

# AIMD

The Aircraft Intermediate Maintenance Department, which answers to the acronym "AIMD", is AMERICA'S intermediate level aircraft maintenance and repair facility. AIMD is comprised of five functional divisions which employ from 450 to 460 maintenance and staff personnel when deployed (220 to 230 when the airwing debarks) and nine officers. The department is tasked with supporting the embarked airwing, currently Carrier Airwing ONE, by performing aircraft component troubleshooting, repair, calibration, and testing. There is but one goal: EXCELLENCE IN MAINTENANCE! AIMD has been highly successful in meeting the tasking and attaining the goal primarily due to the teamwork, professionalism, and pride instilled at every level of leadership.

What is aircraft component repair? Briefly, aircraft maintenance is divided into three levels: Organizational; Intermediate; and Depot. Depot maintenance is essentially aircraft "overhaul" performed at rework facilities known as NARFs. Organizational maintenance is actual on-aircraft maintenance performed by squadrons of the airwing including aircraft inspections, servicing and system troubleshooting, and repair. During organiza-

tional maintenance, inoperative components are discovered, which are traded with the Supply Department for functional ones from Supply's pool of spare assets. Supply turns these inoperative components into AIMD for repair, calibration, and testing; once repaired, they are put back into Supply's pool. The cycle of high-usage components is from aircraft to Supply (broken) to AIMD to Supply (repaired) to aircraft. Thus this group of components is called the rotatable pool.

What really makes this AIMD the best in the fleet? It is not the ability to process 5000 aircraft components a month, or to sustain a test bench availability of 99.5 percent or a support equipment availability of 99 percent, each an outstanding accomplishment in itself. It is the ability to get the best possible job done, day in and day out, while pulling together and offering support to one another during the painful extended separation from loved ones. In the words of CDR Blocker, the AIMD Officer, "The credit for making AIMD the best goes to each and every man, along with their families and loved ones at home. Without their support at home the task would have been much more difficult, if not impossible".



CDR Gerald Blocker

After graduating from Bastrop High School, Bastrop, Louisiana, in May 1957, Commander Blocker enlisted in the Navy the following month. After recruit training, he attended AMS "A" school in Memphis, Tennessee. Upon graduation from "A" school, his first assignment was to BTG-7 in Memphis. During that first tour, he advanced to E-5 and reenlisted for AM "B" school which at the time included the AMS/AMH/AME ratings. On completion of "B" school his first sea duty was the VAH/RVAH-9 (1961-1965). He made two cruises on SARATOGA with A-3s and one cruise with RA-5Cs. During the tour with Heavy Nine, he was advanced to AMS-1 and changed his rate to AZ1, becoming one of the first AZs in the Navy. His next tour was with VS-30 in Key West (1965-1968). While in VS-30, he was advanced to Chief Petty Officer and promoted to Warrant Officer (W-1). After Warrant Officer Indoctrination School in Pensacola, his first tour as an Officer was with VA-81 (1968-1971) cruising on USS JOHN K KENNEDY with A-4Cs and USS FORRESTAL with A-7Es. In VA-81, he was promoted to W-2 and selected as an LDO LTjg. Commander Blocker then went to

shore duty with VT-9, NAS Meridian (1971-1975) as the Aircraft Maintenance Officer (filling a LCDR billet as a LTjg), and while there was promoted to Lieutenant. His next sea tour was with VA-72 as Maintenance Control Officer (1975-1978), again cruising on JFK with A-7Bs/A-7Es. During his next shore tour at AIMD NAS JAX, he was assigned as Power Plants Division Officer, then moved to Production Officer and after being promoted to LCDR took over as Assistant Maintenance Officer. Also during his tour, he attended a course of study through Southern Illinois University and earned a BS degree in education. His next tour was as the CAG Maintenance Officer, CVW-3, again cruising on JFK. He was then assigned to OP-514 in OPNAV (1982-1984) as the APN-7 Resource Sponsor. During his tour in OPNAV, he was promoted to Commander and screened as an AIMD Officer. After a short tour with the Light Attack Wing at Cecil Field, he was assigned to AMERICA.

Commander Blocker is married to the former Vivien Rose of Folkestone, England. They have been married for six years. They have no children.