

# Duty Today in DCMA

*By Dianne Ryder  
Editor in Chief*

Defense Contract Management Agency personnel were instrumental in preparing space shuttles Endeavor and Atlantis for launch at the Kennedy Space Center. Endeavor was launched from pad 39A, Nov. 14, on a mission to the international space station. Atlantis, on pad 39B, will launch in May 2009. Rarely are two shuttles on the pad at the same time. (Photo Courtesy of NASA)

Each year, the Navy's command information publication, *All Hands*, devotes an issue to "A Day in the Navy." On that day, photographers and photojournalists at all levels of the Navy devote their day to documenting operations around the world to serve as a sampling of the types of operations, careers and conditions under which our Sailors and Marines serve.

For this issue, the *Communicator* staff adopted a similar theme, though on a less ambitious scale. The focus, "Duty Today in DCMA," sought to document, primarily through striking visual images, our people and daily operations throughout geographically diverse product divisions. We dispatched public affairs specialists from the agency to various contract management offices so they could capture these images and activities. The staff faced multiple challenges in tackling this project: shortage of travel funds, coordination of travel schedules within the same week, stringent security procedures and, in one case, a last-minute cancellation of international travel due to an unforeseen incident.


Our public affairs chief, Dick Cole, traveled to Eagle Industries in New Bedford, Mass., where he

photographed the workers making MOLLEs (MOdular Lightweight Load-carrying Equipment backpacks), ammunition pouches and various other MOLLE components. He also took photos at the Goodrich Corporation, Engineered Polymer Products Division, in Jacksonville, Fla., at the plant that manufactures sonar and acoustic domes and "windows" for Navy warships and submarines. Cole then traveled to Oshkosh Corp. in Jacksonville, Fla., where the plant modifies U.S. Marine Corps trucks through the installation of armored cabs and stronger suspensions to bear the increased weight from the armor. He shot photos of quality inspections of many completed vehicles and some vehicles under modification. Finally, Cole wrapped up his travel by going to Point Blank Body Armor, Inc. in Pompano Beach, Fla. There he photographed quality assurance inspections of vests under construction in the plant as well as actual bullet-proof testing of some of the vests.

Ann Jensis-Dale, congressional and public affairs advisor for DCMA Aeronautical Systems and Naval Sea Systems Divisions, went to DCMA Lockheed Martin Marietta, Ga., to photograph the production of the F-22 *Raptor*, C-130J *Hercules*

and maintenance and modification work on C-5 *Galaxy* strategic airlift aircraft. Jensis-Dale then made her way to Space and Naval Warfare Systems Command at Charleston, S.C., to capture shots of our quality assurance representatives inspecting numerous variants of the armored fighting vehicles designed to survive improvised explosive device attacks and ambushes — the MRAP (Mine Resistant Ambush Protected).

Sam Rousso, public affairs advisor for DCMA Ground Systems & Munitions and Space & Missile Systems Divisions, traveled to the Army Tank Plant in Lima, Ohio, and to AM General's plant in Mishawaka, Ind., where the High Mobility Multipurpose Wheeled Vehicle (HMMWV or "Humvee"), the military's four-wheel-drive utility vehicle, is produced.

The following pictorial is the result of our specialists' efforts. We hope it will not only foster a better understanding of DCMA's far-reaching mission but also instill pride in our agency and its employees. 





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**1** Ken Gregory, a DCMA Atlanta quality assurance specialist at MRAP Force Protection Industries, Ladson, S.C., reviewing inspection criteria for an MRAP vehicle. (Photos by Ann Jensis-Dale, DCMA Public Affairs)

**2** From left: Randy Wright, DCMA Atlanta lead QAS, Space and Naval Warfare Systems Command, and Robert Rhett, lead QAS, SPAWAR, reviewing MRAP vehicle arriving at the Space and Naval Warfare Systems Center, Charleston, S.C.

**3** Gregory conducting acceptance inspection of an MRAP vehicle at Force Protection Industries.

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**1** Randy Wright, DCMA Atlanta lead QAS, SPAWAR, conducting an inspection of electronic systems in an MRAP vehicle at the SPAWARSYSCEN, Charleston, S.C. (Photos by Ann Jensis-Dale, DCMA Public Affairs)

**2** Jack LaPrad, DCMA Atlanta former chief, South Carolina Operations, reviewing the beginning stages of the next MRAP at the Force Protection Industries facility, Ladson, S.C.

**3** MRAP vehicles lined up waiting to be integrated at SPAWAR at the old Charleston Navy Base.







- 1** Quality Assurance Representative William DeNolf inspects a Humvee at the AM General Plant in Mishawaka, Ind., prior to acceptance and shipment of the vehicle. Approximately 55 Humvees a day are produced at the plant, in three versions, with plans in place to ramp up production early in 2009. Prior to acceptance, each vehicle undergoes a rigorous inspection and test drive, simulating various kinds of rough conditions. (Photos by Ann Jensis-Dale, DCMA Public Affairs)
- 2** QARs William DeNolf and David Sultini check out a group of Humvees that have been accepted but not yet shipped to users around the world.
- 3** Sultini and DeNolf check out the fuel filtration system of a Humvee prior to acceptance.





**1** Technicians from Oshkosh Corp demonstrate proper torque technique on the bolts holding the armor kit on a Marine Corps medium tactical vehicle replacement. (Photos by Dick Cole, DCMA Public Affairs)

**2** To inspect the installation of the armor kits on the MTRVs, DCMA QASs must crawl under the vehicle.

**3** QAS Dan Bonenfant, DCMA Orlando, inspects the installation of an armor kit on an MTRV standard cargo vehicle at Oshkosh Corp. plant in Blount Island, Fla.

**4** Oshkosh Corp. Quality Manager Brian Beckham, in the red shirt, shows DCMA QARs Dan Bonenfant, center, and Garry Beck, right, the newly installed armor on an MTRV.

**5** Beck checks whether he can turn any of the armor kit's installation bolts by hand. If so, then they are not tight enough to meet specifications.









**1&4** Goodrich Senior Quality Assurance Technician Paul Roach and DCMA Orlando QAS Dan Bonenfant check the calibration of an ultrasonic test machine. Functioning much like the ultrasound machines used by hospitals, the UT machine uses sound waves to indicate where imperfections or “voids” may exist within a submarine part made of composites. Instead of seeing an image like on a hospital ultrasound, the QA technicians see a spike on the equipment monitor if there is a void in the part. Each void is removed by grinding and filling before the part will pass inspection. (Photos by Dick Cole, DCMA Public Affairs)

**2&3** Roach runs the UT machine sensor over a part’s surface checking for voids. Voids in the composite material weaken the part. Bonenfant carefully observes the monitor for spikes — an indication of a void.

**5** Roach recalibrates the UT machine for testing a composite “acoustic window” for the Navy’s first *Zumwalt*-class destroyer, the DDG-1000.



**1&3** The two QA specialists — one from the contractor and one from DCMA — check the acoustic window for the Navy's first *Zumwalt*-class destroyer. (Photos by Dick Cole, DCMA Public Affairs)

**2** Roach and Bonenfant inspect a mold for the manufacture of sonar domes for Navy *Arleigh Burke*-, *Ticonderoga*- and *Spruance*-class warships.





- 1 Eagle Industries Plant Manager Scott Mello shows samples of all the different products Eagle produces to DCMA Boston Deputy Commander George Lemelin. (Photos by Dick Cole, DCMA Public Affairs)
- 2 Mello accompanies Navy Capt. Wayne Bergeron, DCMA Boston commander, on a tour of the Eagle manufacturing plant in New Bedford, Mass
- 3&4 DCMA Boston Quality Assurance Specialist Carmelo Kercado shows Bergeron completed components of the MOLLE (MODular Lightweight Load-carrying Equipment Mobile) backpack for U.S. personnel.
- 5 Mello, Bergeron and QAS Carmelo Kercado observe the packing of completed MOLLE backpacks for shipment.













- 1** DCMA Senior Production Assurance Representative Frank Minicozzi ensures that a ceramic plate will fit properly within the pouch of an Interceptor body armor vest at the Point Blank Body Armor facility in Pompano Beach, Fla., as Point Blank employees look on. (Photos by Dick Cole, DCMA Public Affairs)
- 2** Minicozzi looks at the Kevlar® cloth used in the Point Blank Interceptor armor. Exactly 16 layers of the synthetic fabric are required in each vest.
- 3** Minicozzi measures the length of a body armor vest to ensure it is the proper length before accepting it for shipment.









- 1** DCMA Senior Production Assurance Representative Frank Minicozzi observes as a Point Blank technician prepares a vest for ballistic testing. During the test in a special test laboratory, technicians fire six 9 mm rounds at the vest in a prescribed pattern. If any of the rounds pass through the vest, all 1,000 vests in that production lot are unsatisfactory. (Photos by Dick Cole, DCMA Public Affairs)
- 2** The vest is ready for the test and suspended in the chamber as two Point Blank employees prepare to fire rounds. The rounds are fired electronically from a fixed chamber close to the viewing window. The red pennant raised on the firing chamber signifies it is loaded with a live round and it is ready for firing.
- 3** A Point Blank employee prepares a test in another chamber as Minicozzi looks on.
- 4** The Point Blank technician begins to cut the vest apart with a razor so that Minicozzi can ensure the rounds were stopped where required by the vest's Kevlar® fabric. The two holes created by the rounds can be seen close to the top of the vest (nearest Minicozzi).









- 1** DCMA Inventory Specialist Lisa Boliek checks the inventory of components necessary to complete the Point Blank armor so that she can ensure the contractor will be able to meet required production quotas. (Photos by Dick Cole, DCMA Public Affairs)
- 2** Boliek checks the status board on the Point Blank factory floor to ensure that weekly production levels are on target.
- 3** Indeed, the Point Blank Interceptor vest worked exactly as required with the rounds from this test stopping between layers 13 and 14 of the 16 layers of Kevlar® in the vest.
- 4** A rare meeting is conducted at Point Blank including. From left: Point Blank Quality Assurance Planner Aimee Allan, Point Blank Senior Vice President of Operations Pat Stallings, DCMA Orlando Administrative Contracting Officer Lynn Spinato and Rhonda Perfili, quality manager from the Army's Program Executive Office Soldier — the end customer for these vests.

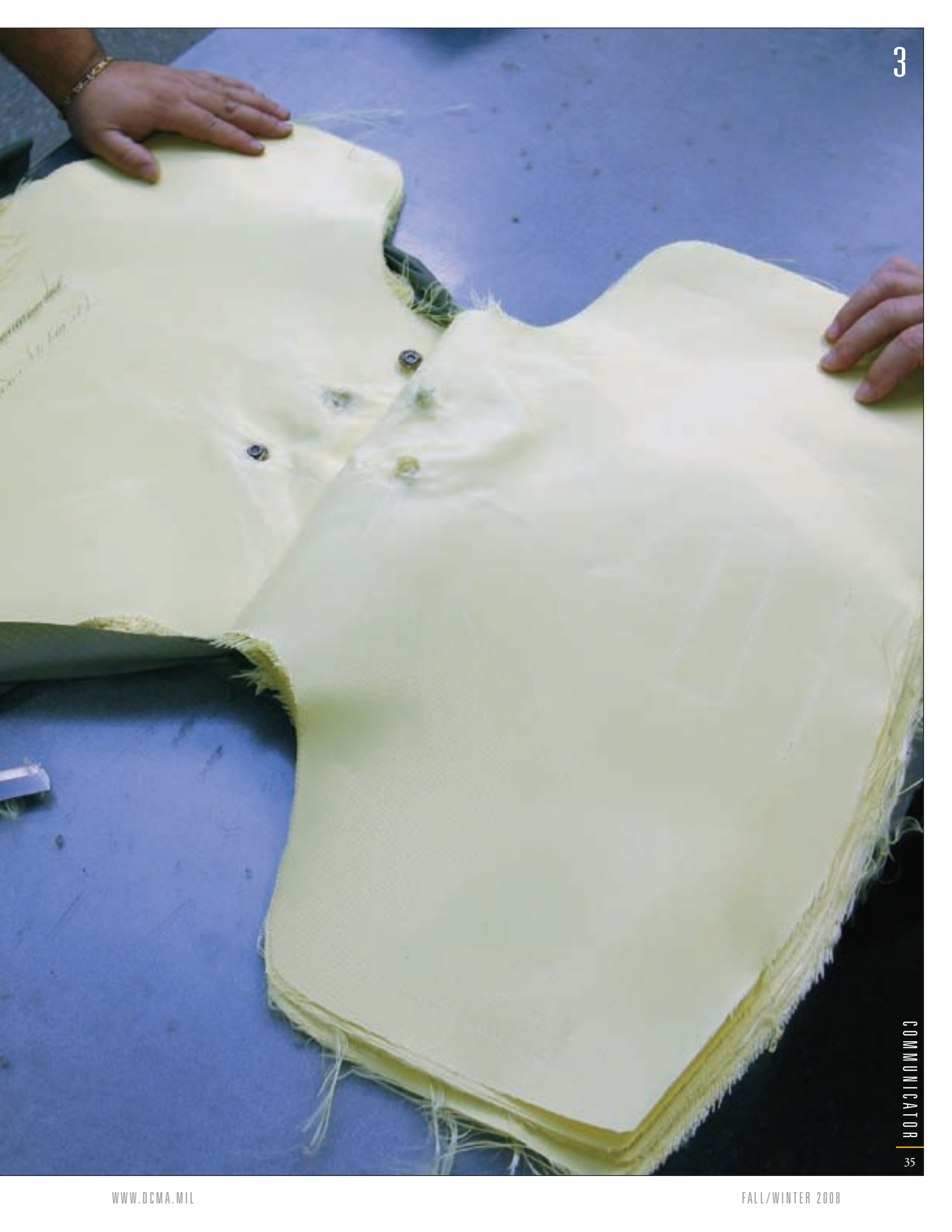


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**1** William "Eddie" Peters, DCMA Lockheed Martin Marietta lead C-130 quality assurance specialist, inspects a C-130 engine installation. (Photos by Ann Jensis-Dale, DCMA Public Affairs)

**2** Clarence Benton, DCMA Lockheed Martin Marietta QAS, C-130 program, inspects a windscreen installation on a C-130.

**3** James Gilchrist, DCMA Lockheed Martin Marietta QAS, C-5 program, inspects a C-5 main landing gear.

**4** John Cicio, DCMA Lockheed Martin Marietta supply integration specialist, inspects a C-130 radar wiring harness.

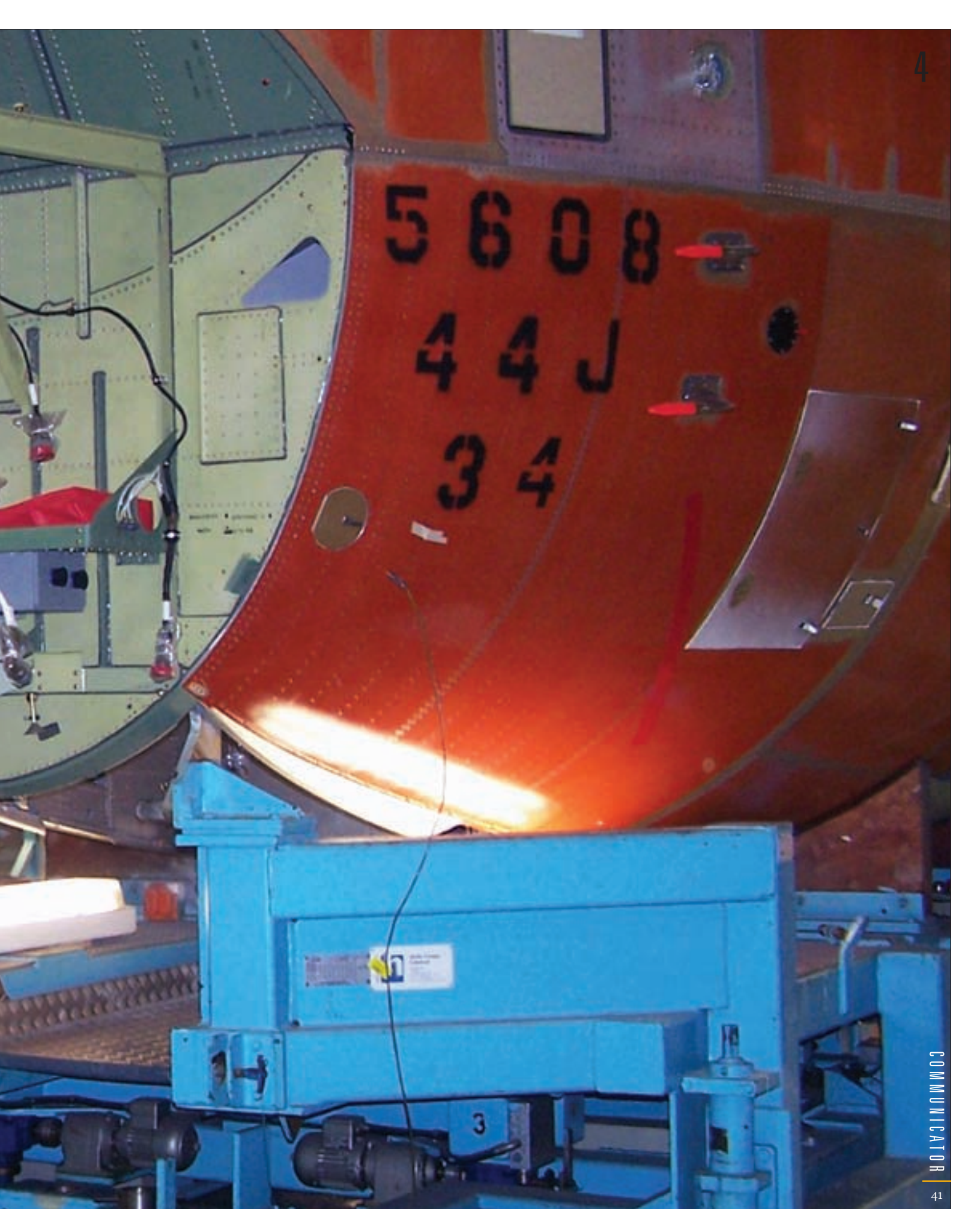
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- 1** DCMA Lockheed Martin Marietta employees, from left: Charlene Woods, C-130 QAS; Clarence Benton, C-130 QAS; and John Cicio, C-130 supply integration specialist, inspect C-130 nose gear. (Photos by Ann Jensis-Dale, DCMA Public Affairs)
- 2** Woods inspects the flap tracks installed in a C-130 wing.
- 3** William Priester, DCMA Lockheed Martin Marietta P-3 QAS, inspecting the beam of a P-3 wing.

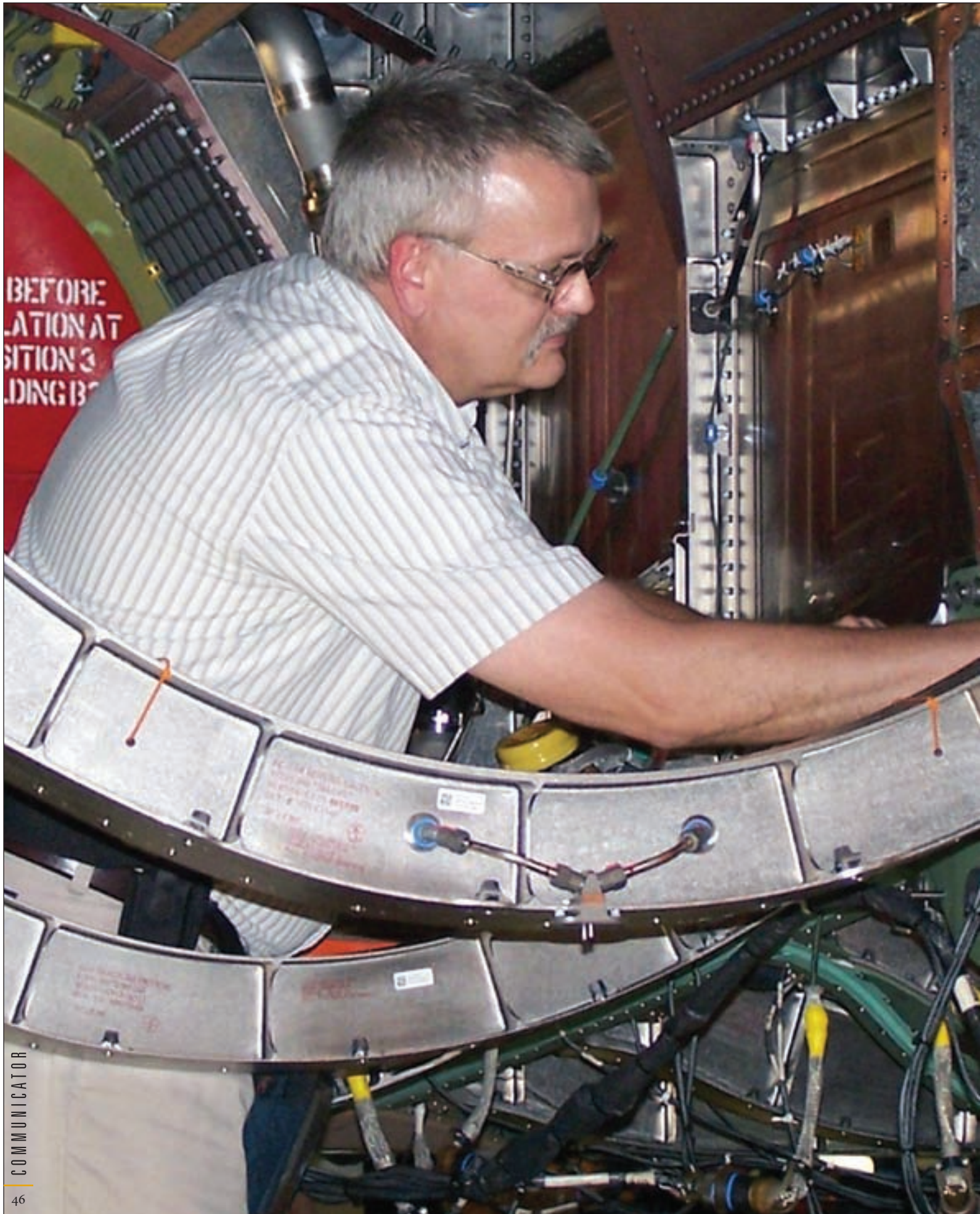






- 1 DCMA Lockheed Martin Marietta employees, foreground from left: Kenneth Jackson, F-22 quality assurance specialist, and Rolando Adique, F-22 QAS, inspecting a horizontal stabilizer for the F-22 aircraft. (Photos by Ann Jensis-Dale, DCMA Public Affairs)
- 2 DCMA Lockheed Martin Marietta employees, from left: Conway Eastman, F-22 QAS, and Anthony Jones, F-22 QAS, inspecting a vertical stabilizer on the F-22 aircraft.
- 3 Willis "Pete" Peters, DCMA Lockheed Martin Marietta QAS, inspecting the aft section of an F-22 prior to engine installation.
- 4 Peters inspects the engine compartment of an F-22.











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- 1** Daniel Freimoth, QAR, at the Joint Land Systems Production Facility tank plant in Lima, Ohio, in the tank commander's position prior to taking a refurbished M1A2 *Abrams* tank out for a test run prior to acceptance. On test drives, two QARs conduct the test — one in the commander's position and one in the driver's position. (Photos by Sam Rousso, DCMA Public Affairs)
- 2** QAR Glenn Sunderland checks out the driver's position in an M1A2 *Abrams* tank prior to going on a test run.
- 3** Lima tank plant employees don't just refurbish tanks; they also work on a variety of other programs. Here, a prototype Marine expeditionary vehicle is prepared for some work. The government-owned Joint Land Systems Production Facility is operated by General Dynamics.



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