

THE TRANSFORMER



CONGRATULATIONS TO TRANSPORTATION'S NEWEST SENIOR MASTER SERGEANTS

2T0X1	2T2X1	2T3X0
BEOUGHER, DENNIS A	ACKERMAN DOUGLAS A	ABLES TIMOTHY S
GUIONNAUD, RENE A J	ARCHBOLD BRET E	AMES KEVIN D
LARSON, PATRICK J	BOWLES SHEILA BURT	BENESH STEVEN R L
MANUEL, WALDO L	BURRILL ANGELA M	DEMERS THOMAS A
MASSEY, BRENDA F	CHAPMAN BRADLEY D	FECTEAU KEVIN D
REESE, HARRY L	CLODFELTER CHRISTO	GARDNER ROBERT M
SCHAFF, DONALD J	DAVIS THOMAS R	GUAY RONALD F
SHOPTAUGH, MARK S	DISANTO, STEPHANIE	HARKINS LAWRENCE P
STEPHENS, ALBERT D	ERNST, KAREN M	HAUCK GEORGE R
WALLS, THOMAS E	GROSS, THOMAS V	LAZARUS STEVEN I
	HALSTEAD STEPHEN E	PIRSON MICHAEL A
	HETRICK LARRY L	SNEDEKER MATTHEW R
2T1X1	HUGHES TIMOTHY E	TARNOWSKI RICHARD
FERNANDEZ, PHILLIP	MCDANIEL, ANGELA C	TURNER JAMES L
GALICA, STEPHEN P	MCNEIL, GLENN D	WEAVER TOMMY H JR
GIBSON, BILLY M	NICKLES, DAVID S	
GREENE, TERRENCE A	PERRY, ROY W	
HELMS, THOMAS M	REYNOLDS, RANDY M	
MCDONALD JOHN R	SCHNEIDER, RICHARD	
SALGADO, ABEL	STONE, TRISHA J	
WEDINGTON, DAVID D		

TRAFFIC MANAGEMENT

New Web Site Designed to Make PCS Moves Easier

By Staff Sgt. Melanie Streeter
Air Force Print News

WASHINGTON -- Relocating an Air Force family can be challenging. To ease the strain, Air Force officials recently launched "AF Move," a Web site designed to put as much moving-related information as possible only a mouse-click away.

"This is an absolutely outstanding Web site," said Maj. Gen. Craig Rasmussen, Air Force Director of Logistics Readiness. "It is the gold standard for our Air Force personnel to use before, during and after their personal property move has been completed."

While many units have local sites to help Air Force families in the moving process, this site aims to give people Air Force-level guidance.

"We want this site to become institutional, so that anyone in the Air Force, military or civilian, can go there to search out information," said Randy Teske, Air Force Personal Property and Passenger Policy Traffic Management Specialist. "Let's face it, we only move now every three or four years, so we become out of touch because processes and entitlements change."

The site links users to everything from making permanent-change-of-station moving arrangements to tracking a personally owned vehicle shipment.

"You can go into the carrier industry and trace your shipments," said Jim McAllister, Personal Property and Passenger Policy Division Chief. "You can even go in and see local laws on certain items that may be restricted."

Other links connect Air Force families to the claims offices at either end of their move.

"Sometimes our members transfer to an area that's handled by another branch of military service," said Sharon Goodson, Traffic Management Specialist. "This gives them not only the phone numbers, but keeps them in touch with Air Force policy, so if they have a question, they can go back to what the Air Force requirements are and get back on track."

The site's usefulness does not end there. "When people use it early in the PCS process, they can plan the move intelligently," Mr. McAllister said.

"We've tried to make it one-stop shopping, the best we can," he said. "It helps you ask the right questions. It may even satisfy all your questions, even before you go in and get personal counseling."

"It also serves as a great tool for remembering what items were briefed during that counseling," Mr. McAllister said.

"You might say to yourself, 'What was that they were telling me?' And then you can go to the site and there it is," Mr. McAllister said.

"The site also contains links to a toolbox full of technical information that Air Force personal property specialists can reference. This allows officials to quickly disseminate information to offices in the field and serves as an invaluable resource," Mr. McAllister said. "We're already starting to get rave reviews from the folks in the field," he said.

The next time PCS orders drive Air Force members to pack up personal property and head for a new base, <<http://afmove.hq.af.mil>> can help keep the headaches and hassles to a minimum.

Turbo CADS 2004

By MSgt Hyon Lee

Hundreds of 20 foot containers hauling various high explosive munitions are being readied for movement to Guam as a result of a combined effort by the Kadena Air Base Traffic Management Flight (TMF), 18th Munitions Squadron, and the 835th Transportation Group. These containers will be shipped to Guam as part of Turbo CADS 2004.

A movement of this caliber doesn't just happen overnight. Many months of planning go into large scale munitions moves and Turbo CADS 2004 is no exception. Before the transporters begin their shipment processes, several planning conferences were conducted between the MAJCOM munitions/transportation staff, munitions squadron, and the Traffic Management Flight to determine what type and quantities of munitions will be shipped, and the all important timeline for movement. Due to the special requirements of these shipments, strict adherence to the U.S. Army Material Command drawings approved by the Defense Ammunition Center must be followed for maximum protection of the munitions within the containers. Unlike the typical Special Packaging Instructions (SPI) we in TMF are accustomed to using, these drawings are very extensive and can average 7 to 8 pages in length.

Now we're ready to process and move the munitions. The Traffic Management Flight is charged with the overall responsibility of ensuring munitions are properly blocked and braced IAW the specific drawings, documentation processed into CMOS, and TCMDs. They ensure labels, placards, and seals are applied to each container. After these processes are complete, TMF then books the cargo through the Surface Deployment and Distribution Command's (SDDC) 835th Transportation Group, Naha Military Port. Turbo CADS 2004 is the first large move in PACAF to use the Radio Frequency Identification (RFID) system. For those not familiar with RFID, the Under Secretary of Defense policy directive dated 2 October 2003, directs that all freight containers (e.g. 20/40 foot sea vans), air pallets and unit moves to have active rich RFID tags. The policy provides that DoD components will establish initial capability to read RFID tags by January 2005.

Actual transportation of the containers is no simple task. Kadena Air Base, like many other bases, have limited organic vehicle assets capable of hauling munitions. When you factor in driver qualifications and host country requirements for munitions movements, it can become complicated very quickly. That's where the Common User Land Transportation (CULT) contract is used. The CULT contractor provides the equipment, certified drivers, and all road and convoy permits and requirements needed to move the munitions from Kadena AB to the designated pier for in-check and loading on the vessel. When the vehicle and trailers arrive at the loading site, TMF in cooperation with the Vehicle Maintenance Element accomplish the required vehicle inspection and document it on the DD Form 626. Drivers are provided a copy of DD Form 836. Once these requirements are completed the munitions are ready to move to the port for staging and loading on the vessels.

Mr. Mike Druzbacky, Traffic Management Officer said it best "Turbo CADS 2004 was a challenge, but challenges allow us the opportunity to hone our skills and make us better prepared to perform our mission whenever and wherever called upon."



VEHICLE MAINTENANCE

Expeditionary Vehicle Management Handbook

By SMSgt Jerald K. Johnson

The increasingly expeditionary nature of our Air Force and the large number of vehicle maintenance operations in those expeditionary environments has highlighted a need for more guidance on maintenance operations in the field. Starting with an Expeditionary Vehicle Management Workshop at Shaw AFB in Aug 03, and finalized at the recent VM AFI rewrite workshop at Langley AFB in Dec 03, a new handbook was born. The Expeditionary Vehicle Management Handbook, authored by SMSgt Don Foster, ACC/LGTVM, was developed to guide maintainers in the initial and sustainment phases of deployment. From supply procedures, to beddown checklists, to basic OLVIMS, the EVM Handbook provides the guidance needed for deployed maintainers.

The draft handbook was approved at the AFI rewrite workshop by the MAJCOM representatives and the AF Career Field Manager. It was validated at Balad AB, Iraq during SMSgt Ken Ireland's tour and is available on the ACC/LGTV. Expect the final version to hit the field in the latter part of 2004.

OLVIMS Modernization

By SMSgt Rex Curry

When are we getting the new modernized OLVIMS??? Well, the short answer is not immediately, but a contract is about to be awarded! After contract award, it's going to take some time to configure and prepare the commercial-off-the-shelf (COTS) system for worldwide deployment, which we're anticipating in mid-2007.

I know ... that's the way we started an article last issue, but it remains appropriate and we want to keep everyone informed and will continue to keep you updated through every forum possible. We've turned a significant corner in our quest to modernize, but there is still a long way to go. We expect to begin the awareness/assessment phase with the contractor in Mar-Apr 04. As we briefed many of you during the Logistics Readiness Conference (LRC), the Vehicle Management Advisory Group (VMAG) and the Material Management Portfolio Advisory Team (MMPAT), a significant amount of change management must be addressed to ensure a successful system implementation, and we're hiring two SNCO to help us with that piece.

Remember, our intent is not only to field a modernized system, but to also explore our current business processes and practices to optimize their efficiency. We must do this to facilitate alignment to a commercial "out-of-the-box" product, but we are also doing it to ensure that we do what we must, but nothing more. So unless there is something that is inherently military or mandated by Public Law, our intent is to leverage "best" industry practices.

We've already begun the change management process by creating a Stakeholder Information Forum, and have created a mailing list of all 2T1 and 2T3 CMSgt, SMSgt and Civilian managers globally. Our aim is to get implementation and process change information out to everyone on a recurring basis, until we achieve full operational capability. This list also includes all MAJCOM functional managers.

Bottomline; we're not going to do this in a vacuum, and the entire vehicle community should be afforded the opportunity to participate. As always, we welcome constructive feedback. If you're currently a base level user and have questions, please contact your MAJCOM functional.

Classroom Sponsorship

By MSgt Gary L. Stanford

Would you like to sponsor a vehicle maintenance classroom at Detachment 1, 345 TRS, Port Hueneme, California?

The 51st Vehicle Maintenance Flight at Osan AB, Korea, decided to do just that. Sponsor a classroom. Classroom sponsorship is a great idea and beneficial because new trainees have little or no idea what to expect regarding their new duty assignment after technical training graduation. Classroom sponsorship eases the transition from formal training and welcomes trainees to a first-class assignment in the field.

Sponsorship also gives your base an opportunity to decorate a classroom or lab with your unit's Warrior Spirit. As part of your sponsorship, Port Hueneme will provide a sponsorship plaque, etched with your unit's logo, which proclaims your unit's dedication to excellence in our career field. This plaque will be placed near the doorway of the prospective classroom or lab.

Your flight can sponsor a classroom by sending on-the-job action photos, squadron coins, coffee mugs, and achievement awards. These items will be proudly displayed in the classrooms and labs instilling pride, duty and responsibility. Your unit's sense of teamwork and professionalism will be a guiding beacon for our new mechanics . . .our future.

If you would like to sponsor a classroom or a "hands on" lab, please click the link below. You can view available classrooms, labs, and rooms currently supported by other gracious sponsors. Each picture links to a contact information form. Simply fill out the form and submit. The schoolhouse will receive your information via e-mail and contact you with additional sponsorship details.



Det 1, 345th Training Squadron.url

VEHICLE OPERATIONS

Fuel Cell Bus Project

By Lt Steven Lofton

On Thursday, the 19th of February 2004, a ribbon cutting ceremony for the first hydrogen fuel cell powered vehicle in operation in the Air Force was held on Hickam AFB, Hawaii. Colonel Raymond Torres, Commander of the 15th Airlift Hickam AFB Hawaii, was the officiating officer. This ceremony cumulates and celebrates the latest of a multi year partnership between the Advanced Alternative Power Technology Transformation Office (A²PT²O) office at Robins AFB and the State of Hawaii. Known as the Alternate Fueled Vehicles System Program Office (AFVSPO), from 1993 to 1999, A²PT²O contributed to several highly successful Alternative Fueled Vehicles (AFV) programs and led major AFV initiatives for the Air Force and Department of Defense (DoD). With the transition of support equipment and Bare Base (now BEAR) to WR-ALC/LE 2000, our efforts have expanded to integrate the latest fuel efficient and environmentally compliant technologies into Air Force support equipment, Basic Expeditionary Airfield Resources (BEAR) as well as the ground vehicle fleets. According to Colonel David Nakayama, LE Director, "today, the United States Air Force is more "expeditionary" than it's ever been in its history. Alternative power options, such as fuel cells, offer the potential of revolutionizing how we support these forces." A²PT²O at Robins Air Force Base has funded the High Technology Development Corporation (HTDC) since 2001 to develop alternative fuel vehicles for demonstration at the National Demonstration Center at Hickam Air Force Base. In FY02, HTDC received funding to develop a second zero-emission bus for Hickam AFB with advanced chemistry batteries to increase the range on a single charge. The lead contractor for this bus project was Enova Systems. One of the initial tasks for the project was to investigate various battery chemistries and ultra capacitors. HTDC oversight for this project was the responsibility of Tom Quinn, the Director of the Hawaii Electric Vehicle Demonstration Project (HEVDP). While the initial battery assessment was underway, reports were coming in regarding advances in fuel cells. The team, in discussing the initiation of potential fuel cell vehicle projects in future funding years, was able to combine the ongoing bus project and develop a fuel cell/battery hybrid vehicle now rather than wait for future years. Hydrogenics teamed with Enova to develop the first fuel cell

vehicle in the State of Hawaii. Within an astonishing four months of modifying Enova's contract and executing a contract with Hydrogenics, the two companies collaborated, developed and integrated the fuel cell system into the bus.

This is the first fuel cell powered vehicle to be operational in the Air Force. The bus will undergo a one year data collection and analysis effort while operating under daily routine service conditions. This information will assist Air Force management with future procurement decisions and technology development and demonstration decisions. Following the evaluation, the bus will continue in routine service at Hickam AFB. Hydrogen refueling will be accomplished initially through the use of a tube trailer connected to a compressor, storage cylinders, and dispensing unit. Future plans call for the establishment of a generation and dispensing station at Hickam. The batteries will be kept charged by the fuel cell during operation, but they also can be charged by routine plug in charging and rapid charging as is used with the first electric bus at Hickam AFB. According to Colonel Nakayama, "the pursuit of the vision of a 'hydrogen economy' has potential implications that are staggering for dual use in both the public and private sectors, as well as in the defense sector, and is truly a win-win for all. If we can reduce the logistics support trail, even if just in the area of fossil fuels, we can increase the mobility and effectiveness of our forces, wherever they are deployed, be it for combat operations, humanitarian relief, or any other mission."



The Blessing of the Bus

Col David T. Nakayama, Director Support Equip and Vehicle Directorate Warner Robins ALC, Ga, Mr Pierre Rivard, Chief Executive Officer, Hydrogenics, Mr Carl Perry, Chief Executive Officer, Enova Systems, Kahu Kordell Kekoa, Chaplain, Kamehameha Schools, Mr Ted Liu, Director, Dept of Business, Economic Development and Tourism, State of Hawaii, Col Raymond Torres, Commander, 15th Airlift Wing, Hickam AFB, HI, The Honorable Daniel Inouye, United States Senator, State of Hawaii



The passing of the Key

Kahu Kordell Kekoa, Chaplain, Kamehameha Schools, Col Raylain Torres, Commander, 15th Airlift Wing, Hickam AFB, HI, The Honorable Daniel Inouye, US Senator, State of Hawaii, Mr Ted Liu, Director, Dept of Business, Economic Development and Tourism, State of Hawaii, Col David T. Nakayama, Director Support Equip and Vehicle Directorate Warner Robins ALC, Ga, Mr Carl Perry, Chief Executive Officer, Enova Systems, Mr Pierre Rivard, Chief Executive Officer, Hydrogenics

Ethanol E-85 Fuel

By Mr. Mark Trolio

The 16 Logistics Readiness Squadron, Fuels Management Flight at Hurlburt Field launched the first Air Force Base in Florida to receive and issue Ethanol E85 fuel to its military and GSA fleet vehicles. E-85 fuel, recognized as an alternative fuel, is a blend of pure ethanol made from corn with the remaining 15% as unleaded gasoline.

The Military Service Station recently underwent major upgrades replacing fuel island dispensers and two 12,000 gallon unleaded fuel tanks that were deteriorating to the point they were becoming a potential environmental hazard. The Fuels Management Flight recognized this potential hazard and submitted documentation to Defense Energy Supply Center (DESC) at Fort Belvoir to replace these tanks with new dispensers and two 12,000 gallon tanks, one for unleaded fuel and the other dedicated as Ethanol E-85 fuel. Utilizing E-85 fuel on base has placed Hurlburt Field in front of the pack with 6 other locations in the Air Force to have E-85 fuel and be in full compliance of Executive Order 13149 which requires the federal government to reduce petroleum consumption by 20% by 2005.

With approved funding through Defense Energy Supply Center this project was turned over to the Air Force Center for Environmental Excellence team at Brooks City-Base in San Antonio, Texas to utilize one of their Environmental Remediation and Construction (ENRAC) Contractors. The AFCEE ENRAC contractor, Innovative Technical Solutions, Inc.(ITSI), removed the two tanks, concrete saddles, single hose dispensers and replaced them with new 12,000 tanks, dual hose dispensers, E-85 off-loading pump, piping, and provided planning documentation during and at completion of the project.

On 20 Jan 2004, the military service station was turned over to ITSI. to commence work. While the military service station was being renovated, the Fuels Management Flight was restricted to supporting base customers with mobile 1200 gallon units at set hours during the day and night. The tank and dispenser removal, concrete saddle demolition and sight construction in preparation for the new tanks were completed in six days. Once the new tanks, and dispensers were placed, new two and three inch piping had to be constructed from the off-loading header, to the receipt pump and manifold to the new E-85 tank. The military service station unleaded and diesel dispensers were back in service and issuing fuel on 13 Feb 2004, less than a month from the time the project started relieving Fuels Management from utilizing the mobile refuelers as the temporary service station to support base vehicles. The E-85 fuel for the tank was received on 20 Feb 2004, tested and ready to issue fuel to the base alternative vehicle fleet.

In April 2003, Fuels Management Flight began issuing Bio-diesel (B20), a mixture of 80% diesel and 20% vegetable oil to its diesel vehicle fleet customers. E-85 and B20 fuels will ensure Hurlburt Field meets the mandated laws requiring the use of Alternative Fuels.

IS SAFETY BEING OVERLOOKED?

By MSgt Don Hall

Have you ever noticed when you get ready for work every morning that you continuously do the same routine. If so, you might be in danger and not even know it. Routines are a breeding ground for complacency that can be inherently dangerous while performing daily tasks. What happens when the widget goes from being a simple task to a Murphy's Law situation? You know, a simple task becomes a major ordeal. That is why we should always approach everything we encounter with our eyes wide open and fully aware of how to contend with each predicament safely.

Taking short cuts at work or home can prove to be dangerous and even fatal. For example, running an extension cord to a work bench for stationary equipment as a permanent power source should immediately send up a red flag. Either submit a work order request to install a new electrical outlet or move the bench closer to the already existing outlet. You wouldn't run an extension through the middle of your kitchen and leave it there...would you? Your family could trip on it and really get injured or even worse you could overload a circuit and have an electrical fire. This is where all personnel have a vested interest in how we perform our daily duties by being totally aware of unsafe conditions. In addition, pushing yourself and taking short cuts to finish a priority job can have repercussions that cannot be reversed once they happen. Going at a quick pace to meet a stringent deadline, could cause anyone to overlook tightening a bolt or forgetting to use a jack stand. Results could be catastrophic in losing a piece of equipment or even worse YOUR LIFE. Working in a high operational tempo environment does cause stress and sometimes oversights to perform tasks safely. If no one is shooting at you then take the appropriate time to make repairs safely and ensure a quality product is ready to support the mission.

Educating yourself and others around you will benefit everyone. We must watch over ourselves and others emphasizing safety. Every time we disassemble and/or reassemble a component, use the appropriate Technical Orders and safety equipment. Doing simple things like this will protect you and everyone else. Set the example for others by always using your safety gear and following established procedures. Don't be afraid of pointing out unsafe acts to other personnel even if they out rank you. Let's all be proactive and lean forward on safety instead of being reactive to unsafe situations as they arise.

Bottom line is not to become complacent about the things we do every day. If something looks unsafe it probably is. Don't let anyone talk you into taking a short cut on any given task. With the Air Force's operational tempo and long standing commitments to other countries, it is really easy to take short cuts. Finally, we're all tasked with shipping vehicles to other countries to support contingencies; however, always allow yourself adequate time to perform the job at hand and to get some rest before you begin.

COMBAT READINESS

ANG Mechanics and Civil Engineers Join Army in the Warfight

By Scott Woodham

National Guard Bureau

Arlington, Va., - As U.S. Army combat support and combat service support units rotate in Iraq, a more purple, diverse force is emerging as a means to remedy shortages in personnel. For the first time, Air National Guard vehicle operators and mechanics will be working alongside U.S. Army soldiers—in convoys—signaling significant changes in the composition of the U.S. war-fighting force in the Middle East and the role of the National Guard in the Global War on Terrorism.

Also operating in concert with their U.S. Army counterparts will be Air National Guard civil engineers, who will help set up bare-base operations in Iraq. "Although in the past the Air National Guard has supported the U.S. Army in traditional roles like tactical air control and weather operations in and around air bases, these new deployments of Guard personnel will break the paradigm," said Lt

Col. Chris Swadener, chief of Air National Guard deployments at Andrews AFB, MD. “Now, Air National Guard personnel will actually be in the field and supporting convoy operations for the U.S. Army.”

Along with the Air National Guard’s deployment of transportation specialists and civil engineers, the regular U.S. Air Force is also responding to the Secretary of Defense and Joint Chief of Staff’s directives to find solutions to the Department of the Army’s shortfalls in certain skills. Some of these include transportation, fuels operations, civil engineering, air traffic control, postal operations, and communication electronics. This recent round of restructuring of U.S. war-fighting capabilities is also in line with the National Guard’s commitment to sustaining a ready, reliable and relevant force for the 21st century.

As the chief of the National Guard, Lt. Gen H Steven Blum explains, “we are transforming the way we fight, the way we do business and the way we work with others so we can be a more efficient and accessible force.” Enter the purple-suited truck driver. Transformation is reverberating throughout the National Guard ranks. Since January of this year, nearly 153 Air National Guard enlisted and officer transportation specialists from 31 flying units have trained for their new purple-suited ground roles with the U.S. Army at Fort Leonard Wood, MO, Fort Benning, GA and Fort Eustis, VA..

Preparation included night vision goggles operations, defensive driving and classroom instruction in basic convoy operations. “What you may think of as being a benign job (truck driver) has now turned into one of the most hazardous duties in Iraq. This will be a true total joint force effort as our drivers and mechanics will be living and breathing with the Army,” explained Swadener. Once they arrive at Camp Virginia, Kuwait, the purple suiters will be integrated into U.S. Army transportation companies and undergo five days of combat convoy operations in the field. This will be followed by another five days of live fire training at Udari Range in Kuwait, to include close quarters marksmanship.

“The key to their success will be providing them the opportunity to work with their sister service as a unit before they deploy,” said Maj. Craig Ellis, U.S. Army liaison officer for the 13th Corps Support Command, Camp Virginia, Kuwait. “I believe the Air Force recruits will be just as successful as any Army unit that is activated and deployed.” Before they deploy to their forward operating locations in Iraq, Air National Guard personnel will undergo live fire convoy drills while driving in Humvees and 5-ton trucks coming under simulated attack. Each individual will fire about 1,000 live rounds during weapons skills training, using the M-16 A2, 50-caliber machine gun and M249 squad automatic weapon.

In addition to the first-ever mobilization of Air National Guard transportation specialists in support of the regular U.S. Army, 14 Air National Guard civil engineers from the 235th Civil Engineering Flight, Baltimore, Md., and several Prime Beef civil engineering units are deploying to Iraq to work alongside U.S. Army units designing and building bare-base operations. Since 9/11, the Air National Guard has deployed nearly 3,000 of its 9,200 civil engineers in support of Operations Iraqi Freedom and Enduring Freedom.

“We hope to replace our Guard troops after six months by mobilizing an equal amount this summer,” said Mr. William Sinnes, an Air National Guard logistics specialist at Andrews AFB, MD. “We are committed for a year, but that doesn’t necessarily mean the requirements will go away in a year.”

OTHER ITEMS OF INTEREST

MENTORSHIP

By MSgt George Hauck

A good mentor is a coach, always challenging, inspiring, and demanding that you do your best. Mentors key goal is to improve confidence and to inspire individuals towards new job opportunities they may not have thought possible. They’re familiar with a diverse range of personal career development and are guides who have put aside self-preoccupation to foster the growth in new professionals.

Mentoring is also self-perpetuating. Leaders who have been well mentored tend to become great mentors themselves. The bond of trust and confidence from a close relationship can last a lifetime. Mentoring provides a unique opportunity for young leaders to have a permanent, personal link with experienced senior officers and noncommissioned officers who have demonstrated professional competence, outstanding leadership and technical abilities.

The best mentoring comes from personal commitment between senior and junior leaders rather than from some type of formalized assignment process. Mentoring may well occur outside normal command structure. In fact, mutual trust and confidence must exist

between the mentor and those who are mentored long before a permanent relationship unfolds. Trust is critical in this relationship. Openness and honesty is paramount for success. They must be able to tell those they mentor what they need to hear even if it is not what they want to hear.

We all need mentors, whether in the military or civilian life. By finding and cultivating suitable people, you will tilt the scales of career success in your favor. Mentors help us develop the insight and self-awareness that will assist with integrating professional and military life, personal concerns, and core values into everyday activities. Bottom line, mentoring is all about sharing. We should all be working to train our replacements.

DLA's Levasseur Tapped as New Director for the CENTCOM DDOC

By Mr. Jack Hooper



Fort Belvoir, Va.--“Logistics in the making” is how the general in charge of U.S. Central Command’s newly formed Deployment and Distribution Operation Center describes the way the joint operation is taking shape in Kuwait.

Army Brig. Gen. John C. Levasseur, director of the Defense Logistics Agency’s Reserve Mobilization Office, has been tapped to replace Brig. Gen. Brad Baker, Air Mobility Command, as the director of the CDDOC. The center was officially stood up 2 Jan 04 and deployed 16 Jan 04. Its mission in Kuwait is to link strategic deployment and distribution processes to operational and tactical functions to support the war fighter. The CDDOC is one of several Distribution Process Owner initiatives designed to improve end-to-end distribution within the Department of Defense. USTRANSOM was designated as the Distribution Process Owner last year.

Gen Levasseur left for Kuwait in late February to direct the center’s operations for the next six months. The unit will work with CENTCOM to try to set up the right team for CENTCOM’s specific needs.

The general described CDDOC as a completely “purple” operation, the mesh of all the colors of the military services. He said he does not wear a “DLA hat” in the office, just as the rest of his work force is composed of people who do not work directly for their individual branches of the military. “My folks work for CENTCOM,” he said. “Our people might have U.S. Transportation Command, Defense Logistics Agency, Army Material Command, Surface Deployment & Distribution Command, or Army/Navy/Air Force/Marine expertise, which they use to reach back to their commands for support. However, we’re definitely a partnership from the ground up.”

Levasseur called his still-jelling group the “A Team” of subject matter experts who help bridge the gap between the theater and CENTCOM’s national partners. He cited his people’s “tremendous reach-back capability they bring to our national systems, providing responsive results during the peak of the largest troop movement since World War II.”

Combining the expertise of DLA, USTRANSCOM, the military services and other materiel distribution stakeholders, the CDDOC is rethinking and rewriting how materiel will be shipped, received and tracked in theaters of operations.

From World War II to Operations Desert Shield and Desert Storm, the lack of ability to locate certain supplies and the loss of visibility of shipments of equipment and supplies to the front lines were key reasons for a decrease in troop sustainment on the battlefield.

Today, logisticians are supporting the war fighter in new ways to prevent further tactical disadvantages. According to Levasseur, DLA's partnership in CDDOC will not only optimize the environment for the war fighter, it will also cut overall costs and bring sustained tactical superiority on the ground.

DLA, the largest provider of sustainment materiel and generator of sustainment movement requirements and USTRANSCOM, provider of air, land and sea transportation for the Department of Defense, have partnered with other logistics providers to improve ground truth and in-transit visibility for distributors and commanders. The results are expected to be better logistical support so that soldiers, sailors, airmen and Marines will have whatever they need, where and when it is needed, to ensure success on the battlefield.

"We have had a disconnect in strategic to tactical distribution capabilities in the past," said Col Richard Brooks, DLA's Deputy Chief of Distribution Reutilization Policy and currently the leader of the multi-agency, multi-service sustainment team that will work in theater as part of the pilot program to identify the requirements that put stress on the defense transportation and distribution system.

"We have combined subject matter experts," Brooks continued, "with an [information technology] solution to create better visibility on the ground than we have ever had before. So, commanders will be able to make more informed logistic decisions."

The CDDOC forms a kind of marriage between the logistics and supply pieces and the actual troop deployment piece. Working under the tactical command of the CENTCOM director of logistics, the CDDOC will identify and manage all of the movement requirements and the large volume of containers, pallets and various supplies coming into the theater from DLA's many distribution centers and vendors, the General Services Administration and the Army and Air Force Exchange Service.

With a clearer view of all of the distribution occurring in an operation, commanders at the most senior levels will be better able to prioritize their needs and make decisions in the early stages of the distribution process. This promises to relieve the transportation and distribution system by better synchronizing movements and potentially preventing duplicate requisitioning actions for items that were previously delayed in transit.

Having seen the emerging CDDOC gradually take shape first hand in Kuwait, Levasseur said he was "overwhelmed by the talented people provided by DLA, TRANSCOM, Joint Forces Command and the service logistics commands who were sent to move this effort from a pilot program to a functional concept of future logistics." The CDDOC pilot is already being used as a basis for other Combatant Commands and an assessment is being done for a "KDDOC" in Korea.

Already, the general can point to several successes that he said bode well for the center's support of CENTCOM operations. "We've been able to synchronize the inter-theater movement of cargo and passengers with the intra-theater movement," Levasseur said. "This synchronization leads to an increased velocity of distribution and deployment."

He then pointed to, "efforts that have improved the effectiveness and efficiency of the processes."

-- "During a recent period when theater Air Force assets were unavailable, we synchronized the diversion of pure pallets of critical supplies to Kuwait City International Airport for further ground transportation to Balad, the major hub for logistics in Iraq," he said. "We diverted more than 800 pallets last month, thereby keeping the cargo moving and minimizing the customer wait time."

-- "We developed a team called Task Force Express designed to map the distribution process and provide greater visibility of distribution to the theater," the general said. "With a focus on the critical supplies, Task Force Express has provided the theater with a process that gives better than 98 hours advanced notice of inbound cargo to the seaport in great detail and 24 to 48 hours' notice of inbound cargo via air."

After two weeks of what Levasseur jokingly called "drinking from a fire hydrant," he proudly declared that CDDOC "has evolved and embedded itself" into CENTCOM operations. All of the credit, he said, goes to his A Team that seemingly spends day and night on the job.

"The majority of our folks are here from 7 in the morning to 11 at night," he said. "I'm constantly amazed at the depth of experience they're bringing to the table. They take the issues of the day and apply them to the processes of the future. This is logistics in the making. They walk in here knowing it's going to be a challenge, and making it better for everyone every day."

The Defense Logistics Agency provides supply support, and technical and logistics services to the U.S. military services and several federal civilian agencies. Headquartered at Fort Belvoir, VA., the agency is the one source for nearly every consumable item, whether for combat readiness, emergency preparedness or day-to-day operations.

MILITARY SURFACE DEPLOYMENT & DISTRIBUTION COMMAND

SDDC deploys 1st Cavalry Division into Iraq

By Mr. Jonn Randt

Corpus Christi, Texas – Using 15 ships, the Surface Deployment and Distribution Command has deployed the 1st Cavalry Division to Iraq from two Gulf Coast ports. To move the Fort Hood, Texas-based division, the command loaded ships in February at both Beaumont and Corpus Christi, Texas.

“It is a colossal move,” said Lt. Col. Brian Sundin, commander, 842nd Transportation Battalion, Beaumont. “We are moving approximately 2 million-square-feet of cargo.” In all, SDDC will be moving some 3,500 pieces of cargo, said Sundin, who is responsible for the movement of cargo through all Gulf Coast ports.

The shipments include some elements of the Army’s III Corps Headquarters, also based at Fort Hood. In weeks, the enormous combat power of the 1st Cavalry Division will be catapulted into the Iraqi landscape. In Iraq, the 1st Cavalry Division will replace Soldiers from the 1st Armored Division in the Baghdad area. The 1st Cavalry Soldiers will be augmented by the 39th Enhanced Separate Brigade, of the Arkansas Army National Guard.

The movement of the division is part of the largest deployment of Soldiers and Marines since World War II. In all, an Army and Marine Corps force of 110,000 troops will replace American military forces currently serving in Iraq.

As part of the loading, the U.S. Army Reserve’s 1192nd Transportation Terminal Brigade loaded the USNS Shughart, a Large, Medium-Speed, Roll-on/Roll-off vessel in Corpus Christi in early February. The vessel sailed Feb. 9th. Loading began immediately on the next vessel, the USNS Pollux, a Fast Sealift Ship operated by the Military Sealift Command. The vessel loading reminds Maj. Stephen Torres, officer-in-charge Corpus Christi, of the loading of 33 vessels in early 2003 with the equipment of the 4th Infantry Division. “The environment is much better this time,” said Torres. “The process is more planned and less hectic.”

Denied port and transit routes in Turkey, the 33-ship convoy maneuvered in endless circles just beyond the horizon. Finally, the ships were directed through the Suez Canal and unloaded in Kuwait. The 4th Infantry Division was too late for the fighting in Operation Iraqi Freedom but just in time for peacekeeping duties.

The 1192nd is the “911” of the Surface Deployment and Distribution Command, said Col. Maynard “Sandy” Sanders, commander, of the New Orleans unit. “To date,” said Sanders, “this unit has loaded more ships than any unit in the SDDC organization.”

Activated in January 2003, unit soldiers were working at the Corpus Christi docks within 72 hours. Soon the unit was responsible for equipment movements at SDDC's 15 Strategic Ports.

To date, the unit has loaded, or unloaded 130 vessels at 15 different ports. In the process, the Reservists have moved 110,000 pieces of cargo—the equivalent of 16-million square feet of cargo. This represents the movement of half of the 25-million square feet of cargo moved by the Military Sealift Command's military and civilian contract ships. "Unbelievable, unbelievable," said Sanders.

Now, at the Corpus Christi docks, the Reservists are back at work. After the Pollux, the soldiers loaded two reserve vessels of the U.S. Maritime Administration. "I can't do my job here or in Beaumont without them," said Sundin.

Reviewing the port activity was Maj. Gen. Carlos "Butch" Pair, Chief of Staff, U.S. Transportation Command, Scott Air Force Base, IL. "Relationships build capacity," said Pair. "It is the Army, Guard and Reserve in action—and our commercial partners and port organizations. "I see the great power of America," he said.

Robust SDDC Operations Create Port Cargo-Handling Record

By Mr. Martin Weteling

The biggest shipments of Department of Defense military equipment in a half century have led to a record for SDDC port cargo-handling operations.

In early March, SDDC transporters simultaneously worked cargo operations on four Large, Medium-Speed, Roll-on/Roll-off vessels at Ash Shuaiba, Kuwait. This sets a record for the number of Nimitz-size ships actively working at any port by the command. Three of the giant ships were discharging and a fourth was loading. In addition, a Fast Sealift Ship was also discharging cargo at the port. The five ships are operated by the U.S. Navy's Military Sealift Command. All of the cargoes were associated with Operation Iraqi Freedom.

"This is the largest number of Large, Medium-Speed, Roll-on/Roll-off ships ever to work simultaneously in one port," said Col Victoria Leignadier, Commander, 598th Transportation Group, Rotterdam, the Netherlands. "It is the largest number of Military Sealift Command ships ever to work in the port of Ash Shuaiba.

"I am extremely proud of these Soldiers. All the credit goes to the outstanding transportation officers and NCOs I have out there making it happen day-after-day." Cargo operations are being conducted around-the-clock, said Leignadier. The five ship operations involved the aggregate movement of 918,000-square feet of cargo, said Col. Glen Joerger, Deputy Director of Operations at U.S. Transportation Command. "That's the equivalent square footage of 16 football fields," said Joerger.

In all, SDDC will be involved in 300 vessel operations between December and May. The shipments are the biggest since World War II. The bulk of the cargo moving through Ash Shuaiba belongs to Army and Marine Corps units going to Iraq to replace military forces who have been there for the past year. Arriving equipment comes from the 1st Infantry Division, the 1st Cavalry Division, III Corps, and the 1st Marine Expeditionary Group.

Exiting cargoes come from such units as the 1st Armored Division, the 101st Airborne Division (Air Assault), the 82nd Airborne Division, and the 4th Infantry Division. Both Regular Army and Reserve Soldiers are augmenting the work of the 598th in Kuwait. Reserve units assigned to the group include the 1181st and 1174th Transportation Terminal Battalions and the 91st, 388th, 509th, and 1188th Transportation Detachments.



Five Military Sealift Command ships are visible March 2 in the port of Ash Shuaiba, Kuwait. The ships include four Large, Medium-Speed, Roll-on/Roll-off vessels, USNS Sisler, USNS Fisher, USNS Red Cloud, and USNS Mendonca. Also pictured is the Fast Sealift Ship USNS Antares. (U.S. Navy photo)

Port of Beaumont Among Recipients of 2004 SDDC Quality Awards

By Mr. Jonn Randt

DENVER —A Texas port involved in shipments of equipment to Iraq and Afghanistan is one of 10 firms and organizations receiving Surface Deployment and Distribution Command 2004 Quality Awards for transportation excellence.

The port of Beaumont was recognized for its support of SDDC in moving equipment overseas in the past year for Operation Iraqi Freedom and Operation Enduring Freedom. “On numerous occasions,” said Lt. Col. Brian Sundin, “the port of Beaumont has placed military needs and requirements ahead of its commercial customers ... military requirements took precedence in providing sufficient staging area and vessel berthing space.”

At its own expense, the port increased its rail and staging facilities in 2003 to support military shipments, said Sundin, commander, 842nd Transportation Battalion, Beaumont. SDDC’s military, port and commercial partnerships were praised by Maj. Gen. Ann Dunwoody, Commander. “Our success in our global deployment and distribution operations has a direct correlation to the support of our partners,” said Dunwoody.

The SDDC Quality Awards were presented March 24 at the 2004 SDDC Training Symposium in Denver. Nine other award recipients included: Alamo Travel Group, of San Antonio, Texas, was nominated by the 37th Logistics Readiness Squadron, Lackland Air Force Base, Texas, for its efficiency in issuing over 40,000 reservations and tickets for Department of Defense travelers in 2003. Through the use of low-cost airline fares, Alamo Travel Group saved over \$53 million.

APL, of Oakland, Calif., was nominated by Defense Distribution Depot San Joaquin, Stockton, Calif., for the timeliness of its ship movements in the Pacific Rim to Japan, Korea and Okinawa, from the West Coast. Additionally, APL provides direct surface shipments from Karachi, Pakistan, to U.S. bases in Afghanistan.

DHL Worldwide Express, of Plantation, Fla., was nominated by Defense Distribution Depot San Joaquin, Stockton, Calif., for its expansion of delivery service to overseas locations. In March 2003, the firm was the first carrier to establish delivery to the cities of Bagram, Kabul and Kandahar, in Afghanistan.

Dispatch Services, Inc., of Antioch, Calif., was nominated by Defense Distribution Depot San Joaquin, of Stockton, Calif., for its timely deliveries. The firm's 1,100 full truckloads and 5,200 less-than-truckload shipments for the military in 2003 within the continental United States had a 99 percent on-time delivery.

Interstate Van Lines, of Springfield, Va., was nominated by the Joint Personal Property Shipping Office, San Antonio, Texas, for its support to military customers. The firm implemented the innovative Traffic Advisory System, a Web-based program that provides in-transit visibility and e-mail updates for military personal property moves.

Landstar Ligon, Inc., of Jacksonville, Fla., was nominated by Naval Sea Systems Command, Washington Navy Yard, Washington, D.C., for the timely movement of large Navy ship propellers. The firm developed special equipment and rigging for the movement of propellers on trucks and military aircraft such as the C-17 and C-5.

National Air Cargo, of Orchard Park, N.Y., was nominated by U.S. Air Force Europe, Logistics, Ramstein Air Force Base Germany, for its rapid delivery of key weapons system components to military units deployed in South West Asia. Formerly taking 7-12 days, National Air Cargo cut transit time to 48 hours for door-to-door delivery.

Strong Vessel Operators, LLC, of Stamford, Conn., was nominated by Surface Deployment and Distribution Command's Azores Detachment, for the on-time delivery of the vessel Strong Patriot. The consistent ship schedule has allowed the U.S. Air Force to reduce its supply inventory at Lajes Field and to move more of its sustainment supplies by ship—allowing more airlift space for top-priority cargoes.

Trans Tech Leasing, Inc., of Middletown, Pa., was nominated by Defense Distribution Depot Susquehanna, of New Cumberland, Pa., for its efficient movement of 4,500 air pallets aboard 900 trucks in the first nine months of 2003 bound for Operation Iraqi Freedom. The company assigned dedicated drivers for its regular military distribution routes to assure synchronized and timely movements.

VEMSO'S CONOR

AF Vehicle and Equipment Management Support Office

By Mr. Charles F. Batchelor

New Logistics Readiness Vehicle Management Related Projects

1. Top Side Creeper: Topside Creeper, also called Top Engine Work Station, Model # 1-00019 manufactured by R. E. L. Products, Test Sites: Lackland and Whiteman AFBs. Project NO: V03-31

2. Windshield Repair Kit: Windshield Repair Kit (Mobile Repair Kit, Part# 10B) and (Shop Kit Pro, Part# 25L) is manufactured by Liquid Resins International. The manufacturer claims the Mobile Repair Kit, Part# 10B gives you the "power" you need to repair any type of chip or any length crack plus enough resin to repair up to 375 breaks. Test Sites: Hulbert Field & Langley AFB. Project NO: V03-29.

3. Inductor DLX-3: The manufacturer claims the Inductor DLX will easily remove anything that is adhered to metal with adhesive by heating the metal with a magnetic field which in turn softens the adhesive and releases its bond. Test Sites: Ellsworth & Kadena AFBs. Project NO: V03-32.

On-Going Logistics Readiness Vehicle Management Related Projects

The following projects are still being evaluated, or are in the final phase of completion. Final results will be published on our website.

1. Auto-Lube System: The Auto-Lube System is manufactured by Lincoln Industrial. The Auto-Lube System consists of a Chassis Lube Electric Grease Pump and a Lincoln Progressive System that supplies lubricant to specific locations at prescribed intervals. Test Site: Nellis AFB. Project NO: T03-26.

2. 10 Ton Low-Lift Model Hydraulic Jack: The HJA-10 Hydraulic Jack is manufactured by Felco Hydraulics Division. Compact Design: This jack features a unique compact design; that has the lowest height of any hand jack manufactured. This makes it possible for the jack to be used in low clearance areas where other jacks won't fit. The 10 ton model needs a clearance of only 2 3/4 inches. Lightweight: Test Site: Lackland AFB. Project NO: T03-27.

3. Mobile Oil Vac: The A Model 10080 (80 Series) Mobile Oil Vac is manufactured by Sage Oil Vac, Inc., The 80 series offers the capacity to handle up to 250 gallons of fluid, and is designed for general fluid handling applications. Test Site: Port Hueneme. Project NO: T03-28.

4. Windshield Repair Kit: The Windshield Repair Kit (Mobile Repair Kit, Part# 10B) and (Shop Kit Pro, Part# 25L) is manufactured by Liquid Resins International, Ltd, The manufacturer claims the Mobile Repair Kit, Part# 10B and 25L gives you the "power" you need to repair any type of chip or any length crack plus enough resin to repair up to 375 breaks. Test Sites: Hurlburt Fld and Langley AFB. Project NO: T03-29.

5. Plastic Bedliner: Plastic Bedliner BedRug is manufactured by Wise Industries, Inc. The plastic Bedliner is polyester fiber/foam pickup truck Bedliners that are die cut, formed, molded, and sewn to fit the contours and floor rib pattern of each unique truck bed. Test Sites: Arizonian ANG and Holloman AFB. Project NO: T03-24.

6. Truck Shield: Truck Shield is a Magnetic and Vinyl Covering manufactured by Truck Shields Inc., Whether you are using the heavy-duty reusable magnetic protection or vinyl coverings, the vehicle is supposed to stay looking good as new. Test Site: Nellis AFB. Project Number: T03-14.

8. Battery Reconditioner: The Buffer Battery Reconditioner is manufactured and distributed by Westbrook and Westbrook Inc. The battery conditioner is a liquid that is added to the electrolyte of a battery. The quantity of conditioner added to the battery depends on size of the battery, i. e., large auto batteries usually take two ounces per cell, and small auto batteries take one ounce per cell. An electric forklift with a common 36 Volt battery will take twelve ounces per cell. Test Site: Langley AFB. Project Number: T03-16.

Note: Information about all Vehicle And Equipment Evaluation Support Office VEMSO projects (Vehicle Management, Civil Engineer/Environmental, other Non-Specific and Special Projects) can be found in the Consolidated Status Report at the VEMSO

PUBLISHER

The office responsible for management of The Transformer is HQ USAF/ILG with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of "The Transformer" and distribute them throughout your unit.

THE TRANSFORMER
PROGRAM MANAGER

JPPSO-SAT/ECAF
transformer@jppsosat.randolph.af.mil

HOW TO SUBMIT ARTICLES

Articles may include topics related to quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative. Articles may be submitted by... (1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article.

All articles must be submitted through your MAJCOM POC, listed on this page.
How can I get THE TRANSFORMER?
Visit our Internet Home Page:
<http://jppso-sat.randolph.af.mil>,
contact the program manager
transformer@jppsosat.randolph.af.mil