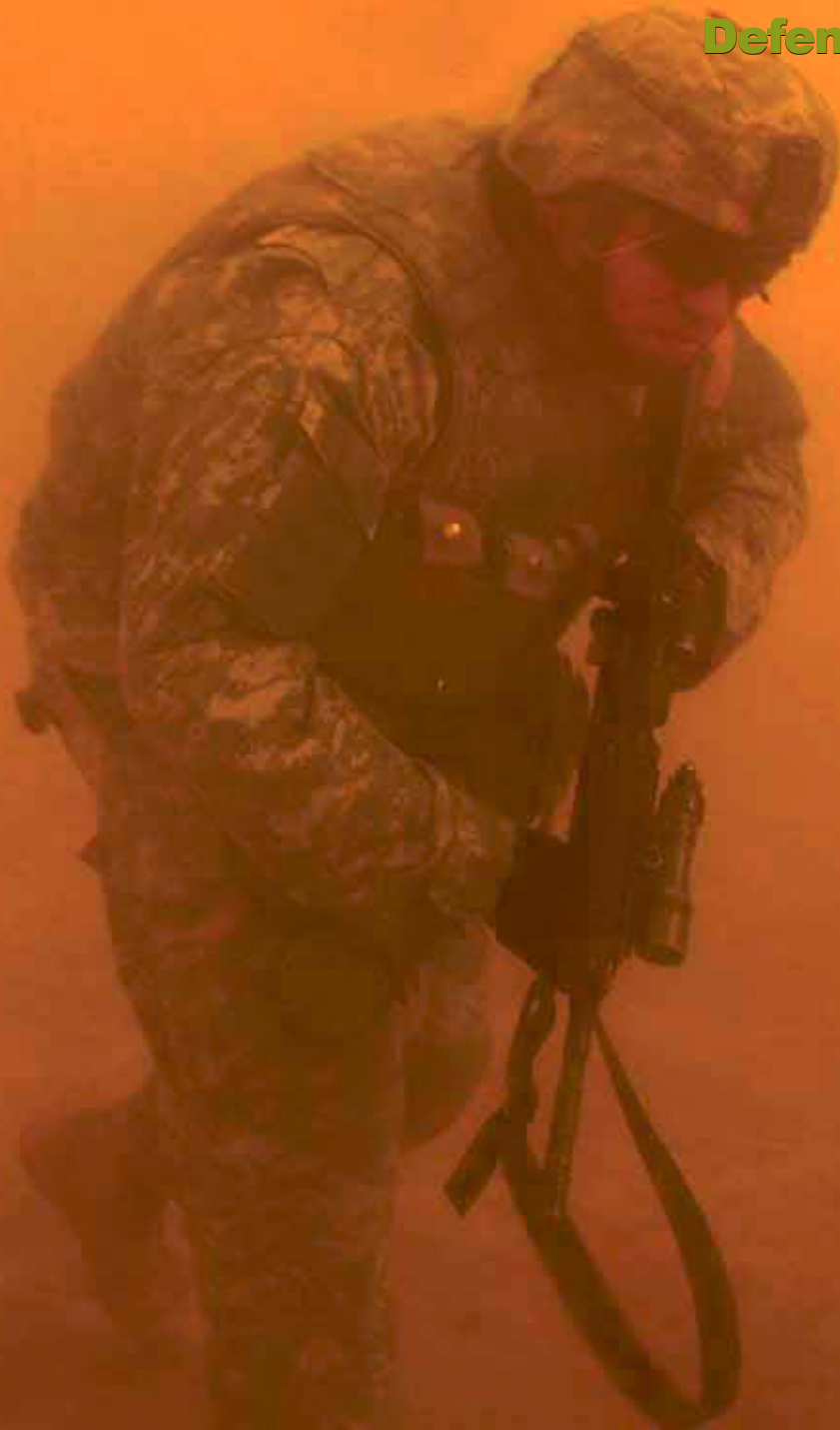


Fuel Line

Defense Energy Support Center

Vol. 3, 2006



Inside this issue:

Wake Island Resupply Provides Challenge

Aerospace Energy Leads on New Commodities

Genealogy Hobby Deeply Rooted in Smoot Family

From the Director

DESC is wired right in to supporting the warfighter



**DESC Director
Richard J. Connelly**

**I feel certain
you'll continue
to support your
new leadership
-- and most
importantly the
warfighter --
with the same
dedication,
expertise and
professionalism...**

Across DESC employees have been successfully wrangling a variety of challenges, broadening our services to the customer, supporting the warfighter both operationally and in exercises, and looking to the future in terms of alternative energy and improved business practices. Many of those achievements are highlighted in this issue.

I was most proud to speak of your accomplishments when I met with the new Defense Logistics Agency Director Lt. Gen. Robert T. Dail shortly after he took command in late August. I can tell he is 100-percent supportive of DESC and is already as proud of all of you as I am. I encourage you to read the articles on General Dail in this issue to learn more about his vision for the future of DLA and the four areas he urges us to focus on in the days ahead.

As we focus on getting the job done each day, it's easy to lose sight of how we're connected to the larger picture. Maj. Gen. Loren Reno, DLA's vice director, recently shared a story which puts into perspective the importance of what you accomplish every day. He described a recent news headline touting the heroics of a C-130 aircrew from Elmendorf Air Force Base who planned and executed a short-notice mission from Bagram to deliver critical supplies to a forward operating base concerned about imminent attack by the Taliban. Although so short on crew time they had time to make only one pass over the drop zone, they planned the mission, reconfigured their aircraft and successfully dropped 12 bundles of emergency supplies. What were those critical supplies? They included ammunition and bottled water and MRE's from our sister ICP in Philadelphia and drums of JP8 and MOGAS. In addition, DLA and DESC-supplied spare parts and fuel made the mission possible, and the material supplied to the warfighter came from us as well. These kinds of heroics simply don't happen without the support you provide. The ultimate purpose of everything you do every single day is wired right in to supporting the warfighter!

While I have had many challenging and exciting jobs in my 37 years of federal service, none has made me prouder than to serve with the men and women of DESC. Though it is with mixed emotions, I assure you, I have decided that it is time for me to retire – at least from federal service. My current plans are to retire by the end of the fiscal year, though if ongoing efforts to select my successor take longer, I have offered to stay on a little longer. In addition, my deputy, Navy Capt. Marv Wenberg has also announced his plans to retire in January after 30 years of service. Marv is a true Fuelie, and I know his expertise and war stories will be sorely missed.

So, by the next issue of Fuel Line you will have new leadership in both the director and deputy director positions. I feel certain that you will continue to support your new leadership – and most importantly the warfighter – with the same dedication, expertise and professionalism you've demonstrated over the years. Never forget that you serve the most noble of causes -- supporting our men and women in uniform who willingly put themselves in harm's way in support of freedom.

Richard J. Connelly

DESC provides effective, economical and comprehensive energy solutions for the Department of Defense and other customers.

Fuel Line

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On the cover:

U.S. Army Sgt. Kenneth Strong and his fellow soldiers exit a UH-60 Blackhawk helicopter during an aerial traffic control point mission near Tall Afar, Iraq, July 2. The soldiers are assigned to the 4th Battalion, 23rd Infantry Regiment, 172nd Stryker Brigade Combat Team. DoD photo by Air Force Staff Sgt. Jacob N. Bailey.



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BP Pipeline Shuts Down

By Lt. Col. Bruce Bartholomew
Commander, DESC-Alaska

Shock and awe could describe the response that many Alaskan residents had Aug. 7 when they heard the news that BP had shutdown America's largest oil field because of concerns about the security and safety of operating the crude oil feeder pipes that supply the Trans Alaska Pipeline System.

Defense Energy Support Center-Alaska employees were also concerned because the crude oil that flows through the TAPS feeds three of the four Alaskan refineries supplying 100 percent of the petroleum products for DESC's Alaska customers.

BP announced that they were shutting down the feeder lines that pulled crude oil from various oil platforms on Prudhoe Bay. This closure was announced just months after BP had experienced the largest crude oil spill on the North Slope of Alaska caused by pipe corrosion. Following the spill, BP engineers performed a complete inspection of all feeder lines, and they discovered extensive corrosion which led to the shutdown of crude pumping operations from their oil fields.

DESC's primary supplier of JP8 in Alaska is Petro Star, which has refineries located in North Pole, near Fairbanks, and Valdez, near the terminus of the TAPS. In addition, DESC receives JP4 through a contractor supplied by the Flint Hills

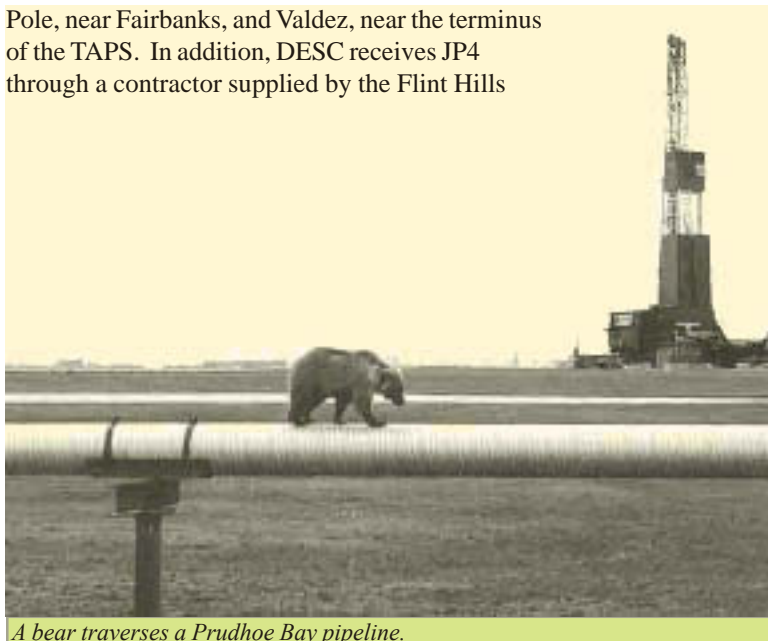


Winter in Prudhoe Bay, Alaska.

refinery in North Pole. All three of these refineries receive their crude oil directly from the TAPS.

The major concern of DESC-Alaska was to learn about the impact the shortage of crude oil would have on these three refineries. DESC-Alaska soon learned that the state of Alaska was taking steps to ensure that all Alaskan businesses would not be impacted by this closure. In fact, the state of Alaska guaranteed that each refinery would receive its full allocation of crude oil.

BP officials are in the final stages of planning for the repairs. All of the replacement pipe and supplies have been ordered, and BP estimates that work will begin in November with all repairs completed within one year.



A bear traverses a Prudhoe Bay pipeline.

Correction

The article "DESC Europe Fuels the Warfighter," Vol.3, 2006, incorrectly identified DESC-F as the commodity business unit that awards into-plane contracts. That mission is performed by the Direct Delivery CBU.

Fort Wainwright Coal Tower Explosion Impacts Alaskan Customers, Contracts

By Lt. Col. Bruce Bartholomew
Commander, DESC - Alaska

For many installations in Alaska, coal-burning is the lifeblood that provides heat to warm the cold and electricity to provide light during the dark winter. Fort Wainwright, outside of Fairbanks, is no exception and is one of the largest coal-burners in the Department of Defense.

Fort Wainwright's coal-moving capability was severely impacted on the night of Feb. 24 when an explosion damaged the six-story coal elevator. Without the elevator, Fort Wainwright could no longer use rail cars to unload the coal.

Under normal operations, Fort Wainwright received about eight rail cars a day. Each rail car can hold 100 tons of coal. These rail cars have doors on the bottom which enable coal to be unloaded into pits. The coal is then moved by conveyor belt to an elevator with buckets that transport the coal from underground to six stories above ground. The coal is crushed and fed into furnaces which heat water to produce steam. This steam is used to turn turbines which create electricity for the installation.

Like all modern coal power plants, the Fort Wainwright plant has a coal dust extraction system which is used to collect the dust particles generated by moving coal. This vacuum system runs throughout the plant and sends the dust to a central collection center, where it can be fed back into the burners which generate steam for heat and electricity.

The explosion was the result of coal dust that had accumulated in their coal dust collection system. Power plant workers found a clog in the dust extraction system. When they unclogged the system, they created an 8-inch blanket of coal dust in a 40-foot by 40-foot room. Coal can easily ignite when exposed to air, and the workers witnessed several small coal fires begin to burn. They immediately called the Fort Wainwright fire department which responded and put out the fires.

After the fire department declared the fires extinguished, power plant workers began to clean up the remaining coal. As they were sweeping the coal down a shaft to the bottom of the elevator, one worker noted sparks from coal that was re-igniting. He immediately dove for the ground as the rest of the coal dust in the air ignited. Because the coal dust extraction system had been turned off for cleaning the clog, coal dust was still present in all the handling systems. The explosion traveled down the coal collection shaft and then back up the coal elevator where the force of the explosion tore off the top of the six-story elevator rendering it inoperable.

Fortunately, the plant has a spare, though smaller, elevator on the north side of the plant, but it can only be fed using trucks and shovels rather than the more efficient rail cars.

Fort Wainwright asked for DESC support to temporarily halt rail car shipments while the staff analyzed their options. After two weeks, Fort Wainwright requested the current coal contract be modified for truck deliveries, and the coal division of DESC's Installation Energy Commodity Business Division negotiated with Usibelli Coal Mine to make it happen.

At that time, the coal plant was burning approximately 650 tons of coal a day, and they only had a 21-day supply in their stockpile. Truck deliveries commenced, but icy roads and a lack of drivers contributed to deliveries that were not sufficient to meet the daily requirements. As a result, Fort Wainwright continued to reduce their coal reserves.

Fort Wainwright continued to look at other options and found a unique front loader from Herzog that can climb rail cars and operate while positioned on the rail car sides. Once the Herzog car topper was transported to Fort Wainwright, rail car deliveries were rescheduled. At that time, Fort Wainwright had only 12 days of reserve coal left. Today, the Herzog loader has been in operation for several months, and Fort Wainwright has built a significant stockpile of coal to take them through the cold winter. However, the story doesn't end there.

In July, Usibelli Coal Mine delivered the last tons of coal as required by the current DESC contract which formally ended on Sept. 30. Fort Wainwright had additional requirements and contacted DESC for assistance. DESC-APC contract specialists arranged for Usibelli to deliver additional tonnage in order to meet the post's requirements through the end of the fiscal year.

Building up substantial reserves before the winter is essential as winter deliveries are unreliable due to weather conditions. Even the coal freezes in the rail cars and special "shakers" are required to prevent blocks of frozen coal from forming. Unfortunately, those shakers are installed on the now defunct unloading track.

Through the cooperative efforts of DESC-Alaska and DESC-APC, Fort Wainwright's soldiers and their families will have sufficient coal to meet the heating and electricity needs of the post during the long winter.

Repairs on the damaged elevator have begun but will not be completed until late March 2007.

New Ultra-Low Sulphur Diesel Coming Your Way Soon

By David Pamplin

DESC-B

In perhaps the most environmentally protective corner of one of the most environmentally protective states in the country, a new grade of clean fuel is flowing to the customer. It is ultra-low sulfur diesel procured by the Defense Energy Support Center.

This latest product advancement in the U.S. Environmental Protection Agency's arsenal combats air pollution by reducing soot emissions. The ultra-low sulfur diesel fuel that ultimately reaches the Navy at San Clemente Island, Calif., is brought to the island by marine barge, where it is dispensed into six above-ground storage tanks. The facility can store 130,000 gallons of ULSD. Soon dozens more DESC customers will begin using the cleaner fuel. And, it won't be long until Americans are seeing the fuel at their local service stations.

How important is this contract to the environment?

Before the San Clemente Island facility became an early user of ULSD, American Society of Testing and Materials diesel fuel specification D 975 permitted up to 462 pounds of sulfur to be contained in a diesel inventory of this size. The new product grade slashes the total amount of sulfur permitted in this 130,000 gallon inventory by 97% to just 14 pounds! Ultra-low sulfur diesel use contributes not only to a reduction in the amount of black smoke coming out of tailpipes, but also to a reduction in the amount of sulfur emissions that contribute to acid rain.

DESC contractor G.P. Resources Inc., (General Petroleum) is responsible for supply of ULSD to San Clemente Island per the terms of contract #SPO600-05-D-4513. It is beginning its second year of successful ULSD deliveries under a four year, long term contract.

ULSD represents a third tier in American automotive diesel fuel cleanliness. Prior to 1992, DESC purchased diesel containing up to 0.5 percent (5000 parts per million) sulfur for onshore diesel applications. During the 1990s, 0.05 percent (500 parts per million) maximum sulfur diesel (low sulfur diesel) became commonplace per Environmental Protection Agency direction but did not entirely supplant the high sulfur grade that preceded it. This year, 0.0015 percent (15 parts per million) maximum sulfur diesel (ultra-low sulfur diesel) will also become widely available commercially. In order to clearly define the many categories of diesel transactions that are now possible, ASTM completely re-vamped their product grade naming system.

While 'low sulfur diesel' and 'high sulfur diesel' were workable subjective descriptions under the old two-tier system of cleanliness levels, today's three-tier system demands more precision. ASTM now objectively defines diesel grades by including the part per million sulfur content as an integral portion of the grade designation. Grade Number 2-D S15, grade number 2-D S500 and grade number 2-D S5000 are all ASTM D 975 diesel grades suitable for the southern California climate. The current S15 grade product delivered by G.P. Resources is 97 percent cleaner than the S500 grade product that it replaced, and it is 99.7 percent cleaner than the S5000 (high sulfur) grade that was predominant in the 1980s.

The transition to ULSD is not only being addressed in commercial forums such as ASTM but also in Defense Department Energy Forums. A panelist at the April 2006 DESC Worldwide Energy Conference, noted widespread, successful overseas use of ULSD by the U.S. military, citing Australia, Germany, Italy, Korea and the United Kingdom as examples. An

API Suggested Diesel Pump Labels
Compliant with EPA 40 CFR 80.570

ULTRA-LOW SULFUR HIGHWAY DIESEL FUEL (15 ppm Sulfur Maximum)	LOW SULFUR HIGHWAY DIESEL FUEL (500 ppm Sulfur Maximum)	NON-HIGHWAY DIESEL FUEL (May Exceed 500 ppm Sulfur)
Required for use in all model year 2007 and later highway diesel vehicles and engines. Recommended for use in all diesel vehicles and engines.	WARNING Federal law prohibits use in model year 2007 and later highway vehicles and engines. Its use may damage these vehicles and engines.	WARNING Federal law prohibits use in highway vehicles or engines. Its use may damage these vehicles and engines.

article in the April/June edition of the Defense Standardization Program Journal highlighted the successful experience at San Clemente Island. In July, the Defense Energy Support Center published extensive guidance on ULSD conversion.

Yosemite National Park is one of the newest ULSD customers for DESC. Contract support is now in place so that Yosemite will receive environmentally preferable ULSD, helping to preserve the views for which the park is famous. In addition, diesel-powered equipment operated by the U.S. Postal Service, NASA and the Departments of Agriculture, Commerce, Homeland Security,

Interior & Justice will all benefit from DESC ULSD contract support in California.

As the West Coast leads the way on environmentally preferable fuels, Beale and Travis Air Force Bases, Fort Hunter Liggett, Miramar Marine Corps Air Station and the U.S. Coast Guard Training Center at Petaluma, Calif., will soon be consuming environmentally preferable ULSD.

DESC continues to highlight the industry's capability to supply new ultra-low sulfur diesel grades. While it took 15 months for DESC contractors in the U.S. to accumulate the first million gallons of ULSD deliveries, the second million

gallons will likely be distributed by year's end.

But, the shift to ULSD is not just a federal government phenomenon. The EPA requires all 2007-and-later models of heavy commercial vehicles designed for highway use to use ULSD beginning this fall.

Look for a green diesel pump label to be arriving soon at a U.S. retail service station near you! The label will bear the words "ULTRA-LOW SULFUR HIGHWAY DIESEL FUEL, (15 ppm Sulfur Maximum), **Required** for use in all model year 2007 and later highway diesel vehicles and engines, recommended for use in all diesel vehicles and engines."

Don't Forget Delete Button... Keep Files Clean By Deleting Draft Versions of Documents

**By Louise Hansen
DESC Office of Counsel**

Today, we rely more and more on computer systems to conduct our business. We use the computer to draft a wide range of business documents – memos, policies, statements of work, contract clauses – and we communicate and conduct a significant amount of business by e-mail. We use e-mail to collaborate with and inform colleagues, communicate with contractors, and coordinate internal DESC matters. In many cases, we store e-mails in Outlook personal folders and draft documents on our shared or hard drives for future use or reference, thinking that someday we may be called upon to explain how or why a decision or document came to be.

But, is it a good idea to do this? The answer is no.

There are important considerations when determining whether to keep these materials. Draft documents and comments on drafts should be kept only if a law requires saving them or there is a management decision to keep them because of the importance of the subject. Absent a very good reason, the only

version you should keep is the **final** version because that is the agency's official position.

Why is it so important to delete drafts and comments associated with them? In addition to the practical reasons such as saving space on servers and hard drives, improved system speed, etc., you should exercise the delete button for two legal reasons. First, the draft versions and comments on them are discoverable during litigation at the Armed Services Board of Contract Appeals or Federal court. If DESC has to produce these documents, it could make successful defense of DESC's position more difficult because the drafts and comments demonstrate the pre-decisional process and do not reflect the agency's final position.

Second, deleting these drafts and discussions makes DESC's administration of Freedom of Information Act requests much easier. When drafts have been deleted, the FOIA office will not have to determine whether the document falls within a FOIA exemption and if it does, issue a denial letter. This saves DESC time and resources, as well as



reducing the potential for FOIA litigation from disappointed requesters.

So, next time you are developing a policy, writing a memo or contract clause, or coordinating these documents within the agency, don't forget to delete the draft versions and the comments made during the draft coordination process once a final version is approved. In the long run, it will save time, money and a whole lot of headaches.

Wake Island Resupply Provides

By Ronald Bell
DESC-Pacific Quality Assurance Representative

I always say, the more problems you encounter, the more you learn from them. Boy, have we learned a lot during these evolutions. Our DESC Pacific and DESC Middle Pacific office involvement to supply gasoline to Wake Island has been a definite learning opportunity. This has been the third evolution of Iso-Container filling and shipping to Wake Island. Each time we seem to learn new things. Let me recap what transpired.

Wake Island is about 2,300 miles west of Oahu and lies west of the International Dateline. Wake Island's gasoline pipelines and bulk storage tanks were originally constructed in 1958. Due to extensive corrosion problems, the system became unusable by 2004. We decided the best way to resupply the island with bulk gasoline was to deliver it on a periodic general cargo barge in Iso-Containers.

Iso-containers are 6,500-gallon, stainless steel drums with straight metal beams surrounding them to make a 20-foot rectangular frame. They are used to transport bulk liquids in container ships.

Typically the barges sail to Wake Island twice a year. We need to supply Wake Island with enough gasoline to last until the expected arrival of the next barge, along with a generous "cushion" in case the resupply barge is delayed. Once a loaded barge makes the Honolulu to Wake Island trip, it will come back loaded with return cargo. This includes any Iso-Containers that have been emptied since the last barge.

We have to store the returned empty, leased containers until needed, and unfortunately long term storage on Pearl Harbor, where our offices are located, is not available. Wake Island is currently the responsibility of the 15th Air Lift Wing located at Hickam Air Force Base. So, Hickam's Base Fuels has agreed to store the empty containers in their area. This location, however, is not suitable for any full containers.

Another concern related to the storage of these containers is that container companies do not want their chassis, or trailer, sitting with the containers for any length of time. Consequently, since these Iso-Containers were to be stored for six months or so, we had to arrange for a crane to lift

each Iso-Container from the chassis so it could be returned to the port. Fortunately, in most cases, an Air Force crane and personnel were available for moving the Iso-Containers.

Recently three of the four containers emptied from a prior delivery at Wake Island were used to transport old fuel back to Hawaii. A company was contracted to dispose of the unusable product and then clean the containers. Once the containers were again empty, they were delivered to Hickam AFB for storage until needed for the next shipment. When our DESC-Middle Pacific quality assurance representative inspected the returned containers, he found they had not been cleaned satisfactorily and needed further attention by the contractor. Also, the hatch and discharge gaskets had degraded and needed replacement.

The contractor recleaned the three Iso-Containers, which took another few weeks. During this time we searched for and located a source of replacement gaskets on the mainland. We found out when the first set arrived and did not fit, the hatch gaskets (metric size) needed to be special ordered. It took some time to finally obtain the second set. When we received the second set, we were able to easily install them, and the fit was perfect.

As of April 2006, the state of Hawaii has mandated the



A crane loads the empty Iso-containers onto a chassis at Hickam Air Force Base, Hawaii, for movement to Pearl Harbor where they will be filled.

Great Learning Opportunity



Fuel is transferred to the Iso-containers at the Fleet and Industrial Supply Center Pearl Harbor truck loading rack.

use of gasohol, a blend of 90 percent gasoline and 10 percent denatured ethanol, in place of gasoline in Hawaii. One complication for us is that gasohol is not intended for static storage environments. It should not be stored for more than 60 days without replenishment to avoid possible auto-oxidation and water absorption which can result in fuel deterioration. Historically, gasoline on Wake Island might be stored for up to a year or more before use. Thus, we did not want to send gasohol to Wake Island.

One aspect of the gasohol law is that it allows suppliers to sell up to 15 percent of the gasohol volume they sell as gasoline without the ethanol. But commercially, no refinery is producing “gasoline” for sale since it is cost prohibitive to install additional infrastructure for another product in the distribution system now that gasohol has taken the place of gasoline. Fortunately, the gasoline blend stock used in making the gasohol has to meet the specification for gasoline, other than octane requirements. This blend stock is called HIBOB (Hawaii Before Oxidation Blending). Two versions are made, 84.5 octane and 89.5 octane, which when the 10 percent volume of ethanol is added rise to 87 and 92 octane respectively.

We had hoped the prime contractor source of gasoline

for the Wake Island resupply would be the same contractor we have worked with on two other occasions for Iso-Container filling. Unfortunately, they had not completed their truck loading rack alterations and were unable to load HIBOB without ethanol. We canvassed the local suppliers and DESC’s Direct Delivery Fuels CBU was able to make an emergency buy through Oahu Petroleum Inc., which could deliver 89.5 octane HIBOB without ethanol. This contractor was able to locate and obtain the required additives for fuel stability/anti-oxidation of the gasoline required for our long term storage.

Another aspect of the Wake Island re-supply is that no company on the island of Oahu is able to fill Iso-Containers at their commercial terminal truck loading racks. Their systems are not designed to accommodate Iso-Container nuances: too tall to fit under overhead obstacles; the load/discharge hose fittings are of the wrong type and orientation for connecting to loading arms; and finally a vapor recovery

system and “Scully” electrical grounding system are required for loading at truck racks, which, coincidentally, the Iso-Containers do not have.

To work around these numerous problems, we load HIBOB into transport trucks and have them transfer the fuel to our Iso-Containers by hose. Oahu Petroleum subcontracted with Kealohalani E & R Inc. Fuel Transport. This company had trucked product to and filled our Iso-Containers the first two times. This helped immensely since they knew what problems had cropped up before and how to resolve them. Due to safety and spill protection considerations we had quite a time finding any location where this transfer could take place. Fleet and Industrial Supply Center Pearl Harbor’s Fuel Department came to our rescue. They allowed us to use their truck loading rack area during off-hours when it was not needed for their business. We then had to arrange in advance for off-hours access to the base for Kealohalani’s personnel and vehicles because the regular contractor access gate is closed outside of normal business hours.

In preparation for loading, the empty Iso-Containers

Wake Island -- Continued on page 10.

Wake Island --Cont'd from page 9.

had to be pre-staged from Hickam AFB to Pearl Harbor. We found a paved and secured compound near the loading area where we were allowed to park the Iso-Containers for a few days before filling, and for a little while after filling, until they were to be transferred to the barge.

The regulations for transportation of hazardous materials require that the Iso-Containers be labeled with a 1203 (gasoline) placard. We had to obtain the placards in advance and apply them the day we transferred the gasoline.

The actual filling of the containers went rather well, once we got personnel to unlock the compound where our Iso-Containers were stored.

(So much for arranging in advance for it to be left unlocked that night.) Kealohalani brought their trucks and personnel to the FISC Pearl Harbor truck loading rack area. They moved the Iso-Containers one at a time from their parking area to the rack. They set up their transfer hoses between the supply truck, pumping truck, and Iso-Container. As their transport trucks emptied, they made repeat trips back into town to get more fuel. They mixed in the storage and anti-oxidant additives, transferred, metered, and filled the Iso-Containers. As a safety limit we only actually filled to 90 percent of their volume capacity. They tightened the bolts and fittings on the bottom fill connections of any Iso-Container that leaked. They applied seals to the discharge and top hatch when loading was complete.

We appreciate all their hard work and feel that they did an outstanding job for us.

Alas, the barge was delayed a week. When requested, our Iso-Containers were trucked to the barge company's Honolulu harbor facility for loading. They were placed aboard the barge there. Due to their weight and design they were only able to be lifted from the top by crane. The barge was then moved to Pearl Harbor, and we were able to watch from our DESC Pacific office windows which overlook the Arizona Memorial, as the remainder of the cargo was loaded with large

forklifts. The barge finally sailed on Friday, August 25.

The decision to evacuate Wake Island due to Super Typhoon Ioke bearing down on it was broadcast on Sunday, Aug. 27. All personnel left the island on Monday. On Tuesday, we were notified that the barge was returning to Honolulu. Two days later, the typhoon rolled over Wake Island -- reportedly with an 18-foot storm surge, waves up to 50 feet high, and gusts of wind up to 190 mph. The runway is only 13 feet above sea level, and the highest point on the small island is only 20 feet above sea level.

As of the end of September, the Wake Island damage assessment is underway. The vehicles and generators requiring the gasoline remain on the island, and when personnel return to



The author, Rob Bell, stands near the loaded barge in Pearl Harbor, awaiting sail for Wake Island.

resume operations, the gasoline supply will be consumed. For now, the containers are being stored in the Young Brothers container yard in the Honolulu Harbor industrial area. We are currently anticipating loading the Iso-containers on a barge Oct. 20 for delivery to Wake Island.

Throughout all our trials and tribulations the people and offices we have dealt with in sending the gasoline to Wake Island have been very helpful. We would like to thank them all, and particularly Bruce DeSoto of DESC's Bulk Fuels CBU at Fort Belvoir, Va. He and everyone in the Distribution Branch have been extremely professional and responsive to our needs.

DESC, Coast Guard Sign Agreement

By Pat Jones

DESC Public Affairs Office

Officials from the U.S. Coast Guard and the Defense Energy Support Center finalized and signed a first- of-its-kind memorandum of agreement June 8 that will provide the Coast Guard with a more efficient method of purchasing petroleum products for its aircraft, vessels, vehicles and facilities.

The agreement formalizes the relationship and related business process between DESC and the USCG for procuring required petroleum products in support of the Coast Guard's mission, as well as establishing the basic DESC template for other MOAs with federal civil agencies.

The support center already procures petroleum products for all the military services and certain federal agencies. DESC attains commercial-level prices for Department of Defense products, which have more challenging military specifications, mainly by seeking competitive bidding by prospective suppliers, and through efforts to streamline the acquisition process.

"This (agreement) brings the Coast Guard into the DoD fold as far as DESC is concerned," said DESC Director Richard Connelly at the signing ceremony.

Emphasizing the efficiencies of going to a paperless system, Coast Guard Rear Adm. Robert S. Branham, assistant commandant for Planning, Resources, and Procurement, said, "This is going to save us some money."

The Paperless Ordering and Receipts Transactions

Screens, or PORTS, system electronically follows a purchase from the point of origin through the payment process. Once a customer initiates a purchase the system electronically identifies the product, the contractor and then uses electronic signatures for verification of delivery and payment authorization—all paperless.

According to A.J. Lynch, chief of the Knowledge Management Division in DESC's Business Integration Directorate, the agreement will have much farther reaching savings than just the purchase of fuel. "This means the Coast Guard will be able to take advantage of the combined buying power of the Department of Defense while using the petroleum procurement expertise of DESC's acquisition community," he said.

Lynch also points out some of the other advantages of teaming up with DESC's larger infrastructure. "This will enable the Coast Guard's budget community to better forecast out-year petroleum budget requirements," he said.

DESC's DoD and armed forces customers are charged "standard" prices for petroleum products. These prices are set in advance by the Office of the Undersecretary of Defense (Comptroller), and, in most cases, are in effect for the entire fiscal year. The end result is that the customer is insulated from market fluctuations during the fiscal year. Large increases in energy prices are accommodated through reprogramming of funds, changes in standard pricing, or through budget amendments.

The agreement details the policies and methods DESC will use to support the Coast Guard for Managed Petroleum Product Programs and Fuel Card Programs. These programs allow the customer to purchase various types of fuel through a number of initiatives. At the same time the MOA acknowledges there may be times where operational needs, such as search and rescue, dictate the purchase of fuel from other sources.



DESC Director Richard Connelly and Coast Guard Rear Adm. Robert S. Branham, assistant commandant for Planning, Resources and Procurement for the USCG, sign the agreement.

B-52 Successfully Tests Alternative Synthetic Jet Engine Fuel

By Staff Sgt. Mark Woodbury
95th Air Base Wing Public Affairs

EDWARDS AIR FORCE BASE, Calif. (AFPN) — The Air Force accomplished another aviation first when a B-52 Stratofortress flew using an alternative fuel Sept. 19.

The flight test involved running two of the bomber's engines on a synthetic fuel, made from a 50-50 blend of traditional crude oil-based fuel and a "Fischer-Tropsch" fuel derived from natural gas. The jet's other six engines ran on traditional JP8 jet fuel.

Undersecretary of the Air Force Dr. Ronald M. Sega was on the mission as a crewmember.

"This test sets the stage for a more comprehensive plan the Air Force has toward conservation," he said. "This test fits into this overall vision and is the first

step in a long process for looking at the viability of alternative fuels."

Maj. Gen. Curtis Bedke, Air Force Flight Test Center commander at the sprawling base, said the fuel is one of many the Air Force is looking into.

"This test is aiding in creating options and alternatives to our current fuel," the general said.

Dr. Sega said the engines running on the synthetic fuel performed as well as the others. But he is still waiting for test analysis and the final test results.

If the test is successful, the next step will be to use the alternative fuel to perform an eight-engine test in a few months, General Bedke said.

Before the manned flight, the center tested the fuel to see how it reacted to aircraft parts. The fuel ran a T-63 engine during 130 hours of fuel

testing. One of the engines was then taken off the B-52 and sent to Tinker Air Force Base, Okla., where it went through a 50-hour continuous alternative fuel run.

The engines were reinstalled into the bomber and ground tested before the test flight.

After going through the testing here, the alternative fuel left in the bomber's fuel tanks is scheduled to undergo cold-weather testing in January or February.

Although the Fischer-Tropsch fuel demonstration flight was successfully completed, it was cut short due to a mechanical issue with the B-52's left wing-tip landing gear, which was unrelated to the alternative fuel test. The aircraft landed safely without incident.

DESC Explores Potential for Synthetic Fuels Market

By Susan Declercq Brown
DESC Public Affairs

Just days before the Sept. 19 test of a B-52 flying with a mix of synthetic and petroleum-based fuel, an Air Force News Service story, quoted Michael Aimone, the Air Force's assistant deputy chief of staff for logistics, installations and mission support, as saying, "This is an extremely important moment for the Department of Defense." The service's goal is to have 50 percent of its aviation fuel come from alternative fuel sources by 2016, according to Aimone.

Defense Energy Support Center Director Richard Connelly testified before a subcommittee of the House Armed

Services Committee Sept. 26 concerning DESC's support of the Air Force and Navy's efforts to introduce synthetic fuel into the streams of jet and marine fuels DESC buys on behalf of DoD.

"DESC has been working for some time with Air Force, Navy, Department of Energy, and industry experts examining the potential for alternative domestic energy sources that might economically provide some relief from our dependence on the global marketplace for crude," said Connelly. "Among these alternative technologies is the conversion of the United States' abundant domestic coal reserves into synthetic fuel using the Fisher-Tropsch Coal-to-Liquid manufacturing process."

"In April of this year, the Air Force requested DESC poll industry regarding its ability to provide DoD with 100 million gallons of synthetic jet fuel (JP8) beginning in January 2009, along with capacity estimates for future years. The Navy subsequently asked that DESC include 100 million gallons of synthetic JP5 in the request. The Request for Information, or RFI, was released May 2006, and responses were due by Aug. 10, 2006," Connelly continued.

"The RFI asked the respondents a number of questions including what their proposed feedstock would be, where their plant would be located, when their planned streams of synjet would become available, and what risk mitigation



A B-52 Stratofortress like those testing synjet fuel refuels in mid-air. Mid-air refueling is not a part of the current Air Force tests.

strategies they would be seeking to make such an enterprise practical from a business perspective. There was significant interest with 28 firms responding, 22 of which intended to manufacture synthetic fuel. Twenty of the 22 proposed using the Fischer-Tropsch Coal-to-Liquid manufacturing process, and 18 said they would use domestic coal. If such endeavors could acquire appropriate financing, the aggregate stream of synjet by 2016 would far exceed the amount necessary to supplant 50 percent of domestic DoD crude oil-derived jet consumption, which equals 38 million barrels per year out of the total 76 million barrels per year. The Energy Information Agency projects in its Annual Energy Outlook 2006 that without subsidies or special contracts, U.S. production of Coal-to-Liquid fuels will be 277 million barrels per year by 2030," Connelly testified.

"The respondents identified significant risk mitigation requirements before they could engage in the development of a Fischer-Tropsch Coal-to-Liquid capability in the United States. Most identified a need for long-term contracts (15 to 25 years) with guaranteed minimum annual DoD purchases. In addition, most wanted a guaranteed minimum price for their product during the contract term. In essence, the respondents could not provide their own risk mitigation and have requested that DoD assume most of the risk," he said.

"Both of these risk mitigators – long-term contracts and minimum purchase price – are currently beyond our authority," Connolly explained. "DESC is legislatively limited to

five year contracts and must pay fair and reasonable prices for its fuel."

"As we wait for a clearer picture of the way forward, and with the concurrence of the Air Force and Navy, we will solicit for synthetic jet fuel within the bounds of current authorities to determine if there is any interest," Connelly explained.

As the Defense Department's largest consumer of aviation fuel, the Air Force has taken the lead in the research of alternative fuel sources such as coal and biomass.

According to Aimone, energy is both an economic and national security issue, which is why the Air Force has developed a comprehensive energy strategy. "The Air Force is conducting a flight test using a B-52 [partially] powered by synthetic JP8 to demonstrate our commitment to the president's vision of becoming less dependent on foreign oil," Aimone said.

"We're working to certify the fuel for military aviation use," he said. "We must do that in a visible and transparent way so our partners in the commercial aviation industry will be able to see our testing. By working together we can expand the market for synthetic jet fuel and make it more economical to produce by increasing volume."

To further demonstrate the Air Force's commitment to energy independence, the secretary of the Air Force has stated an interest in acquiring 100 million gallons of synthetic fuel by 2008.

DESC Hosts Central Europe

By Susan Declercq Brown, DESC Public Affairs,
and Daniel Russell, DESC Liaison to NATO

The Defense Energy Support Center hosted the Board of Directors of the Central Europe Pipeline Management Organization for its annual meeting May 15-18 in Houston, Texas. A team of DESC employees from NATO, Fort Belvoir and DESC-Americas planned for more than six months and executed what DESC Director Richard Connelly called “a first-rate event.” Responsibility for hosting the event rotates among the member nations; the last time DESC hosted the meeting was 1999.

The CEPMO manages a multinational pipeline system consisting of 5,505 kilometers of pipeline in Belgium, France, Germany, Luxembourg, and the Netherlands; nearly 1.5 million cubic meters of storage capacity, and 87 pump stations. The Central Europe Pipeline System is connected to 41 depots, 27 operational airbases, including the U.S. Air Bases at Ramstein and Spangdahlem, Germany; 20 refineries, seven sea terminals, six civil airports (including Schiphol in the Netherlands, Frankfurt International, Germany, and Zaventem International in Belgium); and six commercial pipelines. The host nations are responsible for operating the system in their respective countries while the day-to-day management is the responsibility of the Central Europe Pipeline Management Agency headquartered in Versailles, France. The member nations share the associated costs. The CEPS has an annual operating budget of approximately \$128 million and employs approximately 960 people. Member nations include the host nations of Belgium, France, Germany, and The Netherlands and participating member nations including Canada (withdrawing in 2007), and the U.S. The CEPS is one of nine NATO pipeline systems.

“U.S. forces depended on this pipeline system for delivery of jet fuel throughout the Cold War era and still do today,” said Connelly. DESC could not have supported the high operations tempo of Operations Enduring Freedom and Iraqi Freedom without the CEPS, explained Connelly.

The CEPMO Board of Directors is composed of a representative from each member nation. Representatives of the NATO military authorities including Allied Command Operations (SHAPE) at Mons, Belgium; Allied Command Transformation in Norfolk, Va., and the NATO regional command, Joint Force Command-Brunssum in Luxembourg, and the General Manager of the CEPMA also participate in board meetings.

The board meets three times a year under the authority of a NATO charter. It is responsible for all policy decisions related to the management of the pipeline system, approval of annual budgets and the long-range strategic plan.

Recently, United States Ambassador to NATO Victoria Nuland thanked DESC for hosting the successful



Participants in the conference pose on the hotel staircase.

event. “The Central Europe Pipeline System is without question one of the most critical resources supporting U.S. and North Atlantic Treaty Organization tactical and strategic airlift missions in Europe, and enroute to the Middle East, Central Asia and around the globe. The U.S. could not have supported the high tempo of operations flown and supported from our Rhein-Main, Ramstein, and Spangdahlem Air Bases in Germany during Desert Storm, in support of Operation Enduring Freedom in Afghanistan, and Operation Iraqi Freedom without the CEPS,” she said. “Also critical to mission success were the professional commitment and support provided our forces by the Defense Energy Support Center, our Allies, and the Central Europe Pipeline Management Organization,” she continued.

“The U.S. Defense Energy Support Center is viewed as a global leader in energy logistics and thus the U.S. Mission to NATO is grateful for your leadership and for having helped to further strengthen U.S. – NATO in such an important time in our Alliance’s history,” Nuland concluded.

Pipeline Partners in Houston

Connelly kicked off the conference at a dinner hosted by DESC, welcoming the visitors, on behalf of DESC and “the great city of Houston, one of the petroleum capitals of the world.” He extended a special welcome to the chairman of the board, General Michel Bergeret, and special guests from NASA’s Johnson Space Center.

Connelly went on to praise the work of the conference planning team. They have “worked long and hard preparing a conference program I hope you will find entertaining, enjoyable, and informative. I would be remiss if I didn’t take this opportunity to quickly recognize and thank the folks who have been working behind the scenes to help make this meeting a success: From the DESC-America’s office here in Houston, Texas — Mr. Thomas Korczynski, Ms. Debra Noble, Ms. Donna Robertson, and Ms. Amy Dominguez. And, from my staff at DESC, Fort Belvoir, — Ms. Maggie Timms and Mr. Bob Hooks.”

Director of the NASA Houston Space Center Mike Coats and Jeannie Aquino of NASA’s Public Information Office also received Connelly’s thanks for making possible what Connelly called “a once-in-a-lifetime opportunity for all of us – the tour of the NASA Houston Space Center” planned for later that week.

The nearly 50, including board members, delegates and their families, had full itineraries carefully planned by the DESC team.

While the delegates met to discuss CEPMO business, family members enjoyed the sites and activities of Houston including shopping, museums, fine dining, guided home tours and even some golfing.

The board of directors meanwhile was hard at work and, after a full agenda of presentations and reports and discussions between the delegates, the board approved the CEPS Working Capital Fund 2005 Financial Status Report, the second call for national financial contributions needed to fund CEPS operations, the financial terms and conditions governing Canada’s withdrawal from the CEPS as a participating member nation, the agency’s 2005 Annual Report, and \$8.5 million for the remote monitoring and control of depot operations in Germany.

Traditionally, one day of the conference is reserved for professional development. On the final day, participants and their families visited the NASA Johnson (or Houston) Space Center to learn about several space programs including Apollo,



Social Events

LEFT: Canadian Astronaut Chris Hadfield and a NASA representative joined the participants at an evening reception..

BELOW: Participants’ spouses enjoy lunch in Galveston on one of the excursions planned by the DESC-Fort Belvoir/DESC-Americas/DESC-Europe planning team. Dee Haas, wife of Americas-East commander Army Lt. Col. Phillip VonHoltz, is seated center.



Central Europe -- Continued on page 16.



Conference planners Amy Dominguez, Bob Hooks and Debra Noble took a moment to relax at one of the socials they helped plan.

the space shuttle and the International Space Station. They also learned more about DESC's non-petroleum energy support to space programs through DESC's Aerospace Energy Commodity Business Unit located in Houston.

Aerospace Energy is the center of excellence for the acquisition of a variety of aerospace fuels, chemicals, gases and related services. "We have the customer side of the house, our contracting component, and our transportation component – everything we need to get a commodity or service from industry to the customer is contained within the organization," said the CBU director, Sharon Murphy. "Our primary mission is space and space-related. If it gets launched into space or requires maneuvering while in orbit, we provide the liquid propellants for both applications."

Murphy spoke of two specific programs the CBU supports. They have provided RP-1 rocket propellant and other chemicals for NASA's recent New Horizon's mission and provide a variety of products for the space shuttle program. These include liquid propellants Hydrazine and Dinitrogen Tetroxide. The shuttle uses them not for launch but to maneuver in orbit, and to maneuver and align with the International Space Station. Then, upon re-entry, both are combined together to align the Shuttle to re-enter the earth's atmosphere at exactly the right place.

The NASA visit was, said Connelly, "the crowning glory of this year's conference."

"The trip and tour of the Johnson Space Center was a truly unique and once-in-a-lifetime opportunity for our international colleagues and their families. I understand that delegates who attended the meeting are still talking about the trip to NASA and how absolutely overwhelmed they were by the reception that they received in Houston — and, by the hospitality of the American people everywhere that they went during their visit to the United States," said Connelly.

First the participants visited the Apollo Mission Control Center and the International Space Station trainers. There they were met and escorted by astronauts from the U.S., Canada and Europe. The astronauts also dined with the delegates and their families.

At lunch, the group enjoyed a traditional American meal and then some. Both Texas and Carolina style barbeque were featured along with all the fixings. Guest speaker Robert Lightfoot, the deputy program manager for the Space Shuttle program, came from NASA's Marshall Space Center to share insights into the center's mission. The center is charged with developing key space, transportation and propulsion technologies including new cargo launch vehicles, space shuttle propulsion elements, and science aboard the International Space Station.

"It was an extremely important event," said DESC Executive Officer Maggie Timms, one of the event planners. "We knew there was little margin for error and that the success of the conference would hinge in large part on our thorough planning. Long distance planning between Europe and the States made it a bit more challenging," she explained. "But, we were happy with the results."

"They were spectacular," said Connelly. "Once again, they set the bar for hosting an important forum with another truly first-class event. The planning team worked a lot of over time to ensure we had a memorable, productive, and successful event. The delegates are still raving about it!"

DESC-Americas Deploys Two for Ulchi Focus Lens '06

By DESC-Americas Staff

Two Defense Energy Support Center Americas military members participated in Ulchi Focus Lens 2006 from Aug. 21 to Sept. 1. UFL is a U.S. Pacific Command exercise conducted with U.S. Forces Korea and the armed forces of the Republic of Korea. The exercise is a U.S.-ROK, simulation-driven, operations plan-oriented command post exercise held every August in the ROK.

UFL comprises two events: Ulchi - an ROK national mobilization exercise involving several hundred thousand ROK citizens practicing wartime activation and traveling to mobilization sites; and Focus Lens - a Combined Forces Command warfighting command post exercise. This year, 3,000 U.S. personnel traveled to the Korean Peninsula to augment the CFC/USFK staff.

Among the 3,000 were Air Force Maj. Kristina Bailey and Army Master Sgt. Pete Martinez from DESC Americas. Bailey and Martinez augmented the DESC-Korea team, providing fuel support throughout the Korean peninsula. Their

main focus was to exercise the centralized plan for the movement and consolidation of petroleum to support the USFK and ROK military forces. Bailey and Martinez were commended by the Joint Force Support Component commander for their efforts in support of UFL '06.

The UFL exercise runs 24 hours a day and the shifts are 12 hours per day. Bailey worked the day shift in the Combined Petroleum Support Center. The CPSC is the Combined ROK/U.S. petroleum coordinating agency. It is manned by both ROK and US personnel with liaisons from each military service along with a DESC liaison. Duties included maintaining the common operating picture, preparing exercise reports, working with other services and ROK counterparts to resolve problems, researching answers to petroleum questions, and preparing shift-change/rolling briefings.

"Valuable lessons were learned that will be incorporated in future UFL exercises to better posture DESC's contribution to mission success in

supporting the warfighter," said Bailey.

Martinez worked the day shift in the DESC-Korea Operations Center alongside DESC-Korea staff, handling the Wartime Movements Plan requirements. Other duties included analyzing the impact of infrastructure damaged during the exercise play to wartime host nation support, exercising the bulk fuel tanker slate, and preparing/submitting the Combined Movement Request the movement of petroleum products via land, air, and sea.

"UFL '06 was a great training opportunity and allowed DESC-Americas aughtees to witness the significant role DESC fuel played in support of the Korean peninsula," said Martinez.

"This is another great example of putting DESC troops 'on the ground' to take part in direct warfighter support," said DESC-Americas Deputy Director Thomas Korczynski. "The warfighter is our number one customer and priority," he explained, "and Kristina and Pete took our support directly to that customer."

Lean Six Sigma Workshop



The Defense Energy Support Center hosted a Lean Six Sigma Improvement Workshop July 17-21.

Participants included: back row, left to right — Don Zeiner, Bill Pollak, Tim Fowler (facilitator), Mike Nowicki, Lula Manley; and front row, left to right — Irene Lelansky, Leonard Lamm, Rachel Dunlap, Elizabeth Morgan, and Sue Sadler (facilitator).

EPA Becomes First Federal Agency to Be 100 Percent GREEN Powered

By the EPA Newsroom and DESC Public Affairs

With the help of the Defense Energy Support Center's Installation Energy Commodity Business Unit, the U.S. Environmental Protection Agency closed Aug. 31 a deal making it the first federal agency to purchase renewable energy, or "green power," equivalent to 100 percent of its annual electricity needs. The agency signed a contract with 3 Phases Energy Services to purchase more than 100 million kilowatt hours (kWh) in renewable energy certificates, effective Sept. 1. The arrangement extends annual green-power purchases to more than 190 EPA facilities nationwide.

EPA worked closely with the Defense Energy Support Center on this latest green power procurement. The contract, which continues through Sept. 30, 2007, supports the development of wind farms in California, South Dakota, Oklahoma, and Wyoming.

"The EPA has a different agenda for reusable energy certificates than most of our customers. They are not only purchasing them to meet the Executive Order 13123 and EPA Act '05 goals, but they also continually try to use their REC purchases to provide market incentives to develop additional renewable resources," said John Nelson, chief of the Installation Support Contracting Division (Electricity & Coal) of DESC's Installation Energy CBU. "Attempts to procure RECs involving a particular technology or geographic region do not always sit well with market participants that offer other technologies or have resources in other regions. The partnership developed between DESC and EPA has been critical to the development of a federal REC procurement agenda and neither party would have been successful without the assistance of the other," he explained.

"In order to meet the goals of Executive Order and EPA Act 05, most of the federal agencies, including DoD have been purchasing significant quantities of RECs over the past several months. Most of the RECs contracted on behalf of EPA were procured along with other DESC customers," Nelson said.

He credits the Electricity Team with ensuring its customers meet their REC goals.

"The DESC Electricity Team, specifically Andrea Kincaid and Leslie Simpson, have been significant players in the procurement of RECs for the federal agencies. Meeting the Executive Order and EPA Act goals would have been difficult for some of the smaller agencies if they had no one to procure RECs on their behalf. Over the past several months, Andrea and Leslie have contracted for RECs on behalf of the Bureau of Public Debt, National Institutes of Health, Bureau of Indian Affairs, Food and Drug Administration, Internal Revenue Service, Department of Interior, Department of Homeland Security, Department of Agriculture, Department of Commerce, Department of Energy, NASA, EPA and DoD," Nelson concluded.

The EPA's green-power purchase brings the agency total to nearly 300 million kWh per year, which is equivalent to 100 percent of the electricity EPA uses nationwide annually. It is enough electricity to power 27,970 homes for a year.

"At EPA, we don't just talk the talk, we walk the walk," said EPA Administrator Stephen L. Johnson. "For 35 years, EPA has been greening our nation's landscape. By committing to alternative, renewable power sources, the agency is meeting the President's call to green our nation's energy."

The green power purchasing program began in 1999, when EPA's Region 9 laboratory, in Richmond, Calif., became the first federal facility to purchase green power equal to its total annual electricity consumption. Since then, the program has steadily expanded to offset demand for conventional electricity sources by supporting such renewable energy sources as wind power, geothermal sources, and biomass — primarily through the purchase of renewable energy certificates, or RECs.

RECs help reduce emissions associated with conventional electricity sources. On an annual basis, EPA's total green power purchases offset more than 600 million pounds of carbon dioxide — roughly the amount 54,000 cars emit during a year.

As the first federal agency to purchase 100 percent renewable energy, EPA continues to be an active partner in the agency's own Green Power Partnership, a voluntary public-private program that promotes renewable energy.





Small Business Helps DESC Provide Energy and Conserve the Environment

By Garrell Armstrong
Small Business Office

America must have an energy policy that plans for the future, but meets the needs of today. I believe we can develop our natural resources and protect our environment.”

– President George W. Bush

Global warming, greenhouse effect, and ozone depletion are some of the major issues brought forth when it comes to the state of our environment. These issues have been of a great concern to our President, and they served as a catalyst for the Energy Policy Act signed into law Aug. 8, 2005. One of the mandates of the act called for the expanded use of renewable energies such as biodiesel and ethanol to 7.5 billion gallons by the year 2012.

The Defense Energy Support Center’s Small Business Office hosted a roundtable discussion on biodiesel and ethanol usage Aug. 23. DESC Director Richard Connelly and Deputy Director Navy Captain Marvin C. Wenberg, II, “set the tone with their obvious excitement, optimism, and commitment to biodiesel and ethanol expansion; it resonated throughout the entire meeting,” said Kathy Williams, director of Small Business Programs.

The event was organized to facilitate continued dialog between government and industry representatives to realize the President’s vision to expand the use of biodiesel and ethanol.

Representatives from DESC, the Office of the Secretary of Defense, the Small Business Administration, the U. S. Postal Service, and the Departments of Energy, Commerce, and the Interior participated in the roundtable. Meanwhile, industry was represented by more than 40 contractors hailing from Alabama, Florida, Georgia, Louisiana, Maryland, Pennsylvania, Puerto Rico, Texas, U.S. Virgin Islands, and Wisconsin.

“The discussions proved to be very informative for all stakeholders, and supported the need to bring all interested parties together in order to meet this challenge head on,” said Williams. “Some of the issues brought forth dealt with commingling of product, off-specification product, transportation, small business refineries, biodiesel feedstock, and origin versus destination delivery,” she explained.

Renewable energy refers to any energy capable of being naturally restored and replenished. Biodiesel is a renewable energy that can be produced in the United States as an alternative to petroleum; it is a clean burning fuel produced from vegetable oils, recycled cooking oils, and animal fats. The primary resource used in the production of biodiesel is the soy

bean. The soy bean crop is less invasive and stressful on the soil; therefore, it is a viable means of preserving the environment and providing energy.

The types of biodiesel produced are B20 and B100. B20 is a blend of up to 20 percent biodiesel mixed with petroleum; whereas, B100 is pure biodiesel. Both can power a diesel engine, and release fewer pollutants into the atmosphere than does pure petroleum diesel. Currently, DESC procures B20 which can not contain any animal fat byproducts.

Ethanol, an alcohol based alternative fuel, is produced from crops such as corn, barley, and wheat. When blended with gasoline, ethanol produces a clean fuel that reduces harmful emissions. The types of ethanol are E10 (10 percent ethanol and 90 percent gasoline), and E85 (85 percent ethanol and 15 percent gasoline). Presently, DESC procures E85 for its gasoline powered engines. The expanded use of E85 will result in a healthier living environment.

Biodiesel and ethanol not only protect the environment on which all life depends; they also reduce the obvious dependency the United States has on foreign countries for its energy needs. This factor alone substantiates the need for widespread use of these alternative energy sources.

DESC, the integrated material manager responsible for providing the DoD and other government agencies with energy, realizes that they have an additional responsibility to protect the environment.

“Providing energy is what we do; preservers of the environment is who we are,” said Williams.



Aerospace Energy Takes Lead on Two New Commodities

By Patty Barrios and Alix Gayton
DESC-M

The Defense Energy Support Center's Aerospace Energy Commodity Business Unit, working in coordination with DLA's Defense Supply Center Richmond, has taken over DoD Integrated Material Manager responsibility for two bulk cryogen commodities, both of which provide vital support to the military services' flight line operations. Effective October 1, Aerospace Energy will become the DoD IMM for Bulk Aviator's Breathing Oxygen (ABO) and Bulk Liquid Nitrogen (LN2). Since Aerospace Energy already provides full supply chain management and serves as the DoD IMM for all the other bulk cryogen products used by the military services, both products fit perfectly into the CBU's product portfolio.

As a precursor to this decision, in April 2004, the U.S. Air Force Petroleum Office requested that Aerospace Energy, located at Lackland Air Force Base in San Antonio, Texas, serve as the local purchase agent for consolidated Air Force bulk ABO and LN2 requirements. DSCR, the then current DOD IMM for ABO and LN2, had not only authorized all customers to locally purchase both products but at Aerospace Energy's request, coordinated specifically on DESC serving as the Air Force's local purchasing agent for both products.

With DESC Corporate Board approval, Aerospace Energy moved forward in September 2004 and developed a procurement program and accompanying acquisition strategy for worldwide, consolidated management of Air Force ABO/LN2 requirements. The Aerospace Energy ABO/LN2 team worked jointly with AFPET, at Fort Belvoir, Va., to initiate and execute four CONUS and two OCONUS regionally-based long term requirements-type contracts. Where immediate delivery was needed, the Contracting component of the team conducted emergency buys. To increase competition and ensure the best value to the customer, DESC contracts stipulate a seven-day advance notice

to the vendor prior to delivery of product. In addition, where the offeror could glean transportation efficiencies by delivering to multiple customers in one trip, a "milk run" type of pricing structure was not only allowed under the solicitations, but encouraged.

DESC awarded contracts on a region by region basis over the course of a one-year period in an effort to ensure a seamless transition for Air Force customers into "a new way of doing business." The first region, encompassing the Southeastern

United States, was awarded on June 17, 2005, and ordering for 24 Air Force bases began two weeks later. The last CONUS region, consisting of Air Force bases in the West, was awarded on March 1 of this year, and ordering began on April 1 supporting 31 Air Force locations. As a result of the CONUS contract awards, Aerospace Energy is providing support to the Air Force for bulk ABO and LN2 coverage through 30 contracts that cover 137 Air Force locations.

DESC is currently working on the OCONUS procurements for 14 Air Force locations with ordering to begin on Jan. 1, 2007.

The DESC ABO/LN2 program offers the Air Force customers advantages of safety and quality support, continuity of source of

supply, customer services, reduced local base contracting work load, management of fill point operations, and pricing stability – features that were previously unavailable or less accessible through base-level, local purchase programs. And, the Air Force is a happy customer.

However, the Aerospace Energy ABO/LN2 Program is not just for the Air Force anymore...nor has it been for over a year. The Aerospace Energy ABO/LN2 Team supported Naval Air Station Pensacola with two emergency buys and established a long term contract in fiscal year '05. Now, more Navy installations will join the program. At the request of the Naval Operational Logistics Support Center – Petroleum (NOLSC), Aerospace Energy Director Sharon Murphy briefed the bulk ABO/

Since Aerospace Energy already provides full supply chain management and serves as the DoD IMM for all the other bulk cryogen products used by the military services, both products fit perfectly into the CBU's product portfolio.



Vital support to the military services' flight line operations

The DESC Aerospace Energy Commodity Business Unit's ABO/LN2 team poses in front of a Texas ANG F-16. The team manages two commodities employed in the F-16.

Pictured are: front row from left -- Rose Dominguez, Betty Hoge, Joseph Beach, Evelyn Salisbury, Theresa Soberoski, Melanie Mueller, Christina Barr, Sharon Fajkus; and back row from left -- Bob Mayfield, Tom Whitmore, Diane Cook, Alix Gayton, Ken Grams, and K.J. Harvey. Not pictured are Patty Barrios, Rod Fischer, Charlene Smoot, and Sylvia Urias-Vallejo.

LN2 program during one of the Navy Day briefing sessions at DESC's Worldwide Energy Conference in April. NOLSC and the Aerospace Energy ABO/LN2 team began immediate discussions as to participation by Navy installations in the DESC program, especially considering DESC became the DoD IMM effective Oct. 1. Currently, seven Navy CONUS installations and three OCONUS installations have submitted their requirements to DESC. The Aerospace Energy ABO/LN2 Team is working closely with NOLSC and Navy customers to ensure a smooth transition between the Navy's suppliers and DESC contracts.

In partnership with NOLSC, the vision is to deploy a

supply chain support strategy for Navy ABO/LN2 requirements similar to DESC's partnership with AFPET for Air Force customers. In announcing one region's contract awards, AFPET said via e-mail: "A sharp salute again to the entire San Antonio DESC-M team for unparalleled professional and energetic support of the Air Force's ABO/LN2 requirements." The Aerospace Energy ABO/LN2 team's goal is to have the Navy say the same thing!

For more information, call 210-925-9950 (DSN 945-9950), email AerospaceEnergyInfo@dla.mil or log on to www.desc.mil— select DESC-M Aerospace Energy.

Connelly Visits Alaska

By Lt. Col. Bruce Bartholomew
Commander, DESC-Alaska

With his arrival Aug. 15 at the Ted Stevens Anchorage International Airport, Defense Energy Support Center Director Richard Connelly finally achieved his personal goal of visiting every DESC location during his tenure. Connelly had flown to Alaska in order to visit with the DESC-Alaska staff and customers to see firsthand how DESC supports Alaskan customers. Navy Capt. Dianne Archer, DESC-Pacific commander, accompanied Connelly.

He began his four-day visit by meeting with the staff at its Elmendorf Air

Force Base offices. Here he presented his vision for the future of DESC and provided some insight into his career and his personal goals.

Connelly took time to recognize several distinguished DESC-Alaska and Defense Logistics Agency Enterprise Support - Alaska employees. He presented the Federal Executive Board - Pacific Awards to Jean Bennett and to Lanny Collums. In addition, he presented a 20-year pin to Jack Payne. He also recognized the superb accomplishments of Jack Appolloni, the DESC-Alaska facilities manager by presenting him with a Director's Coin.

He finished his first day with

office calls with Elmendorf AFB and Alaska Command representatives. Connelly offered his perspective on the rising price of crude oil and the impact on the warfighters and listened to Alaskan warfighters perspectives.

The next day, Connelly traveled to Fairbanks where he met DESC-Alaska quality assurance representatives Frank Putnam, Jose Rosario, Steve Kelly and Army Sgt. 1st Class Robert Tate. He also toured the Petro Star North Pole refinery, one of the four Alaskan refineries that provide petroleum products to Alaskan customers.

One concern that Connelly raised with Petro Star executives was the recent



Lt. Col. Brad Norris, chief of DESC-P's Into Plane Division; Navy Capt. Dianne Archer, commander of DESC Pacific, and DESC Director Richard Connelly listen to Larry Larweth, chief of engineering and maintenance at Eielson Air Force Base during a tour of the new pump house.



Norris, Larweth and Connelly view several of the new stainless steel pantographs purchased for Eielson AFB's new Type II hydrant system.

shutdown and subsequent reduction of crude oil flowing from Alaska's Prudhoe Bay fields through the Trans Alaska Pipeline and the possible impact to our Alaskan customers. Petro Star executives reassured him that the state of Alaska was ensuring full allocation of crude oil in order to meet critical state, federal and private enterprise needs which drive much of Alaska's economy. *(See related story on page 4.)*

Connelly also visited the Fort Wainwright Power Production Facility

where he saw firsthand the damage caused by a major coal tower explosion and fire which had occurred in February. The power plant supervisor, Pat Driscoll, showed how and why the damage occurred and then explained what construction repairs needed to be accomplished. Driscoll also provided a demonstration of the Hertzog rail car unloader and the under car belt unloader, both of which were being used to unload rail cars from the DESC coal supplier, Usibelli Mine. *(See related story on*

page 5.)

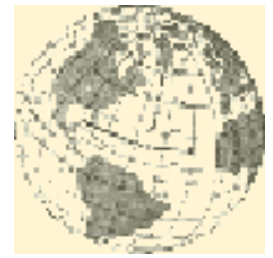
Finally, Connelly topped off his visit with a trip to Eielson Air Force Base, where base officials proudly showed off their new heavy aircraft parking apron complete with a brand new, state-of-the-art hydrant refueling system. Eielson engineers were performing acceptance inspections during Connelly's visit and praised DESC's support for the project, which vastly improved the capabilities of the base.

Remember Those Who Serve and Have Served this Veterans Day

On November 11, let us remember those who serve and have served in the armed forces, winning and preserving our freedom, and fighting for freedom around the globe. We honor those men and women who have served the cause of freedom. And, we pray for the safe return of all those who are still protecting freedom by placing themselves in harm's way.

Remember to say thank you!

The Big Picture



Longest Serving Director Retires into DLA History

By Hillary Lerner
DLA Public Affairs

“It has been an honor to wear the cloth of our nation,” Defense Logistics Agency Director Vice Adm. Keith Lippert said July 14 during his retirement and relinquishment of command ceremony. Culminating a 37-year career in the Navy, Lippert was honored for providing logistics support for so many commodities, including the cloth he wore on his final day as DLA director.

Hosted by master of ceremonies Capt. Pete Dahl on the flag lawn of McNamara Headquarters Complex, Fort Belvoir, Va., the ceremony opened with the presentation of the colors and the Star Spangled Banner against a backdrop of state flags. Guests filled the lawn and endured the warm, humid air to honor Lippert’s legacy.

Deputy Undersecretary of Defense for Logistics and Materiel Readiness Jack Bell introduced keynote speaker Deputy Secretary of Defense Gordon England.

**“It has been an honor to wear the cloth of our nation,”
--Vice Adm. Keith Lippert**

England praised Lippert’s character and his leadership of the agency. He noted that Lippert had the “highest standards for integrity and [is] setting new standards for hard work.” He thanked Lippert for his long-standing commitment to the Navy and to DLA, calling Lippert’s time “truly exemplary service.”

England also thanked Lippert’s family members for their unwavering support. “Thank you for letting the nation ‘borrow’ your father, your husband,” he said to Linda Lippert and the couple’s three children.

Noting Lippert’s five-year tenure as DLA director, which was twice extended, England joked that the Defense Department “has our own stop-loss program for Admiral Lippert.”

This, England said, was testament to Lippert’s outstanding achievements as DLA director.

Lippert was then presented the Defense Distinguished Service Medal for his “outstanding leadership and ceaseless efforts” as director of the agency. Lippert’s wife was presented with the Military Spouse Medal for her endurance of lonely nights and often thankless devotion.

Led by Petty Officer Gene Ostrowski, the audience serenaded Lippert with “Proud To Be An American.”

After the final chords of the song, Lippert offered his own words of thanks to many people both present in the audience and elsewhere. He thanked those who supported him throughout his career, including those DLA leaders who preceded him. “We stand on the shoulders of these legends,” he said of the former directors. He went on to thank the mentors, peers and friends from throughout his career.

Lippert praised the work of the agency as part of the wider Department of Defense Logistics System. Lippert said that in the face of challenges of the global war on terrorism and natural disaster



The admiral’s family and friends were seated front and center, from left: wife Linda, daughter Laura Jensen and her husband Eric, Laura’s sister Sonja and her husband Dr. Timothy Colt, daughter Cathy, friends Jarrod Schiding and Carol Fehr, son Scott and his wife Amy, granddaughter Emma Brooke, Will Poppen, Mary Murken (Linda’s cousin) and Dan Kussman.

relief support, the agency “has done a remarkable job given this incredible tasking.” He thanked DLA employees for their dedication and professionalism that led the Agency’s success.

Thanking his family for their support, Lippert addressed each of his children and his wife. “I am so proud,” he told them, after listing their accomplishments. “I’ve been blessed with a strong family.”

Lippert closed his remarks with a quote by President Theodore Roosevelt which characterized his life of service to the nation: “Far and away the best prize that life offers is the chance to work hard at work worth doing.”

Dahl called for Lippert’s flag to be lowered, and with that, Lippert officially retired and relinquished command. In Navy tradition, he was “piped over the side” by side boys composed of eight senior flag officers, including DLA Vice Director Air Force Maj. Gen. Loren Reno, who served as the acting director of DLA until Lippert’s successor, Army Lt.



Deputy Secretary of Defense Gordon England and Vice Adm. Keith Lippert listen to the admiral’s retirement orders as they are published.

The Defense Department “has our own stop-loss program for Admiral Lippert,” joked Deputy Secretary of Defense Gordon England.

Gen. Robert T. Dail, assumed command.

The audience gave Lippert a standing ovation, a tribute to the years of encouragement and leadership he provided to the agency. Even those who could not be in the audience sent words of praise for Lippert’s contributions to the agency. In a letter from former DLA Director Vice Adm. Edward Straw, Lippert was saluted as the “best-ever director” of the agency. His letter continued with a tribute to Lippert’s legacy, “You have ensured the groundwork is laid for DLA’s continued success.”

As Lippert departed from the stage, it was evident the legacy he would leave on the agency. Six days shy of five years as DLA director, Lippert retired as DLA director to become part of the agency’s history.

**“Far and away the best prize that life offers is the chance to work hard at work worth doing,”
-- the admiral, quoting President Theodore Roosevelt**

Dail Assumes Command, Becomes 15th DLA Director

By **Hillary Lerner**
DLA Public Affairs

Lt. Gen. Robert T. Dail was welcomed as the 15th director of Defense Logistics Agency in an Aug. 23 ceremony in Fort Belvoir, Va.'s, McNamara Headquarters Complex auditorium. By accepting the agency's flag, Dail assumed responsibility for DLA's mission to provide logistics support to the warfighter.

Kenneth Krieg, undersecretary of defense for acquisition, technology and logistics, hosted the ceremony and welcomed Dail to DLA. "We welcome a new leader ... whose vast experience in logistics will serve this organization and the nation well," Krieg told the audience.

Krieg described the new director as "the perfect candidate" and continued, "He knows the business of logistics and has a proven track record of getting things from here to there while under attack." Krieg challenged Dail to continue to improve the integration national supply chain, saying, "You'll be responsible for the logistics of a military at war, a war that is unlike any other we have faced as a nation."

Krieg acknowledged the achievements of Dail's predecessor, Vice Adm. Keith W. Lippert. "You have serious shoes to fill," he said, referring to Lippert's strong leadership during his five-year tenure as director.

On behalf of the agency and the Department of Defense, Krieg thanked Dail's family members for their sacrifice to the nation. Beyond the sacrifice of time, Krieg asked how many times they had moved during their military career. From the audience, Dail's wife, Anne, quickly responded, "Twenty-one!"

Following Krieg's remarks, DLA Command Sgt. Maj. David Roman assisted with the transfer of the DLA flag to Dail. The general joins DLA after serving as the deputy director of U.S. Transportation Command.

Recognizing a handful of people in the audience, including his family and mentors, Dail began his remarks by personally thanking them for their support.

Dail then addressed the audience, expressing his confidence in the agency's mission performance with his examples of his own experiences with DLA. "At peace and at war, at home and abroad, I have always felt I've had the right things to wear, the right equipment that came with my clothing, the right food that was provided to me, the spare parts that kept my equipment moving, and the medical equipment that kept my buddies and myself alive during combat," he said.

He expressed excitement for his new position and admitted, "I am humbled to serve with so many wonderful men and women — professionals who execute this mission [of serving the warfighter] around the world, every day."

Dail outlined four focus areas he will stress: "Warfighter support; stewardship to the nation; growth and development of our people, our organization and our network; and leadership.

Concluding his remarks, Dail emphasized the importance of DLA's customer: the joint warfighter. To these men and women, he said, "I pledge this agency's focus."



Lt Gen. Robert T. Dail

Dail Holds First Director's Call

Addresses vision for the future of DLA

By Katie Stoltz
DLA Public Affairs

The new director of the Defense Logistics Agency, Lt. Gen. Robert Dail, was welcomed with a round of applause Sept. 19 after being introduced at his first Defense Logistics Agency Director's Call. The Director's Call retains a format similar to the Open Forum's held in the past.

The general opened by praising the 23,000 DLA employees for "contributing every day to our nation's security. It's an awesome capability we collectively bring to the table. I'm very proud to be a part of this team."

Dail joked about his first experience prepping for the Director's Call. "I was up in my office a few minutes ago, and they were putting makeup on me. As an Army officer, I didn't know where we were going with that," he chuckled.

He expressed excitement for his opportunity to contribute to the needs of the Department of Defense. "Coming off the five-year tenure of Keith Lippert, you made tremendous strides as an agency — getting the business aspects of DLA in place and setting up the major building blocks. This can be a launching pad for the agency in a post-[base realignment and closure] environment," he said.

Four major areas of focus were addressed in Dail's opening remarks: warfighter support, stewardship, a growing work force and leadership.

"The troops are counting on us for everything they need," he said. "They are a testament to your professionalism that they have the best clothing, supplies and equipment. They are our number one focus."

Dail described stewardship and said, "It should permeate all of our activities — whether it's in supplies or if we're operating programs."

He went on to say that a growing work force is not in reference to size but rather a way to develop and progress to better support the troops. "It means maturing and developing our people to become something greater than you are today — technically, personally and professionally," Dail said.

Finally, he described the fourth area of focus, leadership, as a two-pronged idea. "[There is] the leadership you deserve as members of this agency and the leadership, collectively, that DLA can provide to the Department of Defense," he clarified.

Dail also addressed concerns that DLA and U.S. Transportation Command would merge. "TRANSCOM cannot do what this agency does," he said. "Our intent is to lever both organizations as partners. They rely upon us to use our capability that only we bring to DoD, and we rely on them to do what they uniquely do with DoD. Let me allay your concerns. I am not a plant inside the wire," he joked.

When asked what he thought about the future of DLA, Dail said, "The future is about growing the organization.

That's what our national leadership wants us to do. That's why they wrote the BRAC language the way they did. They want to extend DLA's capabilities, forward of where we operate now." He went on to explain that DLA's mission will grow in responsibility and scope and that the agency has the ability to step up to the challenge and lead the effort.

Other DLA leaders then took turns fielding questions.

Mae DeVincents, director of the Information Operations Directorate, explained the reasoning behind needing a common access card to check e-mail saying, "DoD has issued a requirement of the CAC." DeVincents explained that this action will prevent hackers from breaking into classified information and described the severity of the situation saying, "Our networks are constantly under attack. We are in the tens of thousands of attempts of hackers trying to break into our system every week."

Human Resources Director Jeff Neal received an award as Human Resources Professional of the Year and then responded to an inquiry about the differences between the new National Security Personnel System pay system and the old version. "There are two important things about the new pay system — the structure and the fact that it's a performance-based system," he explained. Neal went on to detail the key differences.

At the conclusion of the first Director's Call there was a question for Dail asking what is meant by "advocating engagement." Dail described an interactive, communicative environment among all DLA stakeholders. "Rarely have I found that one position is absolutely correct," he said. "It really requires a dialog, an engagement, to inform people of what we are intending to do and for them to inform us of what they need. Then we can meet them and provide a solution that is best value and effective for our customers. That is what I would desire the people in this agency to take up — the idea that this is an engaging strategy."

Warfighter support
Stewardship
Growing work force
Leadership

In the Limelight

Fornaini Named Employee of the Quarter (3rd Qtr, FY06)

By Susan Declercq Brown
DESC Public Affairs

Massimo Fornaini, an Italian National employee on the Defense Energy Support Center- Europe team, has been selected as DESC Employee of the Quarter for the 3rd Quarter of fiscal '06. Fornaini has worked on Camp Darby, Leghorn, Italy for the past 32 years – the last eight with DESC-Mediterranean. In his announcement of Fornaini's selection for the award, DESC Director Richard Connelly called Fornaini "inspirational," and said, "His commendable actions are highly deserving of the award."

As a 1Q, Consulente Logistico, for the DESC-Europe team, Fornaini acts as the major bridge uniting U.S. and Italian interests to deliver petroleum to the warfighter. In nominating Fornaini for the award, DESC-Mediterranean Commander Andrea Lemon said, "He is consistently reliable, diligent and courteous in all of his interactions. His exceptional responses to the myriad of complex events in the area of operations demonstrate his worthiness as EOQ."

Fornaini said the biggest challenge for him has been "learning the variety and complexity" of the DESC-Med mission and how he can be an asset to accomplishing it. Fornaini explained what makes the job rewarding, "As the only Italian employee working for DESC-Med, I have the opportunity to be deeply involved in logistics, budgeting, international agreements, operations and most of the bureaucratic issues related to them."

Fornaini exclusively represented DESC at critical Italian Pipeline System negotiations with the Italian air force and Ministry of Defense officials, alleviating several impasses and brokering political support for the majority of provisions. His effort has significantly advanced further negotiations critical to ensuring fuel deliveries to Aviano Air Base.

Fornaini expertly responded to an urgent challenge to defuel the disabled USNS Patuxent, a replenishment oiler. Only one European location could easily support the defueling operation, and Fornaini diligently pressed the Italian Naval Staff in Rome and Augusta Bay for permission. Lemon called it a "Herculean effort," noting that Fornaini translated several iterations of correspondence, interpreted NATO standardization agreements, negotiated for fuel tests and made countless calls over an eight – day period. Permission was obtained three to six days ahead of schedule, saving nearly \$190,000 in ship's demurrage or delay fees.

But his efforts didn't stop there. According to Lemon, he expertly played diplomat by assuaging the defueling process between the depot commander and the ship's captain. All the while, Fornaini was simultaneously assisting the DESC Mediterranean commander host 15 NATO conference guests and participating in the semi-annual Replacement-in-Kind Conference.

In addition, Fornaini lined up back-up support plans while the Sigonella Pipeline was under repair. He coordinated the removal of fuel from the tank bottoms at Defense Fuel Support Point Cagliari and liased with the NATO DFSP Gaeta commander to allow tank repairs. Fornaini also coordinated the operational refueling of two Belgian Royal Navy yachts and several British ships at both DFSPs Gaeta and Augusta Bay.

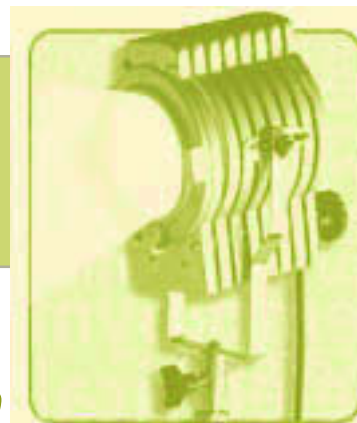
Additionally, he maintained excellent communications with the absent DESC-Med inventory manager, ensuring required documents from 12 DFSPs were collected daily. Asked of what accomplishment he was most proud, he said, "Honestly, after eight years I have to say the 'relationship' that I've been able to establish with all of our customers and host nation contacts; this is something that will considerably affect the accomplishment of the projects which help DESC perform the mission."

Connelly summarized, "His unyielding dedication is remarkable. He is a mainstay performer, enhancing teamwork throughout the enterprise."



Connelly presents the award to Fornaini.

Thomas Assumes Command of DESC-Korea



By Susan Declercq Brown
DESC Public Affairs

The Defense Energy Support Center- Korea welcomed a new leader July 14, as Army Lt. Col. Sidney R. Thomas assumed command from Army Lt. Col. Brett D. Weigle during a ceremony at Camp Walker, Daegu, Republic of Korea. Navy Capt. Dianne Archer, commander of DESC-Pacific, officiated.

Thomas' wife, Arlanda, and 12-year-old son, Lamar, were on hand for the ceremony. Daughter Lequisha, 18, was attending Murray State University in Kentucky.

Thomas comes to the new command from Stuttgart, Germany, where he was chief of the Joint Petroleum Office for U.S. European Command. Previous tours have included services as executive officer in an ordnance battalion and command of a unit which trained reservists in petroleum and water specialties. His family accompanies him on his third tour in Korea.

Archer called DESC-Korea "one of the most closely associated units with the supported warfighters."

Thomas said he expects one of the biggest challenges ahead will be to continue top-notch support to the



Lt. Col. Brett Weigle, Capt. Dianne Archer and Lt. Col. Sidney Thomas attend to change of command orders as they are published during a ceremony July 14.

warfighter while evolving with the many transformations taking place in the theater. "Over the next year, we'll be working to improve some of our procedures in areas identified in the recent ULCHI Focus Lens exercise," he said.

"DESC-Korea personnel are absolute professionals," Thomas explained. "I look forward to their continued professionalism. I have no doubt that this unit is in such good shape today because of the professionalism shown by the Korean team."

DESC-Korea, a field activity of the Defense Logistics Agency, under the command of DESC-Pacific headquartered at Pearl Harbor, Hawaii. It is commanded by a centrally-selected Army battalion commander and is manned by U.S. soldiers and airmen, Defense Department civilians and Korean National employees.

The unit's mission is to provide world-class wholesale petroleum supply, transport and management for U.S. Forces Korea. It is responsible for 99 percent of the fuel held in military storage tanks on Army and Air Force installations throughout Korea, and it is closely integrated with the Joint Forces Sustainment Command during contingencies.



After the ceremony, Thomas' wife Arlanda and son Lamar share photos with Yosun Bacle, wife of DESC Korea's Deputy Commander Steve Bacle.

Genealogy Hobby Deeply Rooted in Smoot Family

By Charlene Smoot
DESC Aerospace Energy

Most days when I come home from my job as a logistics management specialist in the Defense Energy Support Center's Aerospace Energy CBU, I find my husband, Steve Smoot, in front of a computer, entering and verifying family data and checking e-mail from his genealogy family and friends. It always amazes me that the genealogy hobby I started at the age of 13 from an old German family tree has now been taken over by my husband – and he absolutely loves it!

Steve, a call center analyst with USAA, began his love affair with genealogy around 1990 when I had a copy of my mother's Biesenbach family tree framed. The tree, which contained my grandfather, Gustav Biesenbach, was done in Germany in 1910 and it charted family members going back to 1660. That tree marked the beginning of my intrigue with family history.

My early research, done mostly at family reunions my parents had helped organize, was written on notebook paper contained in a three-ring binder. But, Steve changed all that.

With our first computer, Steve began collecting and carefully documenting his own family ancestry; and, the rest, as they say, is history. Steve's passion for genealogy has taken him 51 generations back in time with more than 51,000 relatives in his database — 2235 of those being his "direct-line" ancestors (or grandparents). His genealogy contacts hail from around the world, and Steve and I sometimes take vacations to visit them. This summer we flew to Germany to visit one of my distant relatives who is also a genealogist, and we had a great vacation in Salt Lake City a few years ago, splitting our time between the Church of the Latter Day Saints Family History Library and the ski slopes.



Steve and Charlene Smoot in front of the Biesenbach family tree.

There are many highlights in Steve's family history. William Smute, his first "Smoot" ancestor came to the Americas as a ship builder to the British colony in 1620. He has numerous ancestors that fought in the Civil War and Revolutionary War. Prior to the Americas, he has traced his heritage back to William the Conqueror, Anne Boleyn (aunt to the beheaded "Anne Boleyn" who was named for her aunt) and six Magna Carta signers. These distinguished ancestors also make him related to "ole King Cole" of the nursery rhyme! That's a fact.

My most memorable moment during Steve's research was the day several years ago when he came out of the home office and said he had finished. I was startled. "How could you be finished?" I asked. He said he had tied his family back to the Bible and couldn't go back any further.

But, that hasn't stopped Steve from continuing his research, including my family. My genealogy is not as exciting as Steve's history; I am entirely descended from the brave German immigrants that settled the wild central Texas region in the mid 1800s,

including the founding fathers of the Texas town of New Braunfels (north of San Antonio) and its first church.

Steve has taken his research to the next ultimate level with DNA research. With voluntary cooperation from long suspected, but never proven relatives, comparing descendant DNA samples has solved mysteries nearly two hundred years old, correcting inaccurately recorded last names. From this research, Steve founded and is the current project manager of the "Smoot DNA Project." In addition, he is a founder and board member of the "Smoot Association."

Steve's family Website is cited on numerous genealogy Websites. You can find it at : familytreemaker.genealogy.com/users/s/m/o/Steve-L-Smoot/.

Check it out. Who knows? We might be related!



DESC Executive Officer Attends ‘Glass Ceiling’ Program for Developing Managers



Maggie Timms

**By Susan Declercq Brown, DESC Public Affairs,
and Brent G. Bailey, DLA Equal Employment
Opportunity Office**

Thirty Defense Logistics Agency and Defense Contract Management Agency employees from around the world participated in an intensive, month-long leadership development experience in August. Maggie Timms, Defense Energy Support Center Executive Officer, was one of the lucky ones who emerged from the competitive selection process to attend the Program for Developing Managers course, co-sponsored by the Equal Employment Opportunity offices of DLA and DCMA.

Administered by the American Management Association, the Glass Ceiling initiative, as it is often called, provides a residential learning experience at the Bolger Center in Potomac, Md. The curriculum includes leadership, team building, conflict resolution, and effective oral and written communication. It emphasizes quantitative skills and develops strategic thinking and the critically important behavioral aspects of management that strengthen core competencies, enhance leadership skills, and sharpen the participant's ability to deal effectively with change. The course is designed for women, GS-12 and above who are middle managers, new senior managers and technical specialists desiring a broader understanding of the functional areas of business and more focused leadership skills.

Timms will soon deploy to Kuwait to serve for six months as supply supervisor for the DLA Contingency Support Team, a challenge for which she volunteered.

While the program is aimed at improving the leadership skill of women, a few men have attended the course over the years. According to course organizers, the success of the course can be seen in the number of women graduates who have been promoted or received awards.

“The class was extremely valuable,” said Timms, “not only for the knowledge I picked up in class, but also for the opportunity to network with fellow students and instructors. Networking with other managers gave us insight in to how we all face many of the same issues but handle them differently. “

Timms said half of the students were from DLA activities and half from DCMA. “It was a great opportunity to get insight into our fellow DLA field activities and into another defense agency,” she explained.

Week One of the course focused on leadership. Students learned about project management, power and influence, team building, communicating clearly, trust and corporate culture as well as hearing from experts on two issues critical to emerging leaders. According to Timms, the guest speakers were really valuable and provided a wealth of information she's been able to use since returning to the job.

Karen Hilliard of DLA Human Resources was one of several panelists to address HR issues. The session was an update on the National Security Personnel System and labor relations issues. “NSPS is the most radical change to the federal workforce in the past 50 years,” said Hilliard, “and its model may be exported to other federal agencies, if successful. The information shared was critical to developing managers to effectively carry out their managerial and supervisory responsibilities, she explained.

DLA's Jeanne Masters spoke to the students about the complex BRAC process, current status of DLA assessments and actions, and impacts on the mission. “DLA has been tasked with consolidating operations that have been part of the military services' domain for 50 years or more,” Masters explained. “In some cases, we'll be incorporating the operations into operations we already perform. In other cases, DLA will be

undertaking operations they have never done before. There are a lot of technical and procedural challenges involved in making this all come together, but the larger challenge is to be able to identify and blend the critical tasks, customers, organizational alignments, and cultures of these organizations while doing so in a manner transparent to the warfighter.” Masters pointed out, “All of the skills our future leaders are learning here are critical to effective management of the BRAC process.

Week Two focused on strategic focus and communication skills. Students learned to apply the Socratic method for dialogue, problem solving and personal goal setting. They also worked on effective business writing and successful strategies to improve assertive listening and communication. Individual coaching on presentation skills was also provided.

“The briefing skills section was the most memorable,” said Timms. “The skills we learned help not just in doing briefings but in any public speaking forum. By the end of the course, briefing became second nature, even for those who were uncomfortable with public speaking in the beginning. And, the instruction really helped sharpen the skills of those who were experienced speakers.”

Timms said she’s already applied the knowledge she gained during the ‘emotional intelligence’ instruction. “Basically, we learned how to deal professionally with our emotions. Because we can’t just turn them off, we need to learn to check ourselves before saying or doing anything and not to overreact. I’ve learned to focus on the objective facts and not get sidetracked by my feelings.”

Week Three focused on professionalism and resource stewardship. Students attended workshops on master project management, learning how to monitor and control complex projects and produce effective integrated plans. In addition they improved their knowledge of human resource management includ-

ing staffing positions, skill levels, selection, appraisals, recognition, and negotiation. Instructors also cover how to successfully manage difficult supervisory issues, develop trust, make ethical decisions, define diversity and remove barriers to productivity.

Tony Poleo, deputy comptroller for DLA’s Budget and Program Integration, provided what he called a “practitioner’s view” of financial management. He covered the basic processes, both internal and external to DLA, and explained how they “form one seamless system of applying resources to pro-

This class will strengthen any manager as long as he or she comes to it with an open mind and the willingness to try new things.
-- Timms

grams. Then I took the material down to the desktop and individual level to speak to the importance of financial management and what I think stewardship and professionalism mean in a practical sense.”

Poleo said, “I strongly believe that everyone needs to internalize the importance of financial stewardship and its relationship to being able to accomplish the DLA mission. Everyone has a vested interest in being able to communicate with the FM community since no programs are viable without resources.”

“Lastly,” Poleo told the audience, “each employee needs to take charge of

their own professional careers. Their only ‘guaranteed’ job security is to keep their skills and abilities relevant and current.”

Participants also toured DLA, DCMA and the Pentagon.

In the fourth and final week, the course focused on innovation and initiative and on presenting the students’ final projects. Because change is inevitable, participants learned how to successfully handle and promote change, and they enhanced their understanding of the key competencies necessary for effective change management and what most often derails success.

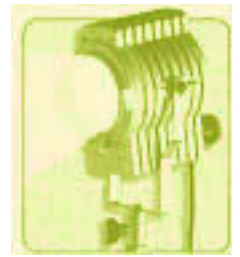
Students tackled a management simulation exercise, presented team skits and undertook a capstone exercise on visioning.

“This class will strengthen any manager as long as he or she comes to it with an open mind and the willingness to try new things,” said Timms. “I applied for the course three times before I was selected to attend; it was really worth persevering to get this opportunity,” she concluded.

DLA’s Deputy Director for Joint Reserve Forces Celia Adolphi was the key note speaker at commencement. She noted that the graduation coincided with the anniversary of the passage of the Women’s Equality Act. “This act not only gave women the right to vote,” Adolphi observed, “it also set us on a course to gain equal ground in education, in the workplace, and to be heard in the political landscape.”

Adolphi encouraged the recent graduates to carry the torch. After providing tips on success, Adolphi shared some wisdom from President Theodore Roosevelt: “Far and away, the best prize that life offers is the chance to work hard at work worth doing.”

Voruz Earns Bronze Star Thanks to Many Logistics Professionals



By DESC-Middle East Office

The Defense Energy Support Center's Air Force Capt. Tim Voruz was recently awarded the Bronze Star for exceptionally meritorious service by Combined Forces Command—Afghanistan Commander Lt. Gen. Karl Eikenberry. The award recognized Voruz's "tireless efforts" while deployed as a Defense Logistics Agency Contingency Support Team member for seven months, from Sept. 28, 2005 to April 8.

Voruz greatly enhanced petroleum support to the warfighter in many areas, said Eikenberry. He was the only local DESC representative at CFC-A advising senior military leaders on fuel operations for Uzbekistan, Pakistan, Kyrgyzstan, and Afghanistan, and helped plan many operations. His actions were crucial in providing more than 88 million gallons of fuel to four strategic locations and 51 forward operating locations.

None of these actions would have been possible without the support of the DESC team at Fort Belvoir and the Middle East Office, CFC-A/CJ4 Team, CJTF-76/CJ4 Team, ISAF/CJ4 Team, DCST-AF Team, and many others said Voruz.

Pakistan Earthquake

Voruz had been on ground for only a week when an earthquake hit Pakistan Oct. 8, 2005, with a devastating force that killed more than 85,000 people and left thousands more in need of comfort and support. Within hours, several Army helicopter units from Bagram Air Field were en route to Pakistan. At time of launch, the helicopters didn't know where they would obtain fuel, and Voruz rapidly provided this mission critical data, locating the nearest place for

replenishment at Islamabad International Airport, Pakistan, approximately 20 miles from the focal operating base at Qasim Air Base, Pakistan.

Additionally many helicopters were without AIR Cards crews can use to purchase fuel from commercial sources because they didn't routinely take them on deployments. Voruz reacted quickly and coordinated reactivation of card numbers with DESC Fort Belvoir to allow the fuel purchase. Clear communications were essential, and the captain worked closely with the helicopter units and ground forces, U.S. Central Command Joint Petroleum Office and DESC's Fort Belvoir and Middle East offices to ensure communications didn't get distorted in the initial confusion as the response effort was launched. He advised the contracting agent on the ground where to purchase fuel and how to store it for use by aviation units and other emergency assistance vehicles.

DESC sources delivered more than 1.66 million gallons of fuel for this relief effort which lasted months. In the end, more than 1,000 humanitarian flights were completed and countless lives were saved.

Withdrawal from 'K2' Uzbekistan

On May 13, 2005, thousands of people participated in a massive protest in Bobur Square in the eastern Uzbekistan city of Andijan. The protest



Capt. Tim Voruz wears the Bronze Star medal.

grew out of anger over growing poverty and Uzbek government repression. In an effort to stop the protest, the Uzbek government responded with armored personnel carriers and military trucks which fired indiscriminately into the crowds. In most reported instances, the crowds weren't given any warnings before being fired upon, and no other methods of crowd control were attempted. As protestors attempted to flee, the Uzbek troops mowed them down, killing an estimated 750 people.

This event prompted the United States to request Uzbekistan allow an international investigation into the events that transpired in Andijan. Uzbekistan responded on July 30, 2005, by giving American forces an eviction notice to leave Karshi-Khanabad,

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This sign greets drivers entering Afghanistan.



As the last major step for shutting down fuel operations at 'K2', workers folded the multi-thousand-pound fuel bladder back and forth to recover the unattainable fuel from the 120,000 gallon fuel bladder.

commonly referred to as K2, within six months. The closure of the base was progressing well until late October when a snag developed concerning fuel stored at the base. More than 300,000 gallons of fuel remained, but the plan to transport this fuel using rail cars was delayed by the Uzbek Prime Minister of Railway.

Voruz immediately flew to K2 to work the problem at the source. After a few days of working with the U.S. Embassy, he realized he couldn't resolve the Uzbek railway issues fast enough to meet the eviction deadline, so a new plan was in order. Unfortunately, the fuel couldn't be sold locally since additives had been blended into the jet fuel, so Voruz located a commercial airport where the fuel could be stored until negotiations with Uzbek railway officials could be worked out.

After securing a place to store the fuel, Voruz oversaw the transportation of fuel to the commercial airport storage

tanks; this involved regularly visiting the trucking companies, inspecting the trucks and seals, and negotiating with local officials. The few trucking companies in the area were very limited and only four trucks could be used for the transport. This included the following capacities: one 7,000-gallon truck, two 4,000-gallon trucks, and one 2,000-gallon truck. These limitations made the process arduous and time-consuming.

Amazingly, only 11 days passed from the time Voruz hit the ground at K2 until the time all fuel was removed. Finally, Voruz worked with the U.S. Ambassador and the Defense Attaché to gain approval of the rail plan so the fuel could be transferred from the commercial airport to rail cars and then finally to Bagram Air Field, Afghanistan, via truck from the Uzbek border. This simple, but ingenious plan allowed the base to close two months

ahead of schedule. Voruz's direct actions led to the recovery of jet fuel valued at more than \$650,000.

"Of everything I was involved in during my 217-day deployment, I'm most proud of this," said Voruz.

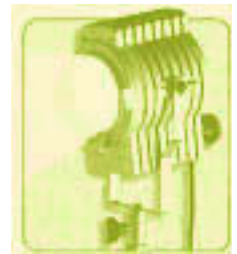
Proactive Customer Service

During lunch times at Bagram, Voruz introduced himself to Coalition Forces and American units to ask if they had any problems with fuel. During one conversation, Australian and New Zealand Special Forces expressed concern about not being able to perform operations in remote areas because they couldn't get fuel in 50 gallon drums. Voruz immediately contacted the U.S. Liaison Officer at the Combined Joint Special Operations Task Force to communicate the problem; within hours the Australian and New Zealand Special Forces received the support they needed and were able to perform their mission successfully.

Transportation Threats Reduced

Routes used for fuel delivery in Afghanistan span more than 2,400 miles over arduous mountain terrain and experience excessive ice and snow conditions in the winter. This terrain, combined with other environmental challenges, caused serious distribution delays. To combat winter delays, Voruz worked with Combined Joint Task Force 76 Engineering to provide daily updates on road and weather conditions to DESC's Fort Belvoir and Middle East offices and the United States Transportation Command. This daily update helped predict when trucks would arrive at Bagram, Kabul and Kandahar so fuel trucks could be forecasted to arrive up to 10 days after loading in Pakistan or longer if avalanches or extreme weather hit. This critical data added a great measure of predictability to truck deliveries; it enabled strategic fuel planners to project storage levels 10 days out based on their consumption and based on what was accurately predicted to arrive.

In addition to the arduous terrain, there were constant threats to fuel trucks by insurgents using improvised explosive devices. IEDs on timers were being placed on trucks while they stopped for the night



This overturned truck is typical of the accidents along the windy mountain roads south of Heiraton that fuel trucks must travel to make deliveries.

to put pressure on the Afghan National Police and the Afghan National Army to increase patrols on routes under bombardment

“The attacks in the Kandahar region stopped, but the drivers still weren’t feeling very secure given past events. In fact, the drivers were preparing to strike for more money because it was so hazardous,” Voruz continued. “So, I flew to Kandahar Air Field to look into the feasibility of building a safe overnight parking area for the drivers, so they wouldn’t have to spend the night alongside the road when they couldn’t make it back to Pakistan the same day.”



Voruz, Maj. John Dreska, and Capt. Luis Garcia investigate a failed IED attempt on a fuel truck that arrived at Bagram.

Voruz found a secure place to build an overnight parking area and worked directly with the local U.S. command to make it happen. The secure overnight parking area helped avert the strike and ensure continuous fuel deliveries to U.S. forces.



This truck arrived at Bagram after being riddled with AK-47 gunfire. The driver and passenger were not injured in the attack. The driver plugged the holes with wood to reduce leakage and continued his delivery.

World Fuel Services was one of the main companies that delivered fuel on the routes being attacked, so they decided to send their senior vice president, Carl Griffiths, to visit the region. Voruz set up an agenda and accompanied Griffiths to meet with Kandahar Air Field leaders, CJTF-76/CJ4 at Bagram, U.S. Embassy personnel in Kabul and French Special Forces. Griffiths said he was very pleased with the progress DESC had made in mitigating the attacks and was excited at the prospect of an overnight parking area for his drivers. “I suspect he also enjoyed the low-level Blackhawk helicopter ride to Kabul,” said Voruz.

Shortly after working issues of fuel truck security, Voruz was invited by the U.S. Embassy to attend the Afghanistan Energy Task Force Meeting chaired by the Deputy U.S. Ambassador. During the meeting, there were discussions of where Afghanistan was headed in terms of electricity, fuel, and natural gas; there were also discussions about the lack of electricity to cities in Afghanistan. Near the end of the meeting, there was a discussion of fuel trucks and it was asked if there were any problems with security. Voruz briefed the ambassador about the problems with fuel truck security in the Kandahar region and with IEDs being placed on fuel trucks. He explained there might have been a lack of locally owned fuel

en route. Over a few months, there had been four drivers killed and seven hospitalized and 20-30 fuel trucks destroyed.

“The Pakistani drivers are very dedicated to completing their mission even when the bullets are flying and the trucks are being destroyed,” said Voruz.

“I remember at least one truck that arrived riddled with AK-47 bullets down the side. Luckily the driver was unhurt,” he added.

With all of these challenges, Voruz had his hands full. To reduce the number of attacks in the Kandahar region, he met with the U.S. Embassy

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Maj. John Dreska, DCST commander, 1st Lt. Tanya Straight, Air Force liaison officer, Voruz, Carl Griffiths, World Fuel Services senior vice president, after a Blackhawk helicopter flight from Kabul.



Standing in front of the American embassy in Kabul are: Voruz, Lt. Col Gary Andrews, DCST-Afghanistan commander, and Staff Sgt. Robinson, expediter.



This group photo was taken immediately after the NATO/International Security Force logistics coordination meeting. Voruz said all the nations briefed in English.



in the region because of these threats. Shortly after the meeting, this information was passed on to the Deputy National Security Advisor for further action.

Networking

The NATO/International Security Assistance Force headquarters is located in Kabul, just 45 minutes from Bagram Air Field. Voruz regularly visited ISAF to gather information about what was going on outside the normal U.S. operations. He would meet with the Combined Joint Logistics Director on a regular basis to trade fuel truck supplier issues and lessons learned. The meetings were randomly scheduled and usually had no main points of discussion but always turned up valuable new lessons.

One of the things the captain says he learned was the importance of face-to-face networking. He says he bent over backwards to help the Germans and Italians in Kabul because they would do the same when or if he needed assistance with any fuel issues. "But staying informed was probably the biggest benefit when it came to returning favors," he added. Because Voruz maintained such a close relationship with ISAF logisticians, he was invited to the ISAF Logistics Coordination Meetings where 35 countries were represented. In these meetings overall plans for Afghanistan and the eventual take over of Kandahar Air Field by ISAF were discussed.

"I never realized how important networking or relationship building is and how far it can take you," Voruz said. "You can start with a cup of coffee and end with sitting in on meetings planning the rebuilding of Afghanistan."

Mecca

Every year nearly 2 million Muslims travel to Mecca, Saudi Arabia, in a pilgrimage called Hajj. This is a journey all Muslims are expected to make at least once in their lifetime with the intention of performing certain religious rites in accordance with the method prescribed by the Prophet Muhammad. Muslims in Afghanistan are no exception, but it is more difficult to accomplish

this pilgrimage in a land of war and few resources. One of the winter challenges for DESC on top of the harsh environmental conditions, arduous terrain, and attacks is the support of Hajj. The United States recognized this very important time in the life of Muslims and was ready to support the Afghanistan government to ensure a successful Hajj for the local Afghans attempting the journey.

Voruz worked with Combined Forces Command Afghanistan to ensure there would be enough fuel for the commercial flights traveling from Afghanistan to Mecca. In concert with CFC-A, he developed a plan to have aircraft refuel when landing in Mecca because fuel supplies were low in Afghanistan during the winter months. The plan was simple: be ready to provide fuel to the commercial aircraft if absolutely necessary, otherwise preserve the U.S. fuel for U.S. support. The flights to Mecca for Hajj were enabled, and the United States was able to retain its stored fuel for winter use. In the end, the most important thing was the Afghanistan government was successful in supporting Hajj and its people.

Road Trips

Road trips were also a very important part of the DESC liaison officer job. Voruz traveled to Kabul about every other week or whenever meetings required his presence at the Embassy, ISAF HQ, or CFC-A. Luckily, he never experienced any detonated IEDs or hostile fire, as happened to others traveling the same routes.

As Voruz prepared to turn the reins over to Air Force Capt. Paul Barthel, they decided to take a road trip to Turghundi and Heiraton, Afghanistan to see the railcar to truck transfer, storage and filtering operations. The trip's main purpose was to discover how dirt was entering the fuel. They had been told the fuel setup appeared to be sound and there was no clear explanation of how dirt entered the fuel.

"However, the trip was a real eye opener for both of us," said Voruz. "We experienced snow storms, sand storms, rain, and backed up traffic for hours, narrow roads on steep mountain passes, dark and icy smog-filled tunnels, and roads in disrepair. And this was a day with fairly good weather," he added. The trip was a small taste of what truck drivers experienced while trying to make their deliveries to the bases, he said. "The drivers that make the trip are dedicated to what they're doing. In fact there was one driver that had his entire cab ripped off in an accident, and he continued to make his trip on a seat with no windshield or top."

Thanks

Voruz credits many people with the successful missions which resulted in his medal. "The teamwork of the people at DESC that were always available to provide assistance. DESC Bulk fuels provided critical support by helping resolve issues on quality, contracting, and general problems with closure of K2, Uzbekistan; DESC Direct Delivery provided critical support for the Pakistan Earthquake as well as the ground fuels throughout Afghanistan. DESC-Middle East provided a daily lifeline for advice and information; without their support I would never have been able to accomplish what I did," he said.



Top: Voruz enjoys the local bread while on one of his road trips.

Bottom: A damaged fuel truck arrives in Afghanistan to make a delivery. The driver travelled much of the way with no cab or windshield after they were ripped off in an accident enroute.

The captain also thanks former DESC Director of Operations Army Col. Keith Stedman. "He empowered me and provided latitude for me to get the job done," Voruz said.

Voruz continued, "(Navy) Lt. Manuel Ganuza and (Army) Maj. Denny Bowers did the job prior and set me up for success. Without the calculated actions and careful planning of these two individuals it would have been impossible to achieve what I did in my short time in country. (Air Force) Capt. Paul Barthel was handed the reins of the job in April and is sure to achieve great things during his deployment. Finally, I'd like to give credit to the folks who were DCST commanders during my deployment: (Army) Maj. John Dreska and (Army) Lt. Col. Gary Andrews for the support and latitude that enabled me to fully support the warfighter. I'm very proud to be part of such a great team and organization. There's not enough time or space to thank all that were involved, but I do greatly appreciate everyone's support," he concluded.

Voruz said this was the most rewarding job he's had in his 14 year career, and he would recommend it to any logistics officer seeking a challenge. "The troops fighting throughout Afghanistan deserve our very best effort to make their logistical challenges easier to overcome. I'm proud to say there were no operational missions cancelled or hindered due to low amounts of fuel. I consider that completing our mission!"

Team DESC-Korea bids farewell to Lt. Col. Brett Weigle



Members of the DESC-Korea team recently gathered with Weigle at the Korea Pipeman. Weigle relinquished command of the unit to Lt. Col. Sydney Thomas and is now in residence at Army War College. He has been selected for promotion to colonel.

DESC Fort Belvoir Picnic Gallery



The “vocal stylings” of Debbie Connelly, wife of the director; Francine Hughes, the director’s secretary and Lori Graziano, Business Integration, were highlights of the annual picnic.

**Photos by
Lawrence “Robbie”
Robinson**



There was dancing!

Picnic revelers included:

Left top -- Lt. Cmdr. George Daniel, Operations center; Tech. Sgt. Cynthia Sargent-Spearman, military personnel, and Executive Officer Maggie Timms.

Left middle -- Jet Fuel Division Chief George Atwood and Ground Fuels Division Chief Lula Manley, Direct Delivery Commodity Business Unit.

Left bottom -- Lori Graziano, Business Integration Office, and Idella Fletcher, Graphics.

Below -- From left to right -- Bathsheba Pearson, Quenette Ferguson, Bertha Lopez, Chief of Internal Review Emelia Snider, and Valerie Oliver. Lopez works in Customer Support. The others are assigned to Internal Review.



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