

# New Paint Hoods Being Used at DDAA

Painters at Defense Distribution Depot Anniston, Alabama (DDAA) are a little cooler these days while they are painting. New paint hoods have recently been purchased which have greatly improved the process of painting. In a joint effort by DDAA employees, supervisors and Safety, the new hood was found and adopted.

“This is an important quality of work life improvement for DDAA,” said LTC Lacey Hughes, Commander, DDAA, “and it demonstrates how the whole DDAA staff pulls together to make things better.”

Previously painters were required to go into a hot paint booth, wearing a full-face fitted, airtight respirator. This was not a pleasant place to be, especially on a hot summer day.

The new hoods have a dual cool tube for the hoods and cooling vest. The hood also consists of a purifier that filters the air they are breathing and a carbon monoxide detector and calibration kit. The new hoods and vests will allow the painters to paint more comfortably on hot summer days and also give them fresh air to breathe. They are still required to go into the paint booths, but the new hoods and vests reduce temperatures by approximately 20 degrees for the painters.



*In a joint effort, staff at DDAA and the DDAA Safety Department found and adopted new paint hoods that dramatically improve the work environment.*



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## DDCN Working to Improve Tracking of Navy Materiel

Accurate tracking of parts and materiel from the moment it enters the supply chain to the end of its life cycle is an important goal of the Defense Distribution Center (DDC). For Navy customers, a huge step forward has been taken at Defense Distribution Depot Cherry Point, NC (DDCN).

Serial Number Tracking (SNT) is being realized through advances in information technology and the world-wide-web. Recently, the Naval Supply Systems Command (NAVSUP) and DDC teamed up to bring this process to DDCN. With help from Naval Inventory Control Points (NAVICP) onsite representative, Paul Ottey, DDCN's Deputy Kevin Taylor, NAVSUP's project manager LCDR Matt Mullins, SC, USN, and NAVICP's Wayne Hoover, the program is making dramatic improvements in quick and accurate materiel tracking.

SNT was initiated in November 1998 in response to the Aviation Maintenance Supply Readiness review to reduce costs and increase reliability of aviation depot level repairables. SNT is defined as a closed-loop process, cradle-to-grave tracking of maintenance critical, serialized components, providing asset and material status.

Automatic Identification Technology (AIT) is used to make SNT work through the use of Contact Memory Buttons (CMB).

The buttons are attached to inventory items and store data about the item, including information about the manufacturer and the item's repair history. This capability is especially useful where access to a central database is not readily available.

Under the guidance of NAVSUP and NAVICP, DDCN made provisions and developed a procedure for the Navy to affix CMBs to hundreds of critical H-53 helicopter components. Taking only weeks to complete, the combined DDC-Navy effort was extraordinarily successful, and completed well under budget. Already lessons learned and procedures established at DDCN will pay dividends when other materials and parts are tagged at other distribution centers.

Naval Air Systems Command is engaged in a five-year contact memory button installation plan for each of its different aircraft. Eventually, more than 1.25 million aviation depot level repairables will be equipped with contact memory buttons. Naval Aviation Depot (NADEP) Cherry Point is the major overhaul site for the H-53 aircraft. They will be a benefactor of work done at DDCN and will work with CMBs in the future.