seeing the battle damaged trucks. The mission takes on a meaning that transcends money. The Camp Liberty MRAP Shop is near an Exit Point and I cringe when I see soldiers going out that gate on patrol in a vehicle other than an MRAP.

I, Carl Corbin, have been supporting the troops for over 25 years.

Coming to Iraq for Operation Iraqi Freedom was a way to continue supporting them by repairing their vehicles in a war zone for immediate use. I've enjoyed being in another country and the pride that goes along with a job well done!



Brothers Carl and Johnnie Corbin



Red River Army Depot



Johnnie Johnson (left)

motivation for going. For me this was something of the nature of unfinished business. My military career ended prematurely due to an injury, and I felt that I had never got to do what I had trained to do. To me this was a second chance to serve my country, this time carrying a wrench rather than a rifle. Looking at the faces of these men and women, I saw myself and my peers from years ago. I have nothing but the greatest respect for these soldiers who are putting their lives on the line every day. Working side by side with them, they came to see and respect what RRAD's purpose was and that we were there for them. They returned time and time again, because they came to realize that we could be counted on to take care of them for their own sakes. I will be returning to Iraq shortly to do what is so needed for our soldiers. I feel that this is an honor and privilege for all of us.”

“I was one of the first ten mechanics assigned to the MRAP mission. When I arrived in Baghdad, my old division, the 101st Airborne arrived as well. Little did I know that I would be working with them. During the very first fielding, we were informed that we would be issuing twenty-two RG33 (BAE) MRAP to the 502nd. These were the first RG33s issued in country. RRAD employees worked 18-20 hours per day to get these vehicles ready because of the great need. After issuing the vehicles, three RRAD mechanics were in bedded with this unit and sent to Camp Taji.

A lot of people went to Iraq for the money. While the money was a factor, it was not my main



Bruce Terral and son Joshua

vehicle and said that their air condition was out and wondered if we could help them get it fixed. While we were working on the air condition one of the Soldiers said ‘my wife can sleep at night because I’m in a MRAP.’ That’s what it was all about it for me. I must say if it hadn’t been for RRAD, MRAPs may not have been fielded in Iraq and a lot of Soldiers’ lives would still be in danger.”

Mr. Terrell has been involved in three wars: Desert Storm, Kosovo and Operation Iraqi Freedom. He is a part of the Air Force Reserve as a weapons NCO but served in Desert Storm and Iraq as a civilian employee. He arrived in Iraq not too long after Red River began sending civilian workers there to help with the mission. Upon arrival he found that the MRAP process lacked a solid process method. Terrell later developed a flow chart/process which was later adopted as a quality standard for all MRAP processes.

“We were working on a vehicle after regular duty hours one night and were about to get ready to go home. A group of Soldiers rolled up in a MRAP



Red River Army Depot



Husband and Wife Leroy and Stacy Carrillo

As proud Americans, my husband and I are excited to support our nation in its mission for Operation Iraqi Freedom. Red River Army Depot has made it possible for us to have a hands-on contribution to support the "War Fighter" as a team. Our experience working as DA Civilians in the MRAP Program shows us that Red River Army Depot is willing to go beyond the call of duty and all reasonable efforts to allow us to work as a team.

With full support from Charlie Thompson, RRAD accommodated all of our travel needs beginning with our first trips to Texarkana for physicals required for our deployment. All of our travel dates and flights have allowed us to be together resulting in sustainment of high morale.

RRAD has done everything within their stateside control to accommodate our needs as a married couple here in Iraq. As soon as available, living arrangements were made to allow us to be able to live in quarters side by side. In addition, as mission dictates, our R&R dates are scheduled to coincide. We are grateful for these accommodations that we acknowledge to be privileges awarded to us. The given provisions along with a family work environment make it easy to focus on the mission.

My husband serves as a Welder here at FOB Kalsu. His efforts in aiding the mission include fabrications and repair work for the readiness of the MRAP vehicles. Since his arrival, he has fabricated stands to safely hold the turrets for preparation of installing; created tire steps for the mechanics to easily reach any area under the hoods of the MRAP vehicles; designed and constructed an emergency chemical wash shower station; and has made repairs on parts for the MRAP vehicles. The above mention aided to keep every fielding on schedule which keeps the "War Fighter" in the safest vehicle possible. Other accomplishments he has succeeded include: Primary Fire Warden, Alternate Safety Officer, Mail Clerk, and Class 1 Facilitator.

I serve as a Lead Administrative Specialist for our program on this site. I maintain data entry of man hours for all personnel in the program. In addition, I oversee pay issue submission, process all the leaves for our employees, and have coordinated numerous MWR events. Since our arrival here at FOB Kalsu, my attention to detail and high standards of efficiency maintained on a daily basis have decreased the error rate by over 90% eliminating timesheet errors. I was awarded the "Employee of the Month" for the month of January, 2009 in recognition of the aforementioned. All this is my efforts to support those who support the "War Fighter".

We are more than honored to be a part of the MRAP Program. Saving Soldiers' lives is our main priority and is our main agenda. Being able to be in Iraq as a husband and wife team is a blessing that is not taken for granted. For us, we believe that togetherness aids in high morale and working with RRAD has made this mission easier, more tolerable, and as a result, more successful.


Stacy Carrillo


Leroy Carrillo



Red River Army Depot



'WHAT HAVE I GOTTEN MYSELF INTO?'

“That was the question that came to mind many times over when I first arrived at LSA Anaconda, Balad, Iraq. Homesickness, sleepless nights, continuous incoming artillery announcements, helicopters and jets flying over your office and chu 24/7, red alerts and wearing of the “gear” made for a difficult transition from the American way of life to the war zone way of life. I knew my own personal reason for going to Iraq. I also knew what we were doing on the MRAP program greatly benefitted the war fighter and saved lives because we had some soldiers come to us and speak about how thankful they were that we were there doing this for them. It did not really completely hit home with me what we did for the soldier until I saw a battle damaged vehicle in a lot at FOB Warrior, Kirkuk, Iraq. The vehicle was pretty badly banged up, but on the windshield the soldiers had drawn a picture with a white marker of a band aid and had written “it hurt, but we all survived”. That brought tears to my eyes when I saw that and thought of what could have been had they not been in an MRAP and that we, Red River Army Depot employees, were providing this service to them and sacrificing a year of our lives so they could have a better chance of surviving their tour of service to us and our country and go home to their families as I would also do. I am thankful for my year in Iraq on the MRAP program and all the things I experienced and the many, many great people I met and served.”



Selenda Hart



Joshua D. Terral

“I went to Iraq to help the warfighters and to keep the solders on the road safe. I wanted to know I was doing my part to support the soldiers in the field. I want to see them come home to their families. I had a good experience in Iraq and I learned a lot over there working with the solders.”



Red River Army Depot



Jeffery "Cajun" Jones

“I arrived in FOB Warrior, Kirkuk, Iraq, February of 2008. I and the other employees who had arrived for the MRAP program helped set up the MRAP site by building walkways, assembling furniture for the offices, set up tool, parts and supply connexs on the site, etc. I also made contact with the Air Force and SSA to gain support for our mission at the site since I had the responsibility of going to the airport every day to pick up parts. We did not have fork lifts capable of unloading the MRAP turrets yet and my contacts with SSA and the AF enabled me to borrow one every day which was a great help. Since we were always in need of certain items for the site to

run smoothly, my contacts throughout the FOB came in handy as I would go “hunt” and “barter” for whatever we needed. Our sprung was not ready to inhabit when we arrived, so we did our depressing and fielding out on the site open lot in the gravel. This did not deter any of the workers and we took pride in making all of our fielding’s on time, regardless of the weather or working conditions. I went to class and passed the test to get my flight line license and my license to escort third country nationals into the FOB.

We lived in “tent city” for 5 months after our arrival at FOB Warrior. I had a bunk in the corner and it was labeled at “Cajun’s corner”. Living with 40 other men in a tent was not always easy. There was also no TV, internet or radios in the tents. In May, they finally got our “chus” completed and we set up house in “MRAP Village”. Being in Kirkuk was like living in the country, but there was not a lot to do if you had any spare time. We always saw fox and jackals running around our chu area. It was nice not having to be so careful to shake out your clothes and boots prior to putting them on like you did in the tents. We rarely had incoming during the day, it was usually at night and we began to call it “bunker time” between 8 & 10pm.

FOB Warrior was closing, so they began to send all the employees out to other FOB’s. It was like leaving your family and home since we had all started there and built the site from the ground up and had developed good friendships.

I was sent to Camp Liberty, Baghdad, Iraq, the end of September for the duration of my one year tour. The employees at Liberty welcomed me and got me acclimated to that FOB. As an expeditor, I took pride in helping to clean up the MRAP site and did my job as expeditor and tool & parts attendant to enable the site to make the fielding’s on time. Liberty was considered the flagship MRAP site and set the standards for others to strive to reach.

If my time at Iraq on the MRAP program helped save the life of one soldier, then it was worth my one year sacrifice away from home and family.”



Red River Army Depot



“It was a cold day in Camp Liberty Iraq, maybe in the 20 degree range and breezy. The Red River Army Depot “MRAP” site were awaiting the arrival of a very important person. All Red River personnel were excited to see who this individual was. As the suv’s pulled up and the doors opened. Here comes out a geeky looking man. This was not just any man it was Mr. Paul “Mann”. I believe his title to be the “Joint Operations Manager”. Please correct me if I’m wrong. Well, he comes into the shop and gives a speech. Come to find out, he



Ricky P. Reyes

is not as geeky as he looks. No offense Mr. Mann. What he had to say was very motivating and educational as far as the program was concerned. Smart man! After giving his speech, he politely asked if there was anything we needed or wanted from him. I noticed he had a hooded sweatshirt on with a “MRAP Joint Operations” logo on it. I asked him where he got it from. To all personnel and to my surprise, he said “It’s yours”. So he took it off and handed it to me. I said “no sir” I was just asking where you got it. He said there were only a few made, at the time, and he got one. He literally took the shirt off his back and gave it to me. As cold as it was, he did not have to do that. “Thanks Mr. Mann”. This is the type of support that’s needed out here in Iraq, Kuwait, and Afghanistan. Most people do not know how difficult it is to prepare an individual to deploy. You just don’t jump on a plane and go. A lot of training is conducted and all individuals must meet sometimes difficult qualifications. I feel I am speaking on behalf of all Red River Army Depot personnel out here in the Middle East, when I say 12 – 18 hrs a day, in hot and cold weather, 7 days a week, away from our love ones, is not easy. We do it, because this is our way of supporting our troops, fighting for our freedom. Most of us are prior military, and this our way of continuing to support our country. Thank you goes out to all of our military personnel, we are right there with you. Yes, we have our own personal reasons as well. LOL! Let us not forget that we have a lot of support from back in Red River Army Depot. For all the office personnel and manager’s back home, thank you too, for taking care of all our issues that we are unable to fix ourselves from here”. We are grateful. Most of all,” Thank you ” to our families back home awaiting our arrival. We could never make it without your support.”



Red River Army Depot



AMC father-son team reflect on deployment, supporting Soldiers

Jul 16, 2008

BY [Maj. Sheldon Smith, AMC public affairs](#)

The U.S. Army Materiel Command, the Army's largest civilian employer, is home to two men who've made keeping American troops in the fight a family affair.

Robert Blanton, Sr., who works as a HMMWV reset supervisor at Red River Army Depot, Texarkana, Texas, recently returned from a one-year tour in Iraq where he served as the site lead for mine-resistant, ambush-protected vehicles at Camp Liberty and the director of operations for the new Taji National Maintenance Depot.

The maintenance depot was set up to train the Iraqi Armed Forces on how to repair and maintain their equipment. His work at the depot garnered Blanton, Sr., a Meritorious Civilian Service Award presented by AMC commander Gen. Benjamin S. Griffin in late May. His son, Robert Blanton, Jr., also works for RRAD as a heavy mobile mechanic on the HMMWV line, and is still serving as an Army civilian MRAP field mechanic in Iraq. Having the father-son team in theater at the same time had benefits that reached back home.



Command Sgt. Maj. Jeffrey Mellinger, AMC command sergeant major (far left) and Robert Blanton, Jr. (center left) join Robert Blanton, Sr. after he is awarded the Meritorious Civilian Service Award by Gen. Benjamin Griffin, AMC commander, May 21. Photo by U.S. Army.

"It was good to have family with me because it helped to ease my mind. It was also a good thing for us to be there together to help ease his mother's mind," said Blanton, Sr.

Although the duo did not work together, they shared the same living quarters. At the end of the day, the two could talk and unwind together.

"We were able to spend evenings together so it made it easier to do what you needed to do each day. It was definitely nice to have someone there with me," said Blanton, Jr. The Blantons both said they volunteered for their overseas assignments and saw it as a positive experience.

"You are part of something special. It's a way I can give back to the Soldiers who give their lives for us each day. We can give them a vehicle that can help to save their life," said Blanton, Jr.

Blanton, Sr. said military members are often amazed at the expertise of RRAD personnel.

"At first they're curious about what it is we really do," said Blanton, Sr. "Once you tell them 'I'm from Red River Army Depot,' they understand that we're there to help them."

Blanton, Jr. explained that Soldiers in the field appreciate civilians.

"What we do for them blows their mind because we volunteer," said Blanton, Jr. "They're overwhelmed by the amount of work we put in and appreciate what we do."

Many Army civilians face some of the same dangers seen by the uniformed services. Mortars, rocket-propelled grenades and bullets are indiscriminate. But, this father-son team never lost sight of their mission. "I'll do anything I can to help the Soldiers," said Blanton, Jr. "I can remember working 21 or 22 hours a day just because I could not turn away from what I was doing."

"It's constant change over there so you have to be ready to do anything," said Blanton, Sr. "It's not about a paycheck, it's about helping the Soldiers and Iraqis."

With Blanton, Jr. expected home in December, the father reflects on his tour. "It was a long year with good and bad times but I think the job we did was worth every minute of it. I sacrificed time from Red River to go over there and I think we are really making a positive impact," he said.



Red River Army Depot



RED RIVER ARMY DEPOT
SUSTAINING THE FORCES

AT HOME &

ABROAD

RED RIVER ARMY DEPOT
 OUA BEST - NOTHING LESS



Red River Army Depot



RRAD CIVILIAN SOLDIERS

Men and Women who support the GWOT in theater

Alexis Adams • James Adams • Sammy J. Alexander • Wilburn Alexander • Willie J. Alexander • Alfred R. Allen • Douglas Allen • Wesley J. Allen • Jonathan Anderson • Kristopher Anderson • Phillip Anderson • Randall Anderson • David C. Andersson • Benjamin E. Andrews • Robert X. Anthony • Dean R. Antoniak • Aaron K. Ardoin • Eric Armour • James D. Armstrong • Michael Armstrong • George R. Arrowood • Derrick Askew • Andrew A. Aslin • Reginald D., Jr. Atkins • Bradley W. Attaway • Chuck Attaway • Jeffrey A. Atwood • Samuel Augustus • Derrick Avant • LaMart E. Bailey, Jr. • Robert B. Bailey • Robert Jr. Bailey, F. • Robert J. Bailey • Robert L. Bailey • Courtney A. Baker • Donnie W. Baker • Gary Baker • Wayne Baker • Kerry Banks • Garlan Barger • Richard L. Barker • Cody Barling • Tomeka L. Barnes • Alisha D. Barrington • Marty Barron • Larrish Barrow • Russell E. Barrow • Todd A. Bartlett • Travis A. Bartram • Benigno B. Batalon • Chad C. Battle • Ian W, Bear • Jeremy D. Behnken • Jason J. Benoit • Keith Bergagnini • Jeffery Bernecer • Jeffery Bernecer • David W. Bernier • Donald Berry • Richard A. Bertram • Bernard Bilbo, Jr. • Christopher Black • Richard Blackwell • Gary L. Blagg • Kevin P. Blamy • Matthew J. Blank • Robert Blanton, Jr. • Roderick Blaylock • Timothy Blevins • Patrick S. Boatright • Sherwood Bogan • Blake Bohannan • Billy Boler • Robert Bolig • William M. Bollinger • Wilfredo, Jr. Bonilla • Alexander E Bowen • Chase L. Bradford • Rocky W Bradford, Jr. • Steven Braley • Donald L. Brandon • William Bray • James T. Bright • Charles L. Britt, Jr. • Christian Britt • Marcus Brookes • Christopher D. Brown • Howard Brown, III • Justin C. Brown • Kenneth C. Brown • Michael P. Brown • Randy W. Brown • Roger L. Brown, Jr. • Jeffrey T. Bryer • George L. Burgess • Roderick D. Burton • Jeffrey K. Bussey • Jerry D. Buster • Chance L. Butler • Channing L. Butler • John Butler • Larry S Butler • Joseph S. Cameron • Ray L. Cannedy • Dwight Capps • Jason C. Capps • Jonathan Capps • Leroy Carrillo • Stacy M. Carrillo • Winston Carrington • Isadore A. Carroll, Jr. • Randall M. Carter • Jerry L. Casper • Jeffrey Castle • Jamie L. Caswell • Renson R. Cavazos-Lugo • Anthony L. Cellers • Tino Centeno • Paul A. Chaich • Broderick A. Chambers • Michael W. Chamlee • Arthur Chandler • Daniel H. Chapa • Gregory D. Chaplin • Fernando J. Chuva • Randall D. Clark • Elijah W. Clay • Dwayne Cleghorn • Ronald R Cline, II • Nalet M. Clough • Peter Gregory Clynes • William Coffey • Bradley K. Coker • Joey W. Coker, Jr. • Richard Colbert • Roderick K. Colbert • Edward Coleman • Joe L. Coleman • Carolyn Collier • Charles K. Collins • Sheila G. Collins • Jose R. Colon • Gregory L. Colvin • James E. Cook • Joseph Cook • Miles Cook • James Cooke • Andrew Cooper • Jesse L. Cooper • Roydrick S. Cooper • Anthony Shane Copeland • Brandon Corbin • Johnnie Corbin • James Cornelius • Daniel Cortez • Brandon Cowan • Steven A. Cowart • Michael Crabtree • Kevin Craft • Charles A. Cravener, Jr. • Adam Crawford • Martin G. Crocker • Lucas C. Cummings • Billy E. Cunningham • Thomas A. Currier • James E. Cutlip • Derwin E. Daigle • Brandon Daniels • Charles R. Daniels • Trumal L. Darden • Bennie Davis • Dylan Davis • Marshall L. Davis • Patrick Davis • Steven Davis • Gwendolyn L. Davis-Ivy • Herbert Davison • Richard Daviss • Don Dean • Harry Demps • Donovan D. Denmon • Jeffrey S Deramcy • Nicholas Diederich • Joseph D. Dodd • Edward D. Domanski • Donald K. Domingue • Darren Dorsey • Leo Dowden • Connie K. Dubay • Tyrone Duckett • Kenney Duhon, Sr. • David G Dupuis • Brian Durbin • Patrick Duritsky • Daniel E. Dvovich • Tandy J. Easley • Carl Eaton • Mpho Edge • Gary R. Edie • Everett D. Elkins • Donell Ellis, Jr. • Kathy L. Ellis • Peter Ellison • Michael D. Ennis • Christopher Esparza • Emeka Ezekwem • Robert C Fahrney • Ronald Farrington • Joseph G. Faucher • Jose E. Fernandez • Ron Fielder • Brian K. Firth • Neal D. Fisher • Stanley Fleming • Rosalva Flores • George Fore • Arthur W. Foret • Chauncey Foster • Jasun B. Foster • John D. Foster • Kristi Foster • Roger C. Fowler • Randall Frair • Jeremiah Frame • Matthew Francis • Darrius D. Francisco • Martin E Franklin • Theresa L. Franklin • Bornell K. Frazier • Daniel Anthony Friedman • Justin Fugitt • Dewayne A. Fulsom • Billy M. Funderburg • Gary L. Gaillard • Robert L. Gaines • Hillie A. Gallegos • Ruben E. Gallegos • Gary Garcia • Samuel Garcia • Freddy Gardner • Antonio L. Gates • Marcus Gatewood • John Gatliff • William Gay • Nicholas Gehr • Bobby J. Giddens • Hezekiah K. Giddings • Milton Glass, Jr. • Jaye R. Glenn • Sammy Glosson • Myron L. Glover • Ignacio Gongora • Juan Gonzalez • Sergio Gonzalez • Carlo J. Gooden • John Goodloe • Demetrius E Goodwin • Terry D. Goodwin • Dominick C. Gordon • John W. Gortney • Grady M. Graham • Daniel W. Granbery • Damon O. Grant • Melissa J Gray • Oscar R. Gray •



Red River Army Depot



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Holloway • Steven Holloway • Kevin Holston • Johnnie B. Hopkins • Larry Horn • Michael Hostutler • Lupece M. Howard • Eric A. Howze • Jacob W. Huey • Andrew C. Hughes • Christopher Hughes • Dontonyeo A. Hunt • Marvin Huseh • David W. Hylan • Michael Ingram • Booker T Ivy, II • Adam B. Jackson • Christopher A. Jackson • Curtis Jackson, Jr. • Stephanie Jackson • John A. James • Montrayal James • Rashaun E. Jenkins • Vanessa M. Jennings • Chad Jiles • Clay Jiles • Thomas Johns • Charles L. Johnson • Cornelius Johnson • Demetric A. Johnson • Earl Johnson • Gerald D. Johnson • James L. Johnson • Johnnie Johnson • Johnnie P. Johnson • Judd Johnson • Michael Johnson • Michael A. Johnson • Sheryl D. Johnson • Charles E. Jolly • Bruce Jones • Corey Jones • Donald Jones • James L. Jones • Jeffery L. Jones • Kenneth D. Jones • Kevin D. Jones • Mark S. Jones • Matthew Jones • Ray D. Jones • Robert D. Jones • Robert G. Jones • Ronald Jones • Roy Jones • Steven R. Jones • Curtis L. Joplin • Junior Joseph • John C. Josue • Scotty W. Kell • Robert N. Kelley, Jr. • Michael Kelly • Clifton M. Kelty • Rickey J. Kemp • Alex Kennedy • Fred D. Kennedy • Jordon S. Kennedy • Chad Kesler • Jason J. Kildow • Jimmy Kilpatrick • Christopher Kinde • Alton V. King • Randy C. Kingston • Themathy Kirkendall • Christopher Kite • Timothy Kleck • Wendy K. Knee • Michael P. Knieff • David J. Kramer • Tyler N. Kunz • Kenneth Lancaster • Demetrius Lane • Frank D. Lane • Glyn E. Lang • Chad Laurin • Ricky O. Lawson • Finis T. Le • James R. Lee • Timothy Leftwich • Dexter Legette • Kent W. Leslie • Gary Letcher • Rose Lewis • Joshua J. Lightsey • William W. Lindsey • Robert L. Livingston • Harold E. Lloyd • Jeffery A. Lloyd • Golden Long • Yidan Long • David Lopez • Johnny L. Lopez • Ruben Lopez, Jr. • Sammie Lott • Stephanie L. Love • Mark E. Lowell • Bryant Luckey • Steven H. Lujan • Edward E. Luna • Christopher D. Luttrell • Jamie L. Lyall • Donald Lydeen • Patricia A. 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Red River Army Depot



RRAD On the MOVE

Above: Gen. Benjamin S. Griffin, AMC commanding general, addresses the first 160-hour graduating class of MRAP University on Jan. 24. "As AMC Commander, I am here to support you and I'll see you over there in Iraq and Afghanistan," said Griffin during the ceremony. "The dedication of the civilian workforce is unbelievable. I am proud of your accomplishments." Right: Gold and two Silver Shingo Medallions are presented to the RRAD workforce by Gen. Griffin during a ceremony Jan. 24 "When somebody wants to visit an AMC installation, I send them to Red River first. I use Red River as the example for efficiency in production," said Griffin.



Senior managers of the newly formed Joint Munitions and Lethality Life Cycle Management Command toured RRAD March 6. The RRAD visit incorporated a focus on Lean transformation and partnership endeavors for the event. "I have heard nothing but wonderful things about what RRAD is doing," said BG William Phillips. "You have a very dedicated workforce and have implemented some impressive LEAN and Six Sigma innovations."



Ed Walston, Col. Douglas J. Evans, Theodore Dikenson and Mike Fletcher cut the ribbon during the Initial Operations Capability ceremony for the Patriot PM 560. The ceremony, which took place on March 5, signified that all verifications and validations are complete and PATRIOT missiles will now be processed using the PM 560 certification process at RRAD.



Seven Iraqi Army officers – to include two generals, four colonels, a major plus two translators – visited RRAD to observe maintenance operations and observe how a depot functions. "This visit marked the first for Iraqi officers to a U. S. Army depot," said Col. Douglas J. Evans. "The focus of the visit was to expose the Iraqi officers to depot operations so they can visualize what they can accomplish."



Red River Army Depot



"I come away impressed by the skill and the commitment of the men and women who work here. Red River is going to continue to play a critical role for us." --Dr. Robert Gates

U.S. Secretary of Defense Dr. Robert M. Gates applauded the dedicated work completed by the men and women of Red River Army Depot during a tour of the facility on May 7. Gates, along with over 40 military officials, toured several production lines including HMMWV, HEMTT, Rubber Products, Bradley transmission and the 25 mm area. He also viewed a HMMWV Egress Awareness Training (HEAT) simulator during the tour.

Above: Lacey Cardwell turns to greet Dr. Gates during his tour while Joe Bell, chief of the Bradley turret and final test section, looks on.

Top Right: Dr. Gates discusses manufacturing processes with former depot Commander Col. Douglas J. Evans and Danny Martin, chief of the rubber products facility.

Right: David May, chief of the heavy and medium tactical division, explains the positive effects of lean practices to Dr. Gates during his tour.



Depot members showed their support during a rollout ceremony on April 8 for the M1117 Armored Security Vehicle. The ASV will be restored to like-new condition at RRAD. Textron, the ASV's parent company, and RRAD began a partnership after Hurricane Katrina hit Louisiana in 2005. "This is the premier depot in the Department of Defense," said Jack Dugan, TACOM Life Cycle Management Command deputy commander, during the ceremony.

RRAD ON THE MOVE



Looking to meet a very short deadline until their next training cycle in May, the 1st Cavalry, Fort Hood, TX called upon the expertise of Red River Army Depot to perform critical reset to their six HMMWV ambulances prior to April 30. Red River answered the call. The ambulances were inducted into disassembly on April 14 in a recapitalization scope of work and were completed April 28. The trucks were delivered to Fort Hood April 30. Right on time!



Red River Army Depot



During a formal ceremony held July 9, Col. Daniel G. Mitchell assumed command of Red River Army Depot succeeding outgoing commander Col. Douglas J. Evans.
Left: The official party (from left) Brig. Gen. Paul L. Wentz, Col. Mitchell and Col. Evans take the stand during the change of command ceremony.
Above: The 1st Cavalry Color Guard and Band of Ft. Hood, TX perform during the ceremony.
Right: Lori Mitchell, wife of Col. Mitchell, accepts a bouquet of yellow roses from escort Darrell Crawford.



RRAD ON THE MOVE



The 2008 Army Soldier Show made a stop at the Four States Fair Ground Entertainment Center on Sunday, July 6. Hosted by MWR, this year's show celebrates its 25th anniversary with the theme "For the Soldier, By the Soldier."



For the second consecutive year, RRAD received three Shingo Medallions for excellence in manufacturing. The Silver medallion was awarded to the HEMTT production line (above) and two Bronze medallions were awarded to the Trailer production line (left) and the PATRIOT production line.





RRAD ON THE MOVE

“OUR BEST - NOTHING LESS FOR THE WARFIGHTER”



A ribbon cutting ceremony was held November 13 to officially mark the addition of 2050 square feet to the fitness center. Funded totally by depot recycling revenues, this expansion marks the first since the fitness center relocated to Bldg. 487 in 2000.



The annual Toys for Tots campaign, sponsored by the U.S. Marine Corps, made a stop at the complex on December 11 to collect approximately 400 bicycles and tricycles, along with hundreds of other toys and non-perishable food items.



Compensation Specialists Ann Harmon and Philip Willis were recently recognized for their efforts to reduce the depot's compensation rolls that resulted in a 25 percent reduction for the 2008 reporting period. Also pictured are Deputy Commander Paul Addington, CPAC Director Johnnie High and Depot Sgt. Maj. Willie McClure.



In partnership with BAE Systems, RRAD began work October 27 to reset the first of 200 Family of Medium Tactical Vehicles. BAE Systems was awarded the \$20.5 million contract September 26, 2008, which includes second and third year options to reset an additional 400 FMTVs, should both options be exercised.



Family, co-workers and friends gathered as RRAD awarded 53 apprentices diplomas. All of the apprentices work and trained in the Maintenance Directorate. Their curriculum included no less than 8320 hours of formal classroom training and on-the-job training at the depot. Throughout the four-year program, each student was required to maintain passing grades and carry a specific course load depending on the skills needed.