

Fuel Line

Defense Energy Support Center

October 2008



Inside this issue:
Fuelie canines 'work like dogs'
Operational solutions and vision merge
Biomass demonstration turns waste to fuel

From the Director

Build on the present, focus on the future



**DESC Director
Kim J Huntley**

“I’m confident this will be easy for DESC because each of you strives for excellence every day.”

In my first 90 days as the director, I visited regions, joint staff and combatant commanders, and major service components. I met with and learned from the DESC people themselves what they are doing and how their vision and strategy align with our customers. You can read more about those visits on page 26.

I understand that the better we understand our people’s perceptions and vision and how they sync with the organization, the better we can identify areas requiring better alignment or an increased leadership focus.

As a part of the Defense Logistic Agency, we focus on warfighter support, stewardship, growth and development, and leadership. We are successfully growing the enterprise, extending our services and our expertise closer to the customer — expanding our business space. But there is always room for improvement, and fortunately, we have the skills, commitment and drive to succeed.

This month, DESC leaders met to discuss the organization’s way ahead. Representing you and your areas, each leader brought invaluable expertise and insight to the discussions and development of our fiscal 2009 goals. Our focus areas:

Customer Relationship Management has a proven track record. DESC’s customer relations are already strong, and the CRM model will increase our ability to better track customer support actions. Training for the CRM model began in September.

Lean Six Sigma has achieved incredible successes, and I expect even better results within DESC. Our goal is to engrain LSS in our culture. We’ll tackle small bites at a time, engage your participation, establish action items and create a culture of continuous process improvement while removing non-customer-value from our processes. I’m confident this will be easy for DESC because each of you strives for excellence every day.

Training, Empowerment and Integrity all contribute to any business success. Integrity is especially important. It is literally the foundation of public and customer confidence and respect. I ask all of you to continue making integrity a priority in all your actions.

Accountability is the embodiment of how each team member does the job. To combat theft, lack of resources or any other potential vulnerabilities in our operations, we must continue to strengthen our accountability.

Utility Privatization extends our enterprise and expertise. In September, DESC and the Air Force took a significant step forward by signing a privatization agreement. I commend the team who lead this effort.

Alternative fuels and renewable energy are an exciting part of DESC’s future. The possibilities expand into all levels of government. Customers want these products; now DESC will shape the requirements and lead the initiatives. We will continue to find and support initiatives that benefit our customers.

Other focus areas: redefining regional and headquarters’ goals, planning with combatant commands, conducting infrastructure reviews, matching resources to missions, implementing energy convergence, and employing supplier relationship management.

Thank you for all you do to make our mission successful. Your performance is outstanding, and your commitment makes a difference to warfighters. Let’s continue to become even better in the coming year!

Kim J Huntley

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: Staff Sgt. Chad Warren, 332nd Expeditionary Logistics Readiness Squadron, sets up an R-11 aircraft refueling tank truck for operations Feb. 13 at Balad Air Base, Iraq. He deployed from Minot Air Force Base, N.D. (U.S. Air Force photo by Airman 1st Class Nathan Doza)



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DESC prepares for Horn of Africa responsibility shift

By Army Lt. Col. Edwin J. Cruz
DESC Middle East

When operational responsibility for the Horn of Africa shifts from U.S. Central Command to U.S. Africa Command Oct. 1, responsibilities will also transfer within the Defense Energy Support Center.

The Defense Energy Support Center Middle East and Defense Energy Support Center Europe inventory managers, quality assurance representatives, contract technical representative and operations officers' counterparts have worked out the subsequent movement of petroleum responsibilities from DESC-ME to DESC-EU.

The inventory managers counterparts' discussion centered on the two major Defense Fuel Supply Points: DFSP Djibouti



Crewmembers keep a close watch on a fuel line from USNS Leroy Grumman, an oiler assigned to Military Sealift Commands' Naval Fleet Auxiliary Force, during replenishment at sea of the USS Mount Whitney off the Horn of Africa.

and DFSP Camp Lemonier. The discussions included accounting procedures, ordering responsibilities and the contracts in place to support the bases. The counterparts took actions to ensure that the visibility of stocks, system access and permissions, and points of contact information were provided to DESC-EU and would be in place before the transfer. The inventory managers will continue to coordinate efforts and actions for a period after the transition to ensure a smooth handoff.

In August, DESC-ME Contract Technical Representative

Ann Wilson transferred electronic files for the following five year/multi-year contracts and related documents to Sam Bekele, contract technical representative for DESC-EU. Contracts were awarded by the Bulk Petroleum and Direct Delivery Fuels Commodity Business Units: Djibouti Facility storage contract SPO600-04-C-5420 under Emirates National Oil Company, Ltd.; Into-plane Jet A1 contract SP0600-06-D-0004 with Air Total; and Mogas contract SP0600-08-D-1012 with Total Djibouti. Additionally, into-plane contracted locations under SP0600-06-D-0007 (Kenya International Airport/Nairobi and Mombasa), and SP0600-06-D-0003 (Seychelles) were also transferred to DESC-EU.

Quality responsibilities shifted

Djibouti – DESC has three contracts and customer support as follows:

DFSP Djibouti: Emirates National Oil Company supplies facilities for tanker receipt, storage and tanker/truck issues

Air Total supplies Into-Plane and Into-Truck fueling services at their Doraleh International Airport facilities.

Total SA, supplies Jet A1, Diesel and Mogas to Camp Lemonier via a Posts, Camps and Stations contract.

DESC-EU and DESC-ME quality assurance representatives performed a face-to-face transfer of tanker operations in Djibouti.

Kenya – DESC has two Into-Plane contracts here, one at Jomo Kenyatta International Airport, Nairobi, and another at Moi International Airport, Mombasa. Both are with Shell Aviation.

No face-to-face transfer was required here.

Ethiopia – DESC has one Into-Plane contract at Addis Abbaba International Airport with Air Total.

No face-to-face transfer was required.

Seychelles – DESC has one Into-Plane contract with AVCARD at Victoria International Airport, Mare Island, Seychelles. Operations are performed by Seychelles Petroleum.

No face-to-face transfer was required.

In September, DESC-EU and DESC-ME counterparts were continuing an open dialogue and were very optimistic that responsibilities would transfer smoothly.

Okinawa presents challenge

By Ditu Kasuyi
Direct Delivery Fuels CBU

Historically, the Defense Energy Support Center's Ground Fuels Division II has been faced with numerous challenges in supporting both the motor gasoline requirements and the newly identified Ultra-Low Sulfur Diesel items in Okinawa, Japan. Lack of vendor availability, stricter environmental regulations calling for the reduction of sulfur in diesel fuel, and the pending sale of the only refinery on Okinawa, made it imperative that the contracting team make fuel support in Okinawa priority one.

During the Japan Posts, Camps and Stations contract awards in 2006, then Contracting Officer Tyler Parker and Contract Specialist Lee Dvovich solicited FJ1, the Japanese version of Ultra-Low Sulfur Diesel, and Mid-Grade Unleaded Automotive Gasoline, or MUM, to support the fuel requirements for Okinawa.

Contract negotiations with the vendors were difficult and complex due to several issues. One of the major issues was the pending sale of Okinawa's only refinery. At the time, the current owner of the refinery did not want to enter into a long-term agreement with DESC and therefore did not submit an offer for any of the fuel requirements for Okinawa. Another big issue was the volume of product needed in order to fulfill warfighter requirements on the island.

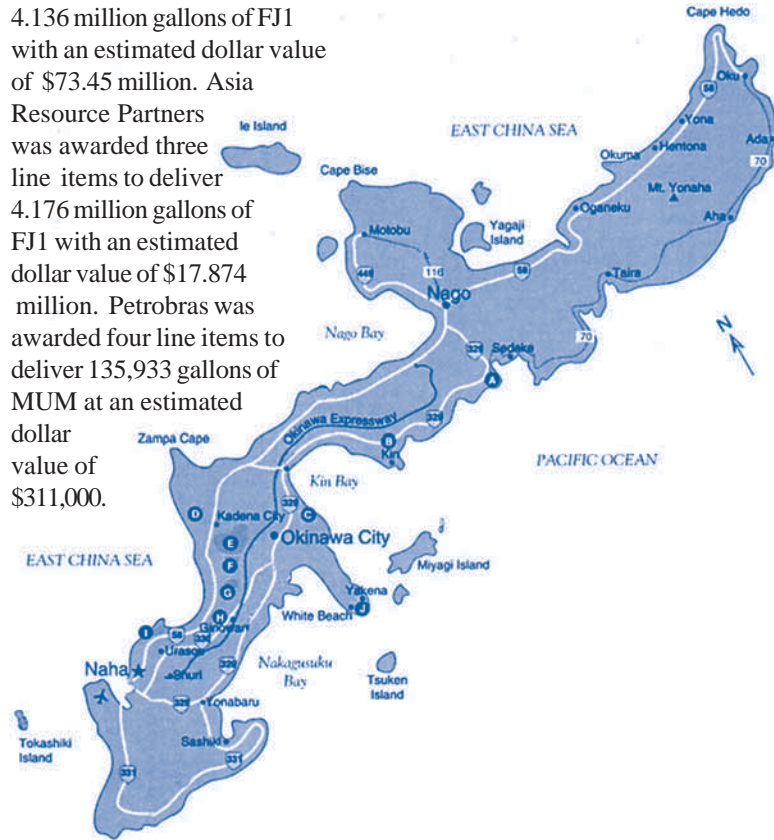
In the end, DESC was able to negotiate a contract to support the MUM requirements on Okinawa for a twelve-month period. This provided a short-term solution, which would allow the

contracting team to regroup and reassess support capabilities on the island. Even though DESC was able to find a temporary solution, a long-term solution for support had to be implemented.

To effectively deal with the issue, the contracting team collaborated with both DESC Pacific and DESC Japan offices to put together an outreach team that would visit all the contractors with DESC contracts under the Japan PC&S program and engage them in finding a solution. Additionally, the team had received word that the new owners of the refinery were very interested in doing business with DESC and wanted to meet face-to-face with the contracting team to discuss supporting the customers on Okinawa.

The team met with several vendors. Four offerors subsequently indicated an interest in supporting the Okinawa program; two were new vendors with no history of ever offering under the Japan PC&S program. Exxon Mobil was awarded twenty line items to supply 21.772 million gallons of MUM and

4.136 million gallons of FJ1 with an estimated dollar value of \$73.45 million. Asia Resource Partners was awarded three line items to deliver 4.176 million gallons of FJ1 with an estimated dollar value of \$17.874 million. Petrobras was awarded four line items to deliver 135,933 gallons of MUM at an estimated dollar value of \$311,000.



Defense Energy Support Center Contracting Officer Ditu Kasuyi, second from the left, and DESC Japan's Master Sgt. Larry Gillead, third from the left, meet with representatives of the 505th Quartermaster Battalion, Okinawa, Japan.

DESC Americas merges vision

By Air Force Lt. Col. Jon Ramer and Bo Swenson
DESC Americas West
and Robert Short, Energy Convergence Office

The Defense Energy Support Center recently began a fuel “polishing” protocol on some jet fuel piped to the Western States. This operational solution, which enables the center to save money by rehabilitating off-specification fuel, may eventually lead DESC to purchase commercial jet fuel and convert it to military specifications. If this vision becomes reality, the savings to DESC’s customers – and the taxpayers – could be in the hundreds of millions of dollars.



DESC clay filtration vessels at the Las Vegas terminal Kinder Morgan facility outside of Nellis Air Force Base, Nev. (All facility photos by Lt. Col. Jon Ramer)

The first step toward this vision occurred in 2004.

Over the years, DESC has experienced several close calls when inventories of jet fuel shipped on commercial pipelines were found to be off specification. The fuel samples failed tests for thermal stability, or the Jet Fuel Thermal Oxidation Test, indicating that the fuel might oxidize when exposed to high heats. Because the military services are concerned that increased oxidation might gum up fuel systems and increase maintenance time for the aircraft, a military specification was established to ensure high stability.

The thermal stability problem was widespread, but was particularly acute on two systems: the Santa Fe Pacific Pipeline South system in the West, and the Plantation Pipeline system in the East; Kinder Morgan Energy Partners owns both systems. DESC has never been able to establish the precise cause of these JFTOT problems, but two likely suspects were water present through the transport system and remaining reagents in the hydrocarbons. Without costly and inconvenient intervention, the off-specification fuel was not suitable for jet engines and was usually downgraded to a marine or ground transporta-

tion fuel at a substantial financial loss.

In 2004, DESC became aware of an additive that had the potential to make commercial Jet-A fuel usable as military-specification jet fuel JP8. The additive, which would lower the freeze point of the fuel, was currently in an Air Force test program. Given that Jet-A usually costs cents less per gallon than the international Jet-A1 fuel that had previously formed the basis for JP8, this additive would have significant potential to lower the cost of jet fuel to DESC’s customers. The DESC team kept an eye on the additive tests.

Meanwhile, as the thermal stability problems on the two pipelines were analyzed, it appeared that one possible solution would be to change the order in which the fuel is filtered and then injected with required additives to upgrade it to military specifications.

The solution protocol calls for filtering first with a micron filter to remove large particles, then using clay filtration to remove surface active agents called surfactants from the fuel, and filtering with a filter/separator to dry the fuel. Required additives are introduced after all the filtering is complete because clay filtration removes all additives from a product. Following the protocol with these “polishing units” should deliver clean, dry and on-specification fuel if additive injection takes place after that filtration process.

At that time, filtration and additive injection had not been standardized processes; they were developed at a local level, driven more by space and resource constraints on a given project than by an overarching vision for a supply chain. When DESC, representing the Defense Logistics Agency, assumed ownership of the petroleum supply chain, an opportunity opened to change this practice and develop a standardized approach to filtration and additive injection.

In 2005, DESC approached KMEP with the concept of creating polishing units and asked if it would be willing to convert the CalNev system, which is fed by the Santa Fe Pacific pipeline and services California and Nevada, to the methodology of micron/clay/and coalescer filtration. KMEP was willing and able to do this; the company had the polishing units built and installed with an agreement to build the reimbursement for the units into the fuel transportation costs paid by DESC.

The first polishing units were installed on the CalNev system and became operational in early 2005; more units have followed throughout the Western region.

These units have already proven their operational usefulness. In May, about 78,000 barrels of marine jet aviation fuel JP5 in various tanks between the Defense Fuel Support Point San Pedro, Calif., and DFSP Point Loma, Calif., was discovered to be off-specification for JFTOT. The fuel, which would previously have been downgraded to bunker fuel at a huge financial loss, was

with operational solutions

instead re-routed to two separate KMEP facilities where polishing units were in service and sent through the micronic/clay/filter separators. Before polishing, the fuel failed JFTOT with a 4P rating at both locations. After polishing, it passed with ratings of 2 and 1.

The cost for these batches of fuel alone was more than \$10 million.

Polishing units are also being installed along the Plantation Pipeline system. Nu Star Energy owns all of the major terminals on this system. So, DESC elected to have Nu Star install the same polishing and additive injection protocols at its terminals. Nu Star had the space and lower flow rate to permit installation of equipment at a cost that could be recovered over time from DESC through product movement or transportation costs. Nu Star is presently working to complete construction of this system.

The success of this operational solution and the associated savings are easy to see. But, how does it relate to the vision of saving hundreds of millions of dollars in the future by purchasing Jet-A as the basis for JP8?

These polishing units will also permit DESC to test procuring the commercial Jet-A and additizing it into JP8 for military customers. More investigation is still needed as this will also require changes to the way DESC purchases additives.

However, the concept of polishing units has the potential for huge savings worldwide. Jet-A1 costs over a penny more per gallon than Jet-A, and in 2007, DESC purchased for more than 22 million gallons of Jet A-1 and more than 1.95 billion gallons of JP8

Nellis Air Force Base, Nev., pilot Lt. Col. David Thirtyacre, Air Force Warfare Center deputy of operations, laughs with Brig. Gen. Stephen L. Hoog, the center's commander, after an F-16 sortie. The air base is served by the polishing units. (U.S. Air Force Photo by Senior Airman Jason Huddleston)



for use in the United States. That's a lot of pennies.

Making the switch to Jet-A and additizing upon delivery could add up to a heap of savings.



Defense Energy Support Center micronic filters and filter separators at the Las Vegas terminal Kinder Morgan facility outside Nellis Air Force Base, Nev. (Photo by Lt. Col. Jon Ramer)



The entire Defense Energy Support Center polishing unit at the Las Vegas terminal Kinder Morgan facility outside of Nellis Air Force Base, Nev. (Photo by Lt. Col. Jon Ramer)



D.O.G. lives the POL dream in the fuelie parking lot at Andersen Air Force Base, Guam. (Photo by Tech. Sgt. Brenda A. Laun)

D.O.G.: living the “POL dream”

By D.O.G.

My name is D.O.G. I reside in the petroleum, oil and lubricants compound at Andersen Air Force Base, Guam.

I was a stray until I found a hole in the fence (which has now been fixed). The nice people in the area have treated me like family. I get fed the best foods found on and around the island, and I go to the doctor on a regular basis to ensure I am healthy. Currently I am on medication to treat a bug I have; I believe the humans call it heartworm.

The fuels personnel have take good care of me; one nice young human even took me for a ride in his truck. We went to Burger King where he let me get chicken nuggets.

I do not have any special tricks or life saving stories; I am just a typical, every day, run-of-the-mill, stray dog living the POL dream.

I enjoy lying in the middle of the employee parking lot; it entertains me to watch the humans drive around me. I had a girlfriend or two, but they left after my return from the doctor; I think the word neuter offended them. If I had thumbs, I would look it up in the dictionary to see what it means.

Middle East AOR: officers take fuels

By Jerry Mohler

DESC Business Integration Directorate

The Defense Energy Support Center recently provided critical base-level training in the Middle East area of responsibility. The Business Integration Directorate sent a trainer to Iraq and Afghanistan to deliver two essential courses: the Terminal Managers' and Responsible Officers' Course and a modified version of the FuelsManager Defense Basic Accounting Course, also referred to as the BSM-E Basic Course. This was the first of the semi-annual training offerings DESC supports each year.

The trainer, Mike Wunder of Varec, Inc., started his journey by attending a weeklong orientation at the training center in Fort Benning, Ga., where he familiarized himself with the basic soldiering skills necessary in the AOR. Then he flew to Kuwait, awaited transportation connections, and made his way to Camp Victory, Iraq.

At Camp Victory, Wunder set up his classroom and began teaching the two courses. The students for this session were primarily KBR contractors who would assume accountant positions and soldiers who would assume responsible officer positions when DESC capitalized the fuel at Camp Victory, Taq Qadum and Speicher, a month later.

Two weeks later, Wunder continued his journey to Bagram Air Base, Afghanistan, where he presented the same two courses to new accountants and ROs for the Defense Fuel Support Point. A few weeks later, he returned to Kuwait where he provided informal instruction to the Sub Area Petroleum Office team at Camp Arifjan.



Students in the first modified version of the FuelsManager Defense Basic Accounting Course to be taught in Afghanistan participate in an exercise during the class.

accountants and responsible base-level training

In all, Wunder taught six sessions in the AOR. In Iraq, 40 new accountants and 14 new ROs completed the courses. In Afghanistan, 14 new accountants and 11 ROs took advantage of the training.

At each stop, Wunder shared his vast knowledge of the DESC processes, providing additional hands-on training to the ROs and accountants after class. He reviewed documentation requirements such as how to properly complete Defense Department forms, how to maintain documentation, and how to research documentation. He emphasized records management, back up procedures and researching shipments and receipts using Fuels Enterprise Server Inventory Explorer Queries.

Wunder also helped the team correct rejects and demonstrated the proper use of reverse and reverse/update and when to use each. He reviewed the status of sites, new DESC guidance, potential issues, fuel movements, documentation and tracking fuel.

Throughout the journey, the days were long and the training intense, but students and trainees expressed appreciation for the instruction they received.

The Joint BSM-E 3-week basic courses and the Joint BSM-E TM and RO courses are regularly offered at the Varec, Inc. training facility in Atlanta. They are frequently offered at overseas and other stateside locations when coordinated through the DESC-TB@DLA.MIL e-mail box.

The RO Course is designed to teach the responsibilities inherent in RO, TM and Property Administrator positions, covering the most important aspects of their jobs. The main objective of the course is for the students to understand from a "joint perspective" general and specific FMD and Fuels Enterprise Server applications, interfaces and process flows. The students also learn how to use FuelsManager and FES for inventory control.

The Joint BSM-E Basic Course is designed to teach fuels accounting techniques to accountants from all military services and covers all aspects of the FMD software suite, as well as FES, the Paperless Ordering and Receipt Transaction Screen, known as PORTS, and other inventory accountability techniques. The full course is three weeks long and is currently taught only in Atlanta, but the FMD Express version that Wunder taught in the Middle East AOR is a one-week version that is exportable throughout the world.

Wunder will return to the AOR to present additional training opportunities in October, his fourth trip to the AOR.



Above, students in the first modified FuelsManager Defense Basic Accounting Course presented in Afghanistan gather for a class photo. Below, students participate in exercises during the class.



SEA Card pilot test increases vessel support

By Ann Sielaty
SEA Card program manager

The Defense Energy Support Center's Fuel Card Program Office is conducting a pilot program to facilitate fuel purchases from non-contract suppliers.

Warfighter requests DESC's help with purchases from non-contract suppliers

Until now, if a Defense Department ship needed bunker fuel and could not be supported in a particular port by a DESC bunker contract, the vessel was delegated "local purchase" authority and was on its own to find required fuel support. The resultant challenges to the military services in doing this led the warfighter to request that DESC extend available fuel support by leveraging the recently developed and highly successful DoD SEA [Ships' Bunkers' Easy Acquisition] Card Order Management System. DESC agreed to accept the challenge. The Open Market pilot test was the result.

DoD-SCOMS has been used for contract lifts by the military services and the U.S. Coast Guard since 2005. The system has successfully processed more than 1,878 bunker contract orders valued at about \$500 million.

DoD SCOMS makes it easier to buy fuel

DoD-SCOMS made it much easier for merchants to do business with the military and has significantly improved the manual paper-based process. The system provides customers and DESC with information on bunker contract ports, product availability, delivery mode and worldwide port information 24 hours a day, seven days a week. If required, the ships' identity can even be masked to meet security requirements.

Ordering officers use the system to submit a request for fuel in a port, and bunker contractors acknowledge the request for fuel. Once fuel is delivered, the merchant inputs invoice details into the system for approval by the accountable official and payment processing.

Pilot program aims to make open market buys easy

For the Open Market pilot, the merchant goes through a competitive quote process once the ordering officer inputs a specific fuel request at a non-contract port. If all specification requirements, terms and conditions, and delivery mode can be met, an award is made to the lowest priced, technically acceptable supplier. For the first time in history, unparalleled reporting and management data is available in real-time standards to both the customer and DESC.

However, leveraging the system for open market purchases and resolving the increased complexities arising from soliciting quotes/making awards versus placing orders against existing contracts created significant challenges. The Fuel Card Program Office team worked in tandem with customers and Multi Service Corporation, the DoD-SCOMS-developing contractor. They hammered out additional requirements, monitored system changes, incorporated required programming, and tested the new functionality module for open market purchases.

In addition to moving forward with functionality development, DESC and Military Sealift Command, or MSC, entered into a unique partnering arrangement in which DESC's bunker contracting officer will use DoD-SCOMS to award the open market spot buys for MSC vessels in the first



The USNS Gunny Sgt. Fred W. Stockholm, above, was the first vessel to participate in DESC's SEA Card Open Market Pilot Program and the first to receive a quote for fuel delivery. The site: Darwin, Australia. (Courtesy photo)

attempt to place electronic local purchase bunker orders. To enable this process, DESC's Direct Delivery Fuels Commodity Business Unit negotiated the required business rules with MSC.

This joint pilot between the Fuel Card Program Office's DoD-SCOMS capabilities and the Direct Delivery CBU's contracting expertise is in direct alignment with the Defense Logistics Agency's strategic thrusts — extend the enterprise and connect warfighter demand with supply.

While testing the technology is the main purpose for the Open Market pilot program, the pilot will also test DESC's ability to provide direct mission contract support to vessels on the move worldwide.

A second component of the pilot program involves the Coast Guard. DESC is finalizing business rules to allow the Coast Guard to use DoD-SCOMS for open market purchases. A key difference, however, is that given the operational tempo of the smaller Coast Guard vessels and cutters, the Coast Guard will use internal or shore-based contracting officer support for its open market awards in DoD-SCOMS.

DESC expects the Open Market pilot program to run six to nine months. Then, metrics and lessons learned will be analyzed, providing DESC the information necessary for determining the way forward.

Initial orders considered a success

As of August, five requests for quotes had been placed in DoD-SCOMS. The RFQs were placed in Australia, Korea, and Japan.

The program managers consider the first Open Market orders a success even though the orders were never filled. The quote period for the first two orders, requested for Darwin, Australia, closed without an award being made because the required products were not available by barge delivery. While there was considerable competitive interest and quotes were submitted, USNS Gunny Sgt. Fred W. Stockham had requested barge delivery of two marine oils. The ship was unable to enter the harbor for pipeline delivery, so fuel had to be barged in by the Royal Australian Navy via DoD-SCOMS.

Although an actual award couldn't be made, the



The MV Westpac Express, above, was the second vessel to participate in the SEA Card's Open Market pilot program and the first to have fuel delivered through the program. The delivery took place in Pyeongtaek, Korea. (Courtesy photo)

order provided considerable benefits. The order was considered a complete success: customer requirements were received in DoD-SCOMS; the contracting officer was able to process the RFQ; merchants were able to easily access the RFQ in the system; competitive quotes were submitted and reviewed in the system by the contracting officer; and the system enabled a process for a short-fused requirement half-way around the world — all to be handled by a DESC contracting officer rather than the vessel or military service.

The vessel ultimately obtained barge support through the Royal Australian Navy, but DoD-SCOMS electronically connected all interested parties enabling full situational awareness and meeting all expectations of system readiness.

First order is accepted

The first completed DoD-SCOMS Open Market order was accepted Aug. 18 by Merlin Petroleum. The MV Westpac Express ordered 161 metric tons (48,300 gallons) for delivery in Pyeongtaek, Korea. DESC anticipates the remaining two quotes in the system will receive considerable competition and result in successful awards to enrolled SEA Card merchants in Japan and Korea.

The ever increasing fuel prices also put a strain on bunker merchants' ability to maintain substantial credit lines. For these Open Market spot buys, merchants will be directly reimbursed by DESC's contractor, Multi Service Corporation, who in turn will bill DESC for the fuel. This split billing allows merchants to receive prompt reimbursement, allowing Open Market merchants to maintain adequate lines of credit.

This is a unique opportunity to further revolutionize and modernize the bunkering process in support of the warfighter. Those involved in the pilot are optimistic that by the end of the pilot, the SEA Card program will have further enabled the third DLA strategic thrust — deliver supply chain excellence.

New fueling vessel visits Japan

By Richard B. Knapp
DESC Japan

Joint Bulk Petroleum Doctrine, as addressed in Joint Pub 4-0, stresses joint bulk fuel interoperability for developed systems. A good example for that has been the Off-Shore Petroleum Distribution System in support of joint logistics over the shore.

The nation's newest Off-Shore Petroleum Distribution System vessel debuted in Japan in February.

The original OPDS vessels, built in the 1980s and 1990s, stored and transported up to 269,000 barrels of fuel. In addition to being floating storage for contingencies, the system had hose reels to pump product from up to four miles off shore. The vessels were designed to work in concert with the U.S. Marine Corps Amphibious Assault Fuel System or the U.S. Army's Inland Petroleum Distribution System and Tactical Petroleum Terminal.

The newest version of the system is called the Off-Shore Petroleum Discharge System – Future, or OPDS (F). It was demonstrated in 2007 at Norfolk, Va., accepted and fielded as part of the Military Sealift Command Pre-positioning Program. This vessel acts as a pumping platform that connects to a fuel tanker source and can pump up to eight miles from sea to shore to provide wet JLOTS through its flexible conduit. The M/V Vice Adm. Wheeler and its tender vessel Fast Tempo deployed west across the Pacific making stops at Hawaii, Japan and Korea.

In early February, the vessel made a port call to White Beach Naval Station in Okinawa, Japan. Tours of the system were given to the installation commander and personnel from DESC,



The M/V VADM Wheeler approaches the pier at White Beach Naval Station, Okinawa, Japan.

MSC and the Army's 505th Quartermaster Battalion. Chief Mate John Souza conducted the tour of the vessel.

From the bridge to the deck, equipment was state of the art and ready for use. Among the improvements over the previous system are its double hull, the doubling of pumping capability from four miles to eight miles, and an increased pumping rate of up to 5000 psi. The system boasts a faster deployment time - 48 hours compared to the 120 hours for the previous system - decreased draft, and the ability to deploy and operate in more adverse wind and seas. The vessel operates without mooring lines, using a dynamic positioning system to remain static.

After Okinawa, the Wheeler passed through Sasebo, Japan, and on to Chinhae, Korea, for an operational vignette Feb. 18-28. In support of joint operations, the Wheeler successfully pumped from a freshwater barge through the OPDS (F) to the Amphibious Bulk Liquid Transfer System on shore.

This was the first time the Navy's military hose reel system, used in support of Marine Corps operations, was used with OPDS for over the shore logistics.

Cargo was pumped at a flow rate more than 2,800 gallons per minute to the ABLTS Beach Interface Unit ashore, almost doubling the requirement of 1,417 GPM. More than 86,000 gallons of fresh water were moved during the exercise without incident and ahead of schedule.

Mission complete, the Wheeler shoved off and made way for its home station in the Pacific. It remains available as an important asset for logistics planning and support during contingencies.



The OPDS(F), M/V Vice Adm. Wheeler, and Tender Vessel Fast Tempo docked at White Beach Naval Station, Okinawa, Japan.

Ohana: a new way forward for FISC Pearl Harbor fuels



By Navy Lt. Taquina Luster
FISC Pearl Harbor

The FISC Pearl Harbor Fuels team.

An holistic leadership approach is bringing “Service with Aloha” back to the Fleet and Industrial Supply Center Pearl Harbor’s Fuels Department.

In a matter of months, the face and climate of the department has changed with the implementation of an aggressive structural re-organization and the rejuvenation of a robust training program. Milestones have been set and achieved in the areas of safety and budget savings.

“In Hawaii, the word ‘ohana’ means family. It represents a time when the civil service and military worked in lockstep to accomplish a mission,” said Lt. Cmdr. Scott Hedrick, director of the FISC’s Fuels Department. “It’s our goal here at the Fuels Department to bring that feeling of camaraderie and purpose back home.”

After careful review of the requirements for a high-performance organization, the department revamped its organizational alignment of 46 full-time employees. With only 30 civil servants on the books, the department worked toward filling vacancies and creating necessary positions by rewriting position descriptions and expediting the hiring process. With the use of recruitment initiatives like Delegated Examining and Student Career Experience Program, the department is reaching out to a broader pool of potential expertise to fill the existing 16 vacancies.

A talented fueling team has to have the basic tools of the trade – safety training and equipment and specialized work station knowledge – to make an evolution successful. The fuels department is making great strides in rejuvenating its Competency Based Certification program by updating and modernizing on-the-job training topics, creating checks on learning and testing to monitor how employees are responding

to the lessons, and video taping class sessions to create a library of training tools unique to the facility.

“I love the training we’ve done,” said Karl Thomas, fuel distribution system worker. “The trainer makes it simple and makes sure you understand. He even comes to your watch station on your shift to make sure you get the training everyone else is getting.”

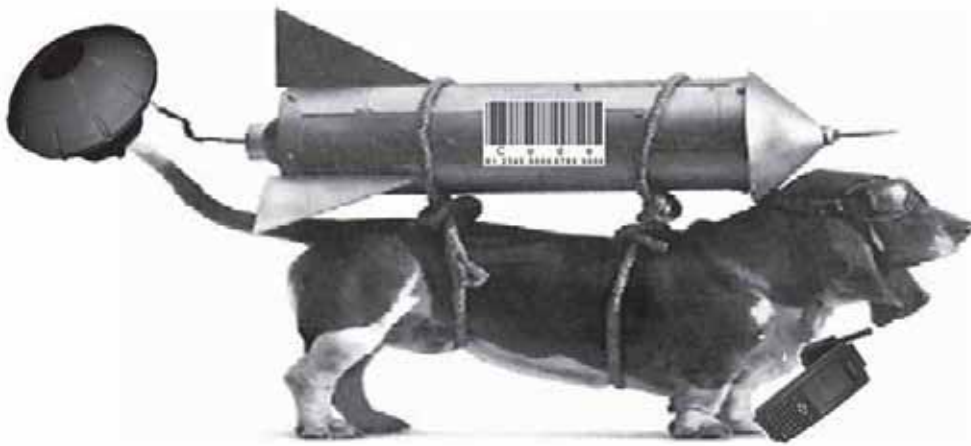
The department increased its training budget by making strategic budget reductions to its fleet of vehicles. By replacing aging automobiles and consolidating the number of vehicles needed to perform a day’s work, the department is reaping an annual savings of \$29,000.

Providing a safe work environment is paramount to the fuels department. A vertical fall protection system is a recent addition to the terminal’s truck loading rack, giving the workers added protection while they conduct inspections on truck tanks with a height that can exceed 13 feet.

Emergency escape breathing devices have now become a required item to be carried at all times in the Red Hill Tunnel – an underground complex that houses twenty 300,000 barrel storage tanks – to ensure that all personnel have the ability to escape quickly in the case of an emergency. Photo luminescent signs are mounted every tenth of a mile in the 3.5 mile-long facility, marking one’s current location and the closest primary and secondary exit.

New methods for conducting business can be a frightening step for an organization to take. But, with teamwork, focus and purpose, one thing is certain... change can be very, very good.

For a more thorough discussion of the Student Career Experience Program, visit: www.dcmda.mil/careers/SCEP/index.htm



AIT: doggone good idea

**By Randy Beltran, Bill Gibson
and Jim Sweeney
DESC Executive Agent Office**

The soaring price of crude oil, along with a surging global demand for petroleum products, led the Defense Energy Support Center to seek out ways to gain operational efficiencies throughout the Department of Defense bulk petroleum supply chain. Automatic identification technology is one method DESC's Executive Agent Office team is evaluating.

What is AIT? AIT is a family of powerful technologies and devices that capture, aggregate and transfer data to automated information systems. You probably know AIT best from swiping your credit card at the gas station, gaining entry into a secured building, or tracking your missing package via the FedEx Web site.

DoD has used AIT as a data entry tool for more than 30 years. However, DESC, in its Executive Agent role, recently began an initiative to explore AIT across the entire bulk petroleum supply chain. DESC, in concert with several stakeholders and teaming partners, recently completed a study to identify appropriate AIT baselines within the bulk petroleum community. The result of this effort was a bulk petroleum concept of operations that identified different levels of AIT media which can be applied in all situations across the bulk petroleum supply chain. These levels indicate how many criteria a particular media, or AIT alternative, satisfies to meet mission needs.

Alternatives identified as Backup AIT media satisfy some criteria, but perhaps not enough to warrant any further investigation as a primary tool.

Primary AIT satisfied more of the selected criteria and appear to provide a good balance between capability and projected cost.

The analysis also identified Premium AIT; these are media good enough to warrant primary consideration, but which could be very costly to implement.

Within the past few years, DoD exponentially expanded the use of AIT to enhance asset visibility and track items as they move through the supply chain. However, many of the advantages AIT offers remain untapped within the bulk fuels community. Until now, perfect, or near-perfect, visibility of the petroleum supply chain has been an enormous challenge; but, as the concept of operations now indicates, there is a founda-

tion upon which future AIT initiatives can build.

Within the bulk petroleum supply chain, AIT can reduce administrative and logistics costs throughout the business processes by increasing data accuracy and eliminating errors, speeding the collection and transmission of data, and making the entire process more efficient.

In other words, pretty much everything in the bulk petroleum supply chain is a candidate for automation or improvement through a combination of AIT and its technology backbone.

The development of the bulk petroleum AIT concept of operations was just the beginning. Planned actions include greater stakeholder involvement and further education and training for the community-at-large, discussions with industry representatives to review commercial applications and viability for military use, and a planned AIT workshop in the near future.

One of the keys to further success lies with building a business case analysis. As the team develops a list of potential solutions to improve the community's AIT capability, they will use this business case analysis to help identify the total costs for each of the alternatives identified, the risks and benefits associated with each, and the return on investment.

DESC is constantly keeping an eye on ways to improve support to the customer and warfighter, so when the analysis is complete, DESC will make informed decisions on which options to pursue based upon best-value to the community. Once a business case is established, and a corporate decision is made to proceed, a bulk petroleum implementation plan will provide an orderly transition into the world of AIT.

AIT Dog graphic, above: *It's possible to have too much of a good thing. "When properly applied within a business process, automatic identification technology can significantly improve efficiency and effectiveness," said the Executive Agent Office's Bill Gibson. "However, when applied carelessly, as in the case of this AIT Dog, no real advantage is gained and scarce resources are needlessly expended. DESC wants to ensure we implement AIT wisely."*

Ground Fuels Division II reaches new horizons in Peru

By Nick Ignacio
Direct Delivery Fuels CBU

In early April, the Defense Energy Support Center's Direct Delivery Fuels Commodity Business Unit was called upon to support fuel requirements for the New Horizons 2008 exercise in Peru. This created many challenges for the Ground Fuels Division II team – known as DESC-PLC – who took on the task of filling the requirements for aviation jet fuel, diesel fuel and midgrade unleaded gasoline. However, when everything was said and done, the commitment of the PLC team to the task at hand allowed for a contract to be put in place to support this exercise.

New Horizons is an annual humanitarian effort put on by the U.S. Southern Command in different locations throughout the Caribbean, Central and South America. This year, the exercise was staged with the assistance of the Peruvian government to improve the quality of life of underprivileged Peruvians. The main goals of the exercise included construction of two schools, three clinics and two water wells. In addition, members of the U.S. military participated in medical missions, as well as helping Peruvian orphans by providing meals and books.

Providing fuel support to this exercise was a great opportunity for DESC to help people experiencing hardship in other parts of the world.

Purchasing fuel for delivery in Peru was a first-time experience, in many ways, for the Ground Fuels Division II team. This was the first major buy for Nick Ignacio, the contract specialist who helped with coordinating the requirements, finding potential vendors, and working with Contracting Officer Marty Pratt, Inventory Manager Audrey Scott, and the DESC Direct Delivery Tech Team to get the final contract in place. Ignacio, who was the newest member of the DESC-PLC team, was two months into the job of learning contracting when this requirement came in. For the team, this was the first time filling requirements in Peru from cradle to grave; in the past, when fuel was required in Peru, local purchase authority was granted due to the need for the military to receive authorization from the Peruvian government to receive bulk fuel.

This year, however, initial hurdles were cleared, and DESC was authorized to purchase the requirements needed to support New Horizons. There were still issues that needed to be addressed before a contract could be put in place, mainly how to get the fuel to the customer, and how to price it.

Ayacucho was the base camp for nearly 1,000 service members of the U.S. Army, Navy, Air Force and Marines participating in New Horizons. Located almost 9,000 feet above sea level in the Andes Mountains, it was a tough working environment for those not used to

living at high altitudes. For the duration of the exercise, the plan for delivering fuel was to truck it in from the Port of Pisco, which is located on the Pacific coast of Peru. The 195-mile delivery from the Port of Pisco to Ayacucho involved a 10-hour trek from sea level, winding through the Andes Mountains.

In addition, during the course of soliciting the requirements, the contracting team was informed of a requirement for purchasers of aviation jet fuel to have the “Constancia de Registro de Consumidor Directo” or End Consumer Certificate for receiving jet fuel. Jet fuel is highly regulated in Peru, and the Peruvian government wanted to be sure it would not be bought by unauthorized businesses. This was a challenge for potential vendors, who had to coordinate how to best get the fuel to the service members while still keeping a reasonable cost in mind.

In this case, the Ground Fuels team coordinated with Leo Bryant and Senior Master Sgt. William LaFoy of the SOUTHCOM Joint Petroleum Office to make sure that vendors had the most accurate delivery information so a concrete delivery plan for the fuel could be formulated.

The Ground Fuels team also encountered a challenge in determining the proper prices for the fuel. In Peru, the government publishes price bands for the two major fuel suppliers in the country to abide by. So, the contracting team worked with Al Colvill of DESC's Market Research



Graphic by Tyler Parker

Continued on page 16

cont'd from page 15

Peru New Horizons

Office to make sure that the prices were reasonable. They also worked with Gregory Zagorin of the Office of Counsel to make sure that the included taxes would be valid, as it was determined that there was no status of forces agreement in place that would exempt the U.S. Government from having to pay taxes in Peru.

Through the whole process, the DESC-PLC team encountered many challenges to overcome and remained vigilant in the determination to support the warfighter. Failure was not an option.

Having the chance to help other people in need was more than enough reason for the contracting team to put in the work needed to get the fuel to the customer. Many stories have already been published about the great things occurring as a

result of this exercise. U.S. service members brought local children to zoos and museums, and Navy and Marine members provided free medical care to the people of Ayacucho. The Air Force's RED HORSE team built schools and clinics.

Supporting the efforts of the New Horizons 2008 exercise gave the Ground Fuels team a chance to broaden their own horizons.

Operations officer tells it like it was

U.S. Army Maj. Timothy Haylett completed his tour in the Middle East with the Defense Energy Support Center Middle East Bahrain July 31. His next assignment is in Okinawa, Japan, where he will assume the role of an operations officer in the 10th Area Support Group. U.S. Air Force Capt. Robert Austin, a petroleum operations officer in DESC-ME, corralled Haylett before he left the theater to ask him about his deployment experience.

Austin: What were some of the highlights of your Middle East tour?

Haylett: I enjoyed several things, but the two most memorable experiences included my time at [Exercise] Bright Star working with the Egyptian military, and my time in Kabul working at the U.S. Embassy.

A: What was your biggest accomplishment in the last year?

H: Surviving the traffic in Bahrain! No really, I feel the biggest accomplishment was setting up a trilateral meeting among Afghan, Pakistani and coalition forces. Providing a forum for the two countries to exchange critical dialogue and ideas was exciting, to say the least.

A: Was this your first time in the Middle East?

H: No, I actually have lived in the Middle East three times throughout my life. The first time was in Saudi Arabia when I was a toddler. The second time, I was assigned to the 1st Armored Division in Iraq. Now, I am completing a year here in Bahrain with DESC-ME. Things have changed greatly over the last 30 years.

A: What were some of your challenges during this tour?

H: Each job had its challenges. I think the biggest challenge for me was to get my hands around the entire operation - especially in Afghanistan. The theater is incredibly large and has so many moving parts that by the time you start to feel comfortable, you are anticipating moving on to your next assignment.

A: What is the most difficult thing you had to deal with this year?

H: The hardest thing about any deployment is not the mission, but being away from family. I have a daughter who reminds me everyday that she is now five years old.

A: What will you take away from this job?

H: I think the biggest skill I learned in this job was the importance of forward thinking. Tracking fuel is a challenging and ever-changing practice. It requires vast knowledge of the product as well as its originating region. My last assignment was at ExxonMobil in Fairfax,



Then DESC Middle East Commander Army Col. Mark Olinger bids Maj. Timothy Haylett farewell.

Va., where I completed a 10-month Training with Industry program. At ExxonMobil, there was little focus on fuel not arriving at its prescribed destination - it just always arrived. In Afghanistan and Iraq, this is not always the case. We contend with weather, trucker strikes, political unrest, corruption, customs issues, etc. DESC is always looking forward to find an alternative plan in case fuel does not arrive for some reason or another.

A: Is there anything you would like to say?

H: I want to thank the Middle East team. It's been a great opportunity to be part of DESC-ME. I hope to take what I have learned and use it in further assignments throughout the Army.

Haylett was replaced by Army Capt. John Moore. Moore arrived from Fort Lee, Va., July 29. His previous assignment was with the 49th Quartermaster Group there.



DESC Middle East Tanker Operations

By Bill Hendricks
DESC Middle East

Defense Energy Support Center Middle East performs tanker operations on a regular basis at nine locations in the area of responsibility — three in Kuwait, two in Bahrain, one in Qatar, two in the United Arab Emirates, and one in Djibouti.

Procurement

Kuwait:

Three refineries (Mina Shuiba, Mina Ahmadi and Mina Abdulla) -- Kuwait Petroleum Company supplies DESC with JP5 and Jet A1. Destinations normally include: Defense Fuel Support Points Sitra, Qatar, Jebel Ali, Fujairah, Diego Garcia, Djibouti, plus occasional Far East locations. Approximately one ship per month.

Bahrain:

One refinery -- Bahrain Petroleum Company supplies DESC with F76 and Jet A1. Destinations normally include DFSPs Sitra, Qatar, Jebel Ali, Fujairah, Diego Garcia, Djibouti and occasional other Far East locations. BAPCO is one of DESC's oldest suppliers, providing product continuously since the 1940s. Approximately three ships per month.

U.S. Government Owned

Bahrain:

DFSP Sitra: 1.775 million barrels of Jet A1, plus bulk Fuel System Icing Inhibitor. Injection capability exists for Fuel System Icing Inhibitor, Corrosion Inhibitor/Lubricity Improver and Static Dissipater Additive. Product is primarily received by pipeline from BAPCO refinery; however, occasionally it is received by water. Product can be shipped via tank truck and marine vessel with JP8 additive injection capability available for both methods. Filtration is available for receipt, transfer, and loading by all methods. This is strategic storage only.

Qatar:

DFSP Qatar is located at Um Saieed. Approximately 750,000 net barrels of Jet A1 and JP8, plus bulk FSII and packaged CI/LI and SDA. Product is received by tanker as "neat" Jet A1 and batch blended into JP8 by tank to tank transfer prior to being loaded onto tank trucks for shipment to Al Udiid Air Force Base, approximately 25 km away. An 8-inch single product pipeline is under construction to replace or supplement the truck delivery system. Approximately two ships per month are received.

United Arab Emirates:

DFSP Jebel Ali, Dubai, is located within the Jebel Ali Free Zone. Approximately 1 million net barrels of JP5 and 1 million net barrels of F76 are stored for use by naval fleets within the Arabian Gulf. Approximately two ships per month are received and three to four naval oilers are loaded.

DFSP Fujairah, Fujairah, is on the southern coast of the UAE, on the Indian Ocean. Approximately 460,000 net barrels of F76 and 337,500 net barrels of JP5 are stored for use by naval fleets operating in the Indian Ocean and southern Arabian Gulf. Approximately two ships per month are received and two to three naval oilers are loaded.

Djibouti:

DFSP Djibouti is located at the Doralleh terminal in the western Indian Ocean at its junction with the Red Sea. It is directly across a narrow strait from Yemen. Approximately 400,000 net barrels of F76 and 200,000 net barrels of JP5 are stored for naval fleet operations in the western Indian Ocean and for vessels transiting to the Mediterranean Sea. The DFSP has filtration and injection capability and can be used for truck and marine vessel loadings. Approximately one ship is received every three months.

Biomass demo project converts

By Lee Oppenheim

Product Technology and Standardization Office

It takes someone with vision to see the potential to solve several problems at once. Pamela Serino, chief of the Product Technology & Standardization Office, recognized J.C. Bell as that kind of ‘someone’ and his biomass-to-fuel process as a potential energy solution for the Department of Defense.

A chemist by training and an environmentalist by avocation, Serino leads a Defense Energy Support Center office with responsibilities extending into future fuel possibilities. She heard a presentation by Bell, president of Bell BioEnergy, and saw the potential for his technology to solve several issues at

...expand renewable fuels, reduce U.S. dependence on oil, and confront global climate change...

once – create hydrocarbons from renewable material, reduce what goes into our landfills by creating fuel and other marketable products from biomass waste, reduce green house gases, and most importantly for the Defense Energy Support Center — reduce the footprint in an extended supply chain.

Since the late '70s, the Department of Energy's National Renewable Energy Laboratory has worked to identify strains of bacteria that could be used to create hydrocarbons. Its evaluations looked at how much oil a strain produced and how rapidly the strain grew. Finding strains with the right characteristics would provide the economic incentives to creating bio-crude to supplant petroleum crude oil. The department has more than 3,000 possible strains of bacteria and partnerships

with other research facilities and major oil companies. Yet, none so far has proven to be a commercial financial winner.

Then Bell, a Georgian farmer and a self-professed nerd, proposed a new way to obtain oil from biomass waste. Standing downwind of some of his cows on a hot summer day, he recognized a salient characteristic of nature. Cows emit gasses due to bacterial action within their ruminant digestive system.

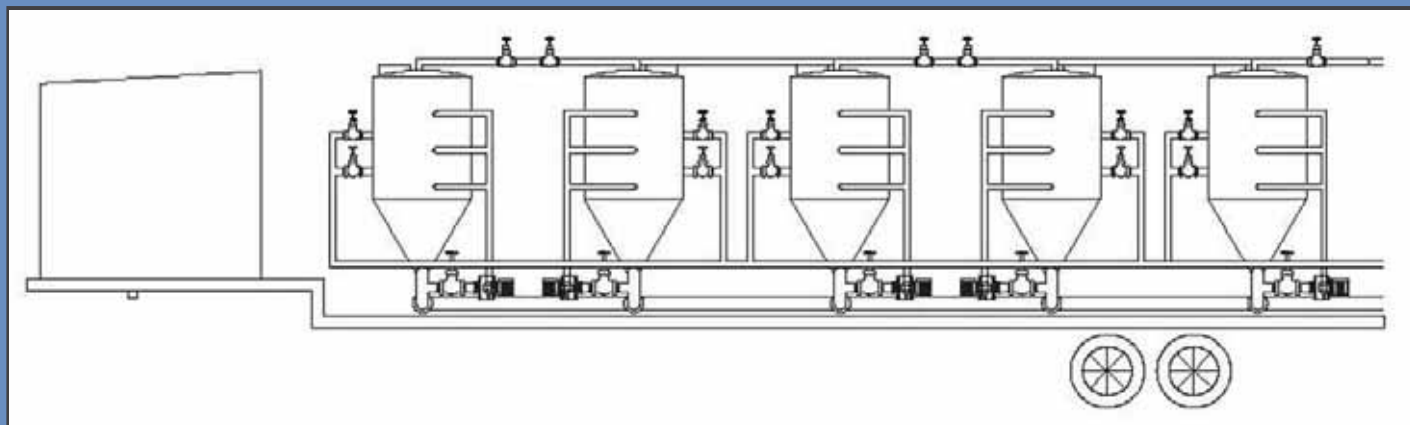
“It dawned on me that the gas was methane,” Bell explained to World Net Daily in August. He began thinking of harnessing the bacterial action on biomass in a way that could produce longer-chain hydrocarbons.

Each strain of bacteria produces unique hydrocarbon strands. The farmer's company has looked at bacteria from an Amazon catfish that eats wood, termites and other naturally occurring bacteria. But, how best to release the oil made by the bacterial action? This seems to be the part that has kept this process from being commercially viable.

Bell and his team developed a laboratory methodology with great potential to not only make oil but get the bacteria to release the oil as it is made. This is the patented process Bell BioEnergy brings to the table. Additionally, Bell has the venture capital necessary to prove it through an upscale model.

Serino realized that if the oil produced would be an immediate replacement for one of the DESC fuels, the mobile unit could be placed at a forward base and reduce or eliminate the need to transport a product to the theater.

In hostile environments, fuel trucks become targets as do their military security escorts. So, reducing transportation requirements would be a benefit to safety as well.



Bell BioEnergy biomass waste-to-fuel mobile unit

Mobile units like this one will operate on six Army posts as part of the Defense Energy Support Center's demonstration project. Each trailer is 45- feet long and comprises 10 reactor units, 10 fuel receivers, an office and the equipment needed to run the reactor and control the digestion process. (Graphic courtesy of Bell BioEnergy, Inc.)

waste to fuel on site

The feed stock for producing the oil is biomass waste. Biomass includes anything made from living matter such as paper, wood, grass cuttings, municipal waste, etc. So, now the unit could solve a waste disposal issue, too.

Putting applied science and new technology together created a partnership between Bell BioEnergy and DESC.

To prove the technology to our warfighters, DESC sought buy-in at the earliest possible moment. DESC requested the Army's assistance to locate several pilot or demonstration plants at posts with biomass waste streams (bio-trash) that could be provided to the Bell reactor. As an incentive, DESC offered to reimburse the posts for their variable associated costs incurred, principally increased electricity and water charges.

Paul Bollinger, deputy assistant secretary of the Army for Energy and Partnerships, recognized the potential of this technology and agreed in principle to allow the Army to partner with DESC on this project. As a result, the Army has incorporated this demonstration project into its Army Energy Strategic Plan.

DESC's Lee Oppenheim visited five of the six Army sites in August. Bell and his team accompanied Lee to explain the project. The outcome of each meeting was to provide sufficient information for the post to be prepared to provide the requested material and assistance in support of the Biomass Waste-to-Fuel project. DESC and Bell presented a draft agreement and the Army requested the service update the agreement with the specifics discussed and obtained in the coordination process.

The first mobile unit is scheduled for installation at Fort Stewart, Ga., this month.

The mobile units are 45-foot trailers that contain 10 reactor units, 10 fuel receivers, an office and the gadgets needed to run the reactor and control the digestion process. As part of the demonstration project, detailed records of the biomass waste, bacterial strain, fuel output and energy inputs will be kept and analyzed to determine the success of the demonstration project. Each base will set up the electrical connection and provide water to the trailer. Bell BioEnergy will have an employee running the demonstration plant and maintaining the records.

Another benefit of the unit is that the only non-energy product made by the bacterial action is potting soil. In this phase of the project, Bell BioEnergy has offered this potting soil to the post for its use free of charge.

At DESC's request, Bell BioEnergy will produce diesel fuel as the target product for this demonstration project. In the future, the company plans to produce all mobility fuel types as a way to help the country eliminate or reduce foreign crude oil purchases. This promotes energy independence and security, not to mention the positive effect it would have on the country's balance of trade.

DESC and the Army look forward to meeting these challenges in support of the Energy Independence and Security Act of 2007



Some common sources of biomass waste.

(PL110-140, HR6). EISA has three principal goals: expand renewable fuels, reduce U.S. dependence on oil, and confront global climate change.

This biomass waste-to-fuel demonstration clearly supports the first two goals. In addition, it addresses the final goal by turning biomass waste into fuel, thus reducing the carbon footprint of the oil consumed, using standard petroleum crude oil as the base line. So, now a successful demonstration will realize two environmental goals — reduce the amount of waste going into landfills and reduce greenhouse gases.

Additionally, the Department of Agriculture believes this mobile unit would be beneficial to farmers handling their farm waste. Small portable units could be located at farms or farm coops, and the fuel used on site.

But, what of the fuel? DESC will receive samples from each production unit to validate the hydrocarbon types being generated. DESC will have the hydrocarbons tested as to type produced. Physical and chemical tests will be conducted to verify compliance to specification requirements. When tests indicate the hydrocarbons are fit for purpose, DESC will also conduct tests to evaluate performance of equipment using the fuel. This determination will be made in coordination with DESC's customers based on the available test data.

The demonstration is slated for a one-year period. The sites were also selected to represent a variety of climatic conditions so data on production in various conditions could be obtained.

Bell says the demonstration projects will also give the company the real-time engineering data required to finish the designs for a full-scale production facility.

What does the future hold for defense fuel? We can only surmise. But, DESC is taking calculated risks now in the development of new technologies. Some don't pan out, and others blossom with the fullness of time. See you in a year to discuss our success in these endeavors.

DESC supports PANAMAX '08

By Army Lt. Col. Keith Sylvia, Scott Artrip and Clay Allen, DESC Americas; and Donna Miles, American Forces Press Service

The Defense Energy Support Center successfully supported Exercise PANAMAX 2008 in August.

The exercise scenario threatened to bring world economies to their knees: A fictional terrorist group took control of an island off Panama, planted mines at approaches to the Panama Canal and threatened to cut off free access to the pivotal waterway.

Panama turned for help to the United Nations, which passed a resolution authorizing a coalition to take action.

The result, played out during the annual Fuerzas Aliadas Panamax exercise, was a 20-nation coalition that committed about 7,000 troops, more than 30 ships and a dozen aircraft to counter the fictional Liberation Martyrs' Brigade.

The exercise kicked off Aug. 11 and continued through Aug. 22 with live and simulated activities in Panama, El Salvador, Honduras and the United States.

PANAMAX 2008 was one of the largest multinational training exercises in the world. The U.S. Southern Command-sponsored exercise focused on ensuring the defense of the Panama Canal, one of the most strategically and economically crucial pieces of infrastructure in the world. PANAMAX 2008 exercised ground, sea and air responses to any request from the government of Panama to assist in protecting and guaranteeing safe passage through the canal and ensuring its neutrality.

DESC assumes an active role in supplying propulsion fuel and aviation bunkers products to the attendant vessels.

Some of the participating vessels arrived five days prior to

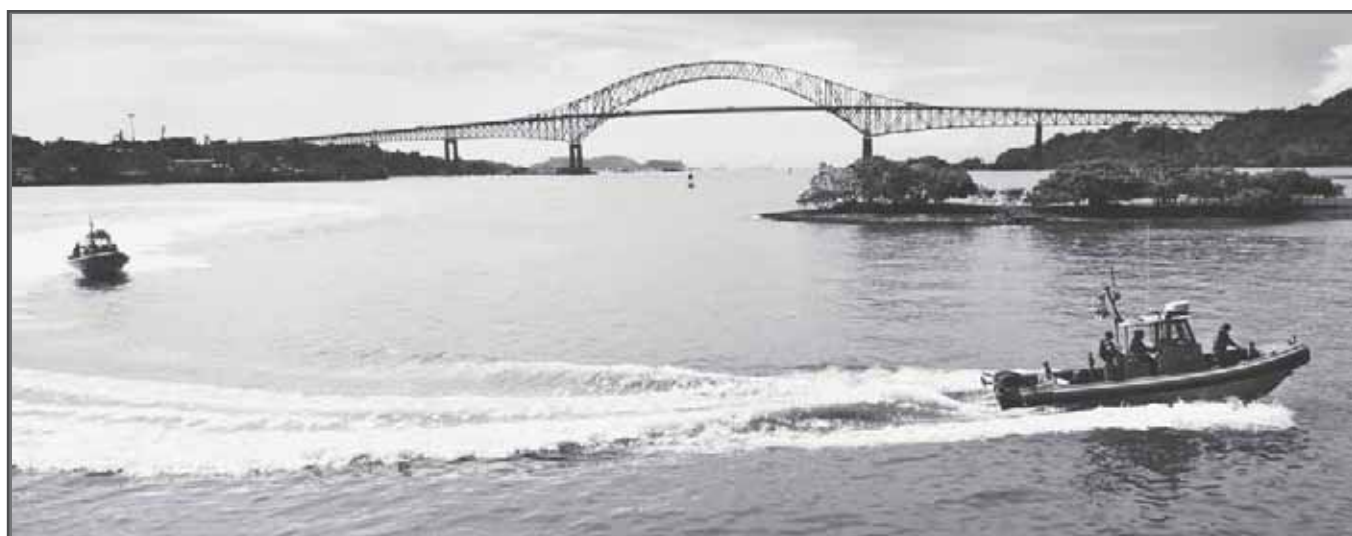
actual exercise operations, at Vasco Nunez de Balboa or the Port of Cristobal, Colon, Panama, for pre-exercise briefings and for on-loading stores, fuel, etc. This five-day period affords the participants the opportunity to work through any scenario issues and also affords the various vessel crews of different nationalities the opportunity to meet and become familiar with each other.

DESC encountered some rather significant challenges in fulfilling the fuel requirements for this exercise. Bunker contracts were already in place and in use, but the key issue was one of limited commercial product availability in the area. Modernization efforts along the canal that were completed after the U.S. turnover in December 1999, specifically the ability of the entry ports to handle larger container vessels, has placed a strain on local marine propulsion fuel supplies.

Some herculean measures by the DESC Direct Delivery Commodity Business Unit's contracting group and the Bulk tanker group succeeded in supplying more than adequate supplies of both marine propulsion and JP5 aviation fuel prior to the start of the exercise.

To achieve this, the M/V Houston was rerouted for the Defense Fuel Support Point with a cargo of JP5. This product was used to bunker the aviation assets aboard the participant vessels.

Prior to the start, Navy Cmdr. Jonathan Christiansen, commander of Task Force 43, the logistical element for U.S. Naval Forces Southern Command and the U.S. 4th Fleet,



American and Panamanian security forces practice water steering and maneuvering beneath the Bridge of the Americas during PANAMAX 2008. The multinational training exercise is tailored to the defense of the Panama Canal, involving civil and military forces from the U.S. Southern Command's area of responsibility. Defense Energy Support Center Americas East representatives were on site to facilitate support from the regional office and DESC's Direct Delivery Fuels Commodity Business Unit. (U.S. Navy photo by Petty Officer 2nd Class Joshua Lee)

delivered a short-notice request from the Uruguayan Naval Vessel General Artigas. The DESC team was notified the vessel required approximately 1,200 gallons of JP5 for their helicopter. Army Lt. Col. Keith Sylvia, commander of DESC Americas East; Scott Artrip, quality manager; and Clay Allen, a quality surveillance representative, were in the theater conducting vessel discharge tanker operations at DFSP Vasco Nunez de Balboa and meeting with their SOUTHCOM customers and partners. They immediately initiated action through AME Distribution and DESC Bulk to fulfill this requirement.

The Uruguayans are parties to a Fuel Exchange Agreement with the United States and are assigned a special Department of Defense Activity Address Code for foreign governments, which greatly facilitated the entire operation. Subsequently, a dedicated tank truck was loaded from DESC stocks at DFSP Vasco Nunez de Balboa and was delivered to the General Artigas in pristine condition. Additional fuel requirements were levied upon conclusion of the exercise.

Christiansen said he was very pleased with DESC support.

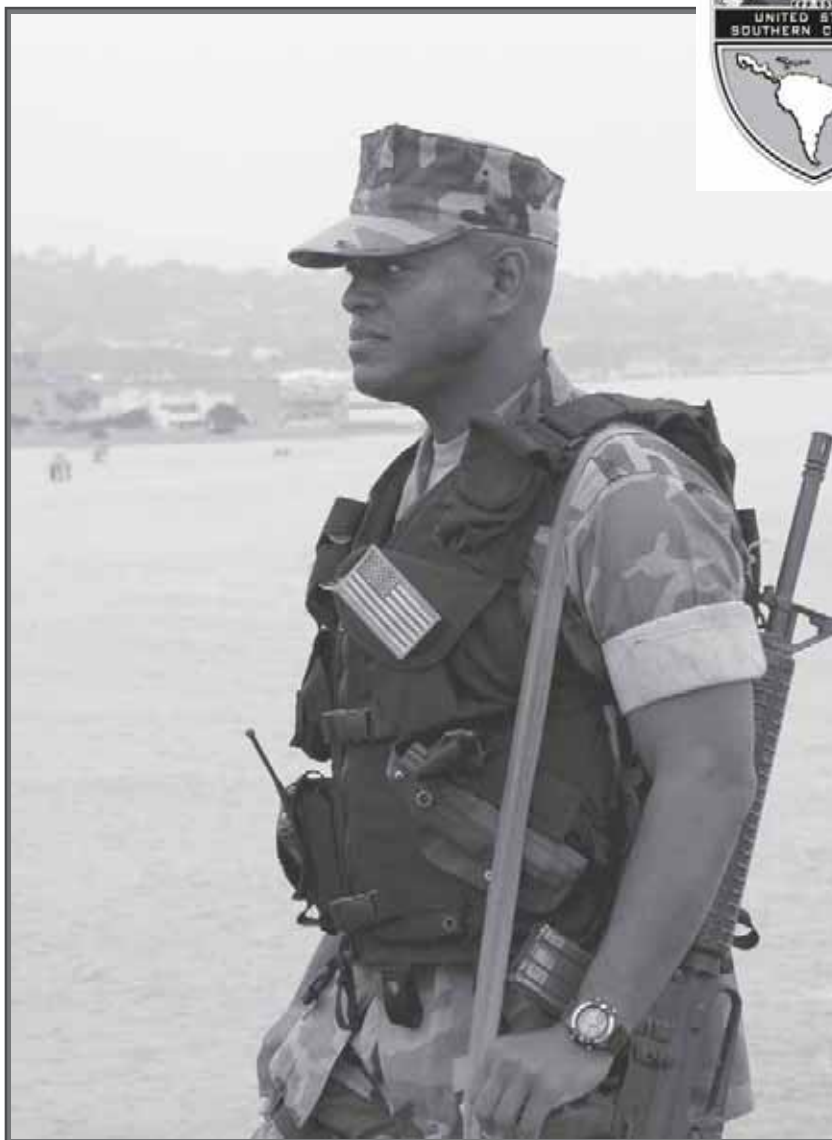
“With maritime interdiction operations, mine countermeasures and ‘visit, board, search and seizure’ operations on vessels operated by the fictional terrorists, Panamax provides a unique opportunity for participants to work together to face off against a common threat,” said Bill Knightly, SOUTHCOM’s training and exercises director.

The Panamax exercise has grown substantially in recent years to be the largest exercise of its type in the area of responsibility.

Knightly emphasized the international aspect of the exercise, noting it has continued to expand since the United States, Panama and Chile participated in the first one in 2003. This year the lineup had grown to also include Argentina, Brazil, Canada, Columbia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Nicaragua, Peru and Uruguay. Participating as observers were France, Mexico, Paraguay and Spain.

“Everything you will see in this exercise emphasizes and focuses on the multi-national,” Knightly said. “We are a region that works together as a coalition. It is not the U.S. It is not NATO. It is the coalition of our region, ...and we take a region approach to everything. That’s one of the underlying themes to this exercise.”

Almost 200 U.S. soldiers made the core of the multi-national



U.S. Navy Master at Arms 1st Class Richard Truby stands guard aboard the amphibious assault ship USS Tarawa as it departs San Diego Harbor, Calif., Aug. 1, 2008. Tarawa is deployed for Fuerzas Aliadas Panamax 2008, a U.S. Southern Command joint and multinational annual exercise involving more than 19 countries. The Defense Energy Support Center supported participating units. (U.S. Navy photo by Petty Officer 3rd Class Karalie Pallotta)

element in El Salvadore, and the Texas National Guard supplied the largest group in the multinational force in Honduras. Five U.S. Navy ships joined multi-national forces in the Caribbean and the Pacific, and the U.S. Air Force sent people and aircraft from Davis-Monthan Air Force Base, N.M., and Homestead Air Reserve Base, Fla.

Lessons learned from this year’s exercise and the personal relationships forged during the DESC team’s visit will be helpful in the planning process for the next exercise. The team is already looking forward to it.

A hard day's night, and I've been working like a dog....

By Susan Declercq Brown
DESC Public Affairs

If you're like most working adults, there are more than a few days a year when you leave your office at the Defense Energy Support Center or other energy-related job just plain pooped. On those days, any one who knows you can just tell you've been working like a dog.

But, while some of the Fort Belvoir team may claim to work like a dog, a few members of our extended family actually do. Toby Brown, Rupert and Daisy Beavers, and Teller Bovee are all real working dogs.

What can Brown do for you?

Toby, or Amberaire's Akukama's Tobias Severus Brown as he is registered with the American Kennel Club, is the two-year-old



Rupert Beavers strikes a pose for his professional portfolio.

Airedale Terrier of Susan Brown, the Fuel Line editor. He is trained and handled by 15-year-old Wren Brown. Toby is a certified therapy dog who works through Fairfax Pets on Wheels to visit patients in a Virginia nursing home and rehabilitation center several times each month.

"As a handler, my job is to get across to him what he's expected to do and be vigilant in my control. I just ask people if they'd like to see him, and then Toby does the rest," explained Wren.

She said patients vary in the amount of interaction they want. "Some just want to look at him; others want to pet him, feed him treats or let him lick their hands. And he always seems to get them talking; he's a great icebreaker."

Wren said the work is rewarding to her and to Toby. "Many of the patients used to have dogs and it's hard for them not to have pets with them – they really miss it. So, it's great to see them break into a smile and open up. Sometimes they talk to the dog and ignore my mom and me completely, other times they start to tell stories about pets from their childhood and we have a nice conversation. Even the Alzheimer patients seem to light up and engage with the world when Toby is around.

"It's also a chance to be a proud parent," she acknowledged.

Wren said the work can be challenging, especially with such a young dog. Often she takes Toby to the dog park to tire him out before taking him to the nursing home just to ensure he'll be on his best behavior.

Training Toby for this work has been a two-year process. Wren said she asked the breeder's help in selecting a puppy with the right temperament for therapy work. Dogs must be friendly, open to interaction with strangers, eager to please, calm and not easily ruffled. "Being cute and fluffy is an added bonus," she said.

Wren has taken Toby through puppy, beginning, intermediate and clicker training to ensure he has the right skills and restraint to visit the elderly and frail; and she continues with refresher training.

Fairfax Pets on Wheels evaluated Toby's temperament and behavior, ensuring he didn't bark or jump, startle easily or react adversely to new stimuli like wheel chairs and walkers. They also reviewed his medical records and provided a paws-on orientation at the nursing home before certifying the dog and handlers. (Mom must handle Toby inside the nursing home until Wren is 18.)

"I'd like to earn our certification through Therapy Dogs International and be able to respond to disaster areas," she said.

Toby loves the attention, too she said. "He loves being touched, talked about and admired. His favorite thing to do is to



Left, Wren and Toby Brown visit with a nursing home resident in July.

Below, Daisy Beavers is featured in a national ad campaign.

troll for affection.”

Leave it to Beavers

Basset Hounds Rupert and Daisy also enjoy all the attention they get on the job, said owner Randy Beavers, a supervisory logistics systems analyst in the Business Integration directorate.

Rupert and Daisy are actors and models. They are trained and represented by Miriam Fields-Babineau.

Rupert has starred in two television commercials. Virginia residents may have seen him in a 2005 Virginia Lottery Scratchers commercial parodying the Animal Planet network’s Crocodile Hunter. Rupert was the wildlife specimen spotted by the fictional Rex Hazard as he filmed his “Wild Danger!” show.

He also starred in a Best Western commercial that aired on Animal Planet in 2006; in “Pet Trip Tips,” Rupert performed on-location in the tailgate area of an SUV.

Daisy, the ingénue of the pair, is a successful model who has yet to break into acting. She was selected as the cover girl for the 2008 product catalog for 1-800-PetMeds, and last year she was photographed with a bevy of beauties to showcase the Ralph Lauren American Living Collection of clothing.

If you’ve ever seen “America’s Next Top Model,” you know what a grueling business modeling can be.

The dogs and handlers were generally on the set from 8 a.m. to 8 p.m. for the Ralph Lauren shoot, Daisy’s first booking. Fields-Babineau described the routine in an Internet blog:

“Lots of stuff going on. A crew of 90 and beautiful models from all over the world. The young ladies who brought the Aussie pups, Rachel and Sara, learned first hand that it isn’t a

Continued on page 24.

Working dogs

glamorous setting. It's always hurry up and wait and then rush to the set. As it rained every day, sometimes very hard, we spent most of our time sitting in our vehicles reading books. Sometimes people are nice, sometimes not as the stress level can often be high..." she wrote.

Rupert and Daisy are role models for fellow "siblings," hounds Humphrey Bogart Beavers and Hoover Beavers who "haven't broken into the industry, yet," according to Randy.

If you hear of any upcoming auditions, ask Randy to pass on the word. Rupert and Daisy are all ears.

Show and Teller

Teller Bovee is also known for his ears. He is the companion and show dog of Lori Bovee, a business process analyst in the Energy Convergence office and a DESC employee for more than 20 years.

Teller is a Papillion, or Continental Toy Spaniel, a breed named for prominent ears that resemble a large, fringed butterfly. He is registered with the AKC as Denzel Can't Keep a Secret, and he is the great-great grandson of Kirby [American/International Champion Loteki Supernatural Being], the most successful conformation Papillion in the history of the breed. Kirby won the prestigious Westminster Kennel Club Dog Show in 1999 and the World Dog Show in Helsinki shortly after. Bovee and co-owner Tracy Burdick, the breeder Denzel Papillons, are confident of Teller's future success in the ring.

Bovee said there are a variety of ways that dogs can compete in AKC sanctioned events —obedience, rally, agility and conformation. Teller competes in conformation.

According to the AKC, conformation "dog shows are a process of elimination, with one dog being named Best in Show at the end of the show. Only the Best of Breed [the dogs selected to be the very best representative of their breed's desired attributes] advance to participate in the Group competitions. [The seven groups are Sporting, Hound, Working, Terrier, Toy, Non-Sporting and Herding.]



Teller Bovee stacks on the day of the Old Dominion Kennel Club show, Millwood, Va., Nov. 28. He won two points toward Championship in the show.

Four placements are awarded in each group, but only the first-place winner advances to the Best in Show competition."

Teller, who isn't quite a year old, is just starting his show career, and looks poised to carry forward the legacy of outstanding show dogs in his lineage.

Most dogs are competing for points toward their AKC championships. It takes fifteen points, including two major wins (three to five points) awarded by at least three different judges to become an AKC champion. Points are based on the number of dogs beaten at a particular show.

But, there is more to conformation than beauty, said Bovee. "There is an artistry element as well. Of course, dogs must be healthy, well groomed and representative of the breed standard, but they need to have presence as well. They need to look as if they are happy, proud, and basking in the attention," she said. "You can't fake that," she added.

It's work for the handler too. The AKC Web site likens a handler to "a jockey who rides a horse around the track, and hopefully to the winner's circle."

"You need to bring out the very best in your dog in every way," Bovee said.

Teller loves all the attention he gets in and out of the show ring. At home, he's not a star. He's a pet — albeit a well-groomed pet. Teller goes for daily walks, fetches balls and sleeps on the bed just like many other well-loved house dogs.

But he also trains for competition, rehearsing show ring behaviors and examinations and being groomed twice a week.

"Teller even goes to get the hairdryer himself," Bovee said to demonstrate how much the competitor enjoys the attention associated with grooming. "He loves to be the center of the universe."

Teller is the latest competitor in a string of extraordinary specimens of their breeds that Bovee has shown over the past decade. One day he'll join the ranks of retired champions already residing in the Bovee home. Bovee recently lost a beloved 22-year-old rescued dog whom she adopted in 1998.

Bovee was a self-described "typical pet owner" before she fostered a rescued Papillion in 1996. When she saw the tiny dog push a chair across the room so she could use it as a step stool to get up on the table, Bovee fell in love with the intelligent breed. She's been showing Papillions ever since, and is active with the AKC breed parent club, breed rescue efforts, and occasionally cares for a home-bred litter of pups.

"This is definitely a life style," said Bovee, summarizing the astounding amount of time and money required to care for, train and condition the dogs, travel to competitions, and maintain appropriate supplies. "People say, 'I know there's a lot of money in dogs — I spend it!' and it's true. You have to be in it for the love of dogs."

Point Loma top dog turns seven

By Stephen Frey
DFSP Point Loma

Maximus di Fiscus celebrated his seventh birthday on the California Coast May 23 with co-workers and friends. Max is the Defense Fuel Support Point Point Loma's noble mascot.

Max is part Labrador mix. When he was a pup, he was abandoned and impounded at the San Diego Humane Society's animal shelter. Shortly there after, a determined fuels officer with a sharp eye for character, secured Max's freedom and brought him to the fuel farm, part of the Fleet and Industrial Supply Center San Diego.

The idea behind his adoption was to train Max to chase the migratory birds off the fuel pier. During the spring and summer of 2001, the fuel pier had been overrun with transitory birds of every color and size. The ubiquitous seagull, however, was proving to be a major pest. The management team tried every trick in the book, but nothing worked. So, in desperation, Max



was recruited for the dirty job of keeping the pier safe from bird droppings.

But, Max was too smart for this kind of work and informed management that he would not be a part of that plan. Whoever coined the phrase, "worked harder than a dog," did not know the likes of Max.

Over the succeeding years, Max has endeared himself to the fuel farm employees, customers and employees in other departments within FISC San Diego. He has entertained youngsters during the annual Bring-Your-Child-To-Work Day program, and he has helped rescue a Blue Heron hatchling after it got stuck in a low hanging tree. He also assisted Sea World in rescuing a young seal pup.

Max's nobility and friendly character are well known. As the fuel department's "top dog," Max helps with most fueling evolutions. He greets the customers on their arrival and helps with making after-hours security rounds and lube oil deliveries. He also stands an occasional hose watch.

Max recently received accreditation from the Department of



Photos of Max at work by Stephen Frey



Homeland Security for completing a mandatory course of instruction as a first responder. When he is off duty, he keeps the control house operator company.

A U.S. senator and lawyer from Missouri, George Graham Vest, summed up a client's case with these closing arguments in 1870, "The one absolutely unselfish friend that man can have in this selfish world, the one that never deserts him, the one that never proves ungrateful or treacherous is his dog." That describes the fundamental nature of our adorable Max. Vest could not more perfectly describe Max's affection, obedience, faithfulness, reliability and endearing friendship to all the "fuelies" at DFSP Point Loma.

That is why Max's co-workers celebrate his birthday every May 23.



Middle East, Europe regions host



A Kuwaiti refinery is visible from the Abdullah truck fill stand in Kuwait.



Director Kim Huntley, Mike Van Dongen, and Col. Steve Walker tour a DESC laboratory in Kaiserslautern, Germany.



Challenging mountainous terrain is visible from the fuel farm area at Bagram Air Base, Afghanistan.

**By Air Force Capt. Bill Johnston
Office of the Director**

Kim J Huntley embarked on his first trip overseas as the Director of the Defense Energy Support Center Aug. 8. Nineteen time zones, six airplanes, one helicopter and thousands of miles later he had visited Kuwait, Qatar, Afghanistan, Bahrain, Germany and Luxembourg.

Along the whirlwind tour, the director met with the DESC workforce, key leadership of our warfighting customers and our vendor partners, as well as presided over changes of command in two DESC regions.

The most important focus of DESC's parent organization, the Defense Logistics Agency, is to support America's brave men and women at the tip of the spear in the global war on terrorism. One of the most strategically important locations for warfighter support is Kuwait. Accompanied by the outgoing and incoming DESC-Middle East commanders, Army Cols. Mark Olinger and Tom Kelly, Huntley's first stop was with Army Col. Jeff Carra, commander of the 165th Quartermaster Group.

Carra's unit performs sub-area petroleum officer duties while managing fuel at the theater-army level for Iraq and Afghanistan. The 165th also manages operations at the Abdullah Truck Fill Stand in Kuwait. Carra took Huntley on a tour of the truck fill stand area, the spot where fuel truck convoys destined for U.S. military forces in Iraq begin.

Huntley praised Carra's unit for professionalism and non-stop support to the warfighters "across the berm" in Iraq. With so much support for Operation Iraqi Freedom coming out of Kuwait, Carra's unit is extremely important to warfighting operations.

In the next leg of the trip to Afghanistan, the logistics support for the soldiers, Marines, sailors and airmen is no less important, but even more challenging.

Leading this charge is Army Col. Jeff Kelley, commander of the Joint Logistics Command in Afghanistan, headquartered at Bagram Air Base. Kelley's group has the huge responsibility of providing support for all classes of supply within the rugged, mountainous warzone that is Afghanistan. Accounting for weather, terrain and the enemy, logistics support in Afghanistan is arguably one of the most difficult job of the entire war operation. While on the ground at Bagram, Huntley toured Bagram's fuel infrastructure, led by Lt. Cmdr. Rob Mazzarella, DESC's Afghanistan liaison officer. Huntley was able to get a hands-on look at the fuel farms and military construction projects that directly support Bagram and the various forward operating bases throughout the country.

The millions of gallons of fuel that the JLC moves throughout Afghanistan would not be available without the efforts of DESC's partners in industry.

One of DESC's key contractors, Red Star Enterprises, provides much of the jet fuel that is so essential to carrying out operations in Operation Enduring Freedom. Located just outside the gate of Bagram is the Red Star fuel facility. Accompanied by an armed-JLC personal security detail, Huntley joined Red Star Director of Operations Chuck Squires for a tour of the facility. Squires

DESC director

highlighted the vast improvements Red Star has been making to its facility to include increased fuel storage, its laboratory, employee quarters and weigh stations. They plan further improvements, but they stress their utmost priority is providing DESC and the warfighter with quality fuel products.

Before heading to the European leg of the trip, Huntley presided over the DESC-Middle East Region change of command ceremony Aug. 17 in Bahrain for the outgoing Olinger and incoming Kelly. The director thanked Olinger for his outstanding service and noted his herculean efforts ensuring more than 2 billion gallons of fuel were delivered to U.S. forces throughout the Central Command theater of operations during his tenure. Olinger has since returned to DESC headquarters as director of operations. Also, the director welcomed Kelly and his family to the DESC family and wished him good luck in his new command.

Upon arriving in Europe, Huntley traded the sand of the desert for the green grass and hills of Germany. There to meet him were incoming DESC Europe Commander Army Col. Steve Walker and DESC-EU Deputy George Atwood. The DESC-EU command stretches from the United Kingdom to Turkey. Huntley met with logistics leaders from U.S. European Command, U.S. Army-Europe and U.S. Air Forces in Europe. He also traveled to Luxembourg and met with key partners at the NATO Maintenance and Supply Agency, as well as, the general manager of the Central Europe Pipeline Management Agency. In these meetings, Huntley laid out his vision for DESC and the capabilities DESC has to provide the energy the commands need to complete their missions.

A new DESC-EU mission is to provide support to the newest unified command, U.S. Africa Command, which was created in 2007 and officially stood-up Oct. 1, 2008. While in Germany, Huntley met with AFRICOM leaders. Headquartered in Stuttgart, Germany, AFRICOM's mission is to "conduct sustained security engagement through military-to-military programs, military sponsored activities, and other military operations as directed to promote a stable and secure African environment in support of U.S. foreign policy." DESC Liaison to AFRICOM Bob Collins, conducted a tour of the AFRICOM facilities. In addition, Huntley met with Air Force Brig. Gen. Rick Martin, deputy director of Operations and Logistics for AFRICOM. The two leaders discussed the current and future relationship between the new command and DESC. Huntley also introduced the new DESC-EU command team Martin.

Huntley presided Aug. 20 as outgoing commander Army Col. Mike Foster relinquished command of DESC-EU to the new team during a ceremony at Kaiserslautern, Germany. Huntley thanked Foster and his family for their tireless efforts providing fuel support to the vast reaches of Europe and Africa. The director also wished Walker and his family best wishes and good luck taking on the new command.

Right, Huntley, Olinger, Red Star Director Chuck Squires, Obaidullah Afredi, a Red Star employee, Kelly, Johnston, Mazzarella and Navy Lt. Tony Nguyen gather at the Red Star facilities in Bagram.



The entourage gathers around a pipeline that delivers fuel from the Red Star Enterprises facility to Bagram Air Base, Afghanistan.



Col. Tom Kelly, Col. Jeff Carra, Col. Mark Olinger, DESC Director Kim Huntley and Capt. Bill Johnston tour the Abdullah truck fill stand area in Kuwait.



The commands...

DESC Korea colors pass

By Steve Bacle
DESC Korea deputy

The Defense Energy Support Center Korea's colors passed to a new leader July 25, as Army Lt. Col. Pete Lane assumed command from Army Lt. Col. Sidney R. Thomas during a ceremony at Camp Walker, Daegu, Republic of Korea. Navy Capt. Ronald L. Black, commander of DESC Pacific, officiated at the ceremony.

Lane comes to the new command from Seoul, Republic of Korea, where he was the deputy secretary of the Combined Joint Staff for United Nations Command, Republic of Korea-U.S. Combined Forces Command, and United States Forces Korea. Previous tours included service as the support operations officer and executive officer in the 302nd Brigade Support Battalion, 2nd Infantry Division and commands of both a supply company and headquarters company in the Republic of Korea. His family accompanies him on his fourth tour in Korea. Lane's wife, Yonghui, and sons Hunter and Jacob, ages 8 and 3, were on hand for the ceremony.

Lane said he expects one of the biggest challenges ahead will be planning to support the changes in fuel operations associated with the repositioning and transformation of U.S. Forces in Korea while maintaining superior support to the warfighter. "Over the next year, we will be working closely with USFK to refine their requirements and develop solutions to ensure responsive support to the warfighters," he said.

"DESC Korea has a stellar reputation for providing responsive fuel support to the warfighter," Lane explained. "I am excited to be a part of such a great organization. I have no doubt that this unit is in such great shape today because of the outstanding leadership provided by Thomas and the absolute professionalism shown by the Korea team."

DESC Korea, is manned by U.S. soldiers and airmen, Department of Defense civilians and Korean national employees. The unit's mission is to provide worldclass wholesale petroleum supply, transport and management for United States 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 works closely with the Joint Sustainment Command during contingencies.

Alaska office welcomes new commander

Air Force Maj. John Martin assumed command of the Defense Energy Support Center Alaska Aug. 14. Martin is an experienced fuels officer and was assigned to Suwon Air Force Base, Republic of Korea, prior to taking command of DESC Alaska. He has held various base-level fuels positions as well as an assignment as the U.S. Strategic Command Joint Petroleum Officer.

During the assumption of command ceremony, Martin said his goal is to build on the foundation of DESC-Alaska excellence and continue to provide the best possible energy support to the warfighter.



Above, Army Lt. Col. Pete Lane accepts the DESC-Korea colors from Navy Capt. Ronald Black during the DESC Korea Change of Command Ceremony July 25.

Below, Black, DESC Pacific commander, passes the DESC Alaska colors to Air Force Maj. John Martin.



they are a changin’

DESC Middle East region: new commander takes reins



Army Col. Thomas Kelly accepts the DESC Middle East colors from DESC Director Kim J Huntley Aug. 17 in Bahrain.

By Petty Officer 2nd Class Anderson Bomjardim U.S. Naval Support Activity Bahrain

U.S. Army Col. Thomas E. Kelly assumed command of the Defense Energy Support Center Middle East during a change of command ceremony aboard Naval Support Activity Bahrain Aug. 17. U.S. Army Col. Mark A. Olinger relinquished command.

DESC-ME is responsible for coordinating petroleum logistics, quality assurance and property administration for all U.S.-owned and contractor provided petroleum products and international fuel support agreements in the U.S. Central Command’s area of responsibility.

DESC Director Kim J Huntley, officiated at the ceremony. He complimented Olinger on the outstanding accomplishments of DESC-ME and congratulated Kelly on the opportunities incumbent in his new command.

“Two billion gallons of fuel passed throughout the CENTCOM AOR in 2007, the highest on record,” Huntley said.

“I’m much honored to take command of DESC-ME, which has a tremendous reputation of providing fuel support – on time – to the warfighter,” said Kelly, adding that he will continue to follow in the footsteps of Olinger.

Olinger now serves as DESC Director of Operations at Fort Belvoir, Va.

Sylvia assumes command of Americas East

By Scott Artrip DESC-AME Quality

Army Lt. Col. Keith Sylvia assumed command of the Defense Energy Support Center Americas East July 11 in a ceremony in the Petroleum Club of Houston atop the Exxon Building.

Sylvia, formerly the deputy commander of the 49th Petroleum Group, 101st Airborne Division (Air Assault), said he was grateful for the opportunity to lead this new team. He pledged his dedication to the team and expressed his strong conviction for the importance of total support to the warfighter.

Outgoing commander, Army Lt. Col. Phill VonHoltz, spoke of his joy in having been part of the Americas East team and in contributing to the unit’s many accomplishments. He characterized his time in AME as “the best job in the Army, and the best in DESC.” VonHoltz departed a few days later for his assignment as special assistant to the director of Army Staff, Office of the Chief of Staff of the Army.

Family and friends of the honorees, employees from DESC Americas, former employees and retired leaders from DESC, and industry and government partners attended the ceremony. DESC Americas Commander Army Col. Shawn Walsh presided over the ceremony. He wished “Bon voyage” to VonHoltz and welcomed Sylvia aboard.



Army Lt. Col. Keith Sylvia, right, prepares to accept command of Americas East; Lt. Col. Phill VonHoltz, left, relinquishes command July 11 in Houston.

Change of commands continue on page 30.

Does new command require different leadership focus?

By Air Force Lt. Col. Carmen Goyette
DESC Japan commander

I assumed command of the Defense Energy Support Center Japan office July 28. I now happily lead eight dedicated civilians, and our adopted Defense Logistics Agency Enterprise Support engineer, as we work together to provide energy to all of Japan.

This is a significant change from the command I just “graduated” from, as the 49th Logistics Readiness Squadron commander at Holloman Air Force Base, N.M., where I commanded approximately 420 military and civilian logisticians.

As the 49th LRS commander, I focused on safety, training and personnel issues. As the DESC Japan commander, I focus on safety, training and personnel issues.

Wait. That’s the same thing!

I have found that whatever the operational mission of any unit, the foundation must always be firm in the areas of safety, training and taking care of your people. If those areas are solid, folks will accomplish the mission on time and without mishap.

The difference, I think, between the two commands, is that I’m now more an advisor to our customers than an owner of the actual operation.

Instead of working with my squadron safety

monitor to minimize dangerous workplace situations, I now spend time working with my folks to ensure we respond quickly and decisively after an earthquake in Northern Japan or a typhoon in Okinawa while also determining how to best operationally prepare and engineer to withstand these events safely. Instead of tracking airmen’s skill levels and end-of-course test results, I now spend time working with my folks to effectively train our customers on the latest iteration of Fuels Manager Defense.

Instead of working deployment issues to maximize support to our area of responsibility while minimizing the impacts on airmen and families, I spend time working with my folks to ensure the contracted support to our Defense Fuel Supply Points meets our customers’ requirements.

And of course, while we, in DESC Japan, are taking care of our customers, I must also bring the appropriate level of professional care and feeding to my eight stellar folks, and our adopted DES engineer, making sure they are well taken care of so they can focus on taking care of our customers.

I spend significantly less time at DESC Japan thinking about stamping out underage drinking, caring for spouses of deployed members, and working through 2 a.m. phone calls from the first sergeant...and that’s a good thing; but I’m still focusing on the same core areas of safety, training and taking care of people.

cont’d from page 29

Commands

Leadership changes hands at DESC Japan

Air Force Lt. Col. Carmen Goyette accepts the Defense Energy Support Center colors and command of the DESC Japan office from DESC Pacific Commander Navy Capt. Ron Black July 28 at Yokota Air Base, Japan. Goyette’s leadership essay appears above on this page.



Guidance or collision?

How are you communicating?

By Bill Gibson

DESC Executive Agent Office

I've always enjoyed the following story I am about to retell.

I didn't write it – although I wish I had. It was written by Frank Koch and first appeared in *Proceedings*, the magazine of the Naval Institute. The lesson of the story is always timely, and there is something for each of us to learn.

A battleship had been at sea, in heavy weather, for several days. Since visibility was poor, the captain remained on the bridge.

Shortly after dark, the signalman on the bridge reported, "Sir, light bearing on the starboard bow."

The captain then called out, "Is it steady or moving astern?" The sailor replied, "Steady, Captain." This meant to the captain that they were on a collision course with another ship.

The captain then called out to the signalman, "Signal the ship: We are on a collision course, advise you to change course 20 degrees." Back came the signal, "Advisable for you to change course 20 degrees."

The captain said, "Send: I'm a captain, change your course 20 degrees."

"I'm a seaman second class," came the reply back. "You had better change course 20 degrees."

Now the captain was furious. He spat out, "Send: I am a battleship. Change course 20 degrees."

Back came the flashing light, "I'm a lighthouse!" Of course, the battleship changed course.

It's a great story; I'd like to offer three lessons from it:

One is the more obvious interpretation — that sometimes captains of battleships don't know as much as seamen second class, and who's right and who's wrong isn't always determined by one's rank or position.

Another lesson is one espoused by Steven Covey in his bestseller "*The 7 Habits of Highly Effective People*." Covey explains that we, like the captain of the ship, can easily lose sight of reality in the fog of our lives, and we need principles — lighthouses, if you will — that stand steady and able to show the way. As the captain of the powerful battleship discovered, we need to recognize that neither lighthouses nor principles can be ignored without penalty.

The third lesson is my personal favorite – the whole mess could have been avoided by effective communication on the part of both parties. Most problems, I've discovered, can be solved when people choose to communicate honestly and openly with each other.

How are you communicating?



Leadership Essays

Graphic by Susan Declercq Brown

based on photo by Petty Officer 3rd Class McKinley Cartwright

Fuel pier celebrates 100 years

By Steve Frey

FISC San Diego fuels director

The Fleet and Industrial Supply Center San Diego Fuel Pier, the oldest continuously-operated pier in San Diego Harbor, turns 100 years old this November.

The pier was originally built in 1908 by the Department of the Navy and modified in 1942 with an extension to the southwest. The original pier comprised a wooden deck supported by a steel substructure and a 30-foot gauge gantry crane located on the north segment. Extensive modifications to the pier were made by 1942 when the concrete south segment was added, wooden deck replaced, crane rails removed, and a submerged steel sheet pile bulkhead installed at the north segment. The fuel pier has undergone numerous changes during the past 100 years, playing a major role in helping establish San Diego as a major Navy hub.

In the fall of 1900, representatives of the Navy's Bureau of Equipment traveled to Point Loma to find a suitable location for a coaling station. In May 1901, the bureau ordered Cmdr. W.L. Field to survey the property at old Point Loma's La Playa shoreline within the confines of Fort Rosecrans.

Just 10 days after the death of President William McKinley in September 1901, President Theodore Roosevelt offered the first hint that old Point Loma and San Diego in particular might



The La Playa Coaling Wharf as it was in 1919. (Photo courtesy of Steve Frey and the U.S. Naval Institute)

become an important naval center. On that date, Secretary of War Elihu Root officially notified Secretary of the Navy John D. Long that Roosevelt had directed "the land comprising the northern portion of the military reservation of Point Loma, San Diego Harbor, Calif., transferred to the Navy Department for the purposes of a coaling station."

Roosevelt was especially proud of America's Navy and its naval power. With the establishment of the coaling station in 1904, Navy ships started to stop in San Diego on a regular basis and FISC San Diego can proudly trace its historical origins to the commissioning of the old La Playa Coaling Station, which today is known as Defense Fuel Support Point Point Loma.

In April 1908, Cmdr. A.G. Almy, the Bureau of Equipment's on-site inspector, wrote to the Bureau Chief, "I have the honor to inform the bureau that I have moved the office of the Naval Coal Depot from room 505 Granger Building, San Diego, Calif., to the grounds of the depot at the naval reservation, Point Loma, Calif. The only office here is the stable where it has been located and which is not used for any other purpose. The need for an office building here is urgent, and the necessity for one becomes greater as the work at the station progresses. It is recommended that the bureau authorizes placing in this stable a toilet and lavatory for the convenience of those who use it as an office, and which is considered a necessary requirement."

After four arduous years, the coaling station was finally operational. The wharf was completed late in 1908 and is still in use to this day. The oak piles are encased now in steel and concrete caissons that support the approach to the "T" of the pier. In 1908, mules were used to pull coal cars on tracks along a rock jetty to waiting long boats while Building 50 housed the mule's stables, office and blacksmith shop.

A concrete coal storage platform was built to store the coal and the capacity of the storage bin was 50,000 tons. A coaling tower was built on the pier and was capable of loading about 75 tons of coal per hour. The coaling station employed some 20



Fuels worker Ken Kitchens explains the progress of current renovations to FISC San Diego Commanding Officer Navy Capt. Glenn Robillard and Fuels Director Steve Frey. (Photo by Heather Paynter, FISC San Diego)



Dogs provide security in Singapore

The Defense Energy Support Center Pacific office in Singapore does local business with a British Royal Navy depot where dogs are an important part of the workforce. As security, the dogs act to discourage trespassers on the Defence Fuels Group's Senoko Fuels Facility. They also keep the monkey population at a distance while providing a good-natured image for the facility. Senoko's dogs are also worth their weight in gold for their ability to identify snakes during hours of darkness. Reticulated pythons in the region can grow to be more than 30-feet long and over 1,000 pounds, so dogs who can help keep the snakes at bay are truly man's best friend! Here, One of the working dogs at the Senoko Fuels Facility in Singapore accompanies "co-workers" on their rounds. (Photo and story by Richard Knapp)

full-time employees, but when a ship arrived to offload coal, about 50-60 day laborers would be contracted from a downtown agency.

The laborers worked in the hold of the ship until all the coal was offloaded. The coaling wharf was originally "L" shaped, but in 1941, the wooden planked deck was replaced with a concrete and steel deck. Another section of pier was added, changing it to a "T" shaped configuration. The last coal was issued from the pier in February 1924, to the USS New York. The pier is now rigged to dispense diesel and jet fuel as well as two types of lubricating oils.

Over the ensuing years, the Navy's role has expanded far beyond the La Playa shores, making San Diego a major hub for the fleet. Currently, the pier is undergoing a \$3.5 million repair project that will sustain it for an additional 10-15 years before being replaced through a modern, state-of-the-art \$47 million construction project.

In the meantime, the pier continues to welcome any and all authorized ships to fill up on diesel and/or jet fuel. The coaling station wharf has successfully made its way into the 21st century, which is due in large part to the workers who have been entrusted with its legacy.



Repairs to the pier are underway. (Photo by Steve Frey)

Source: U.S. Naval Institute

A dust storm rips through a base in Iraq.

Dust storms send 'fuelies' reeling in Kuwait

By Michael Crutcher
DESC Middle East - Kuwait

The Defense Energy Support Center Middle East - Kuwait office, in partnership with the 165th Quartermaster Group, can handle and correct just about any situation that might lead to fuel-supply interruptions – except Mother Nature's wrath in the form of dust storms.

Dust storms that tear through Kuwait's sandy flatlands have the potential to wreak havoc on the DESC Kuwait fuel-supply mission. These storms can negatively impact the mission by restricting fuel deliveries to the forward operating bases in Iraq and Kuwait. And, they can impede empty retrograde tankers

from returning to their fuel-loading points to prepare for their next mission.

Depending on the severity of the storm, road conditions are measured as Red, Yellow or Green; Red is the worst. Under Red conditions, the Kuwait office's biggest challenge is to keep fuel moving.

An excessive number of days in Red conditions could lead to total mission failure of one of the key hubs in the region, Cedar II. Cedar II's operational mission is paramount to the warfighter's success in the Al Qudisiyah region. Its vital mission is to keep fuel moving to other FOBs, but if there isn't any fuel to move, work-stoppage can result. Therefore, when trucks are not capable of reaching their destination to deliver or load fuel, the consequences can be catastrophic. In essence, fuel movement comes to a standstill.

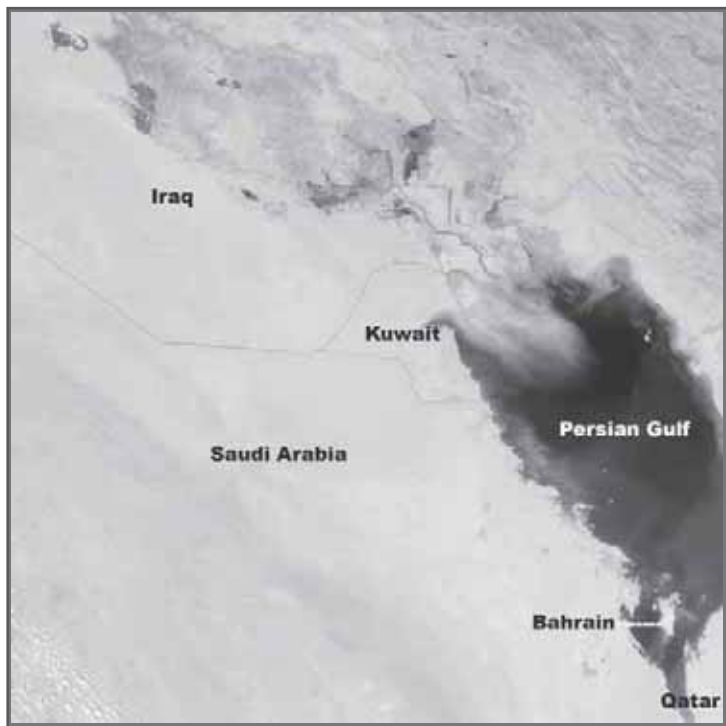
Red conditions have a trickle-down effect that can interrupt the entire fuel-supply chain from receipt to consumption.

In order to create ullage, the available space in the tank, at the Mina Abdullah truck fill stand, it is crucial for retrograde fuel tankers to return to Kuwait to reload. Dormant trucks incapable of moving, spell trouble for the truck fill stand because the fill stands rely heavily on retrograde fuel tanker availability to create sufficient ullage for the next refinery pipeline receipt. Consequently, if trucks are not available for loading, pipeline receipts will cease.

In addition to this, the same principle applies to ground products that are loaded at the Kuwait National Petroleum Company loading rack. Trucks must be available to meet minimum contract load requirements. But, if dust storms are in the area, setbacks are the norm.

DESC Kuwait's biggest challenge is to keep fuel flowing when dust storms plague the region. Essentially, teamwork and coordination between DESC Kuwait, the Sub-Area Petroleum Office, regional liaison officers, and the customer are essential to overcoming the challenges that dust storms create.

When all else fails, the only recourse is to simply wait it out. DESC Kuwait is no match to Mother Nature's ferocity.



Dust plumes blow over the Persian Gulf Sept. 12. The most obvious plume blows off the coast of Kuwait and Iraq; although not large for that area, the plume is thick enough to obscure the water surface below. (Satellite photo courtesy of NASA's Moderate Resolution Imaging Spectroradiometer Rapid Response Team. Labeled image created by Susan Declercq Brown.)

A car emerges from the Salang pass north of Bagram Air Base, Afghanistan.



Extreme cold brings nightmares in Afghanistan

**By Lt. Cmdr. R. S. Mazzarella
Petroleum Liaison Officer, DLA Support Team Bagram**

It is difficult to imagine a more challenging terrain to wage a war on than the rugged mountains, deep valleys and arid deserts of Afghanistan. Because it is a land-locked country, all resupply must come through either the harsh mountain passes by contracted trucks or over the mountains in military and commercial aircraft. The overwhelming majority of cargo and supplies is delivered by host-nation trucking companies due to the prohibitive cost of flying and the lack of air asset availability.

The daily coordination required to move every day necessities requires the tireless efforts of those who believe in and support the ongoing war effort. Bottled water, vegetables, toilet paper and fuel must all transit the limited network of roads that are in various stages of disrepair. Add to this scenario the severe weather that drastically changes with each season and the ever present possibility of enemy attack, and you have a logistics mission which is one of the most difficult in history to perform.

The impact that weather can often have on fuel deliveries can not be overstated. Violent and unpredictable, the weather can cause tremendous anxiety and concern for those responsible for providing fuel and other supplies to the warfighters. Since we can't control the weather, we had better at least be prepared to deal with the worst that the foul weather may bring.

Having fully embraced this principle, the Defense Energy Support Center has worked diligently to acquire additional fuel storage facilities throughout the country. Selecting key geographic locations for strategic reserve points, DESC has created a robust network of fuel hubs that will ensure uninterrupted support for U.S. forces fighting in support of Operation Enduring Freedom, regardless of weather.

As fall approaches, preparations are underway to top off inventory levels at each of the fuel hubs and the more than 100

forward operating bases located throughout the country. Once the snow descends on the mountain passes, resupply will become exponentially more difficult. The rapid and unpredictable changes in the weather compel fuel planners to make certain that there is an adequate supply of fuel on hand at each location to weather the storm.

Springtime can be just as difficult. When the winter snow melts, it often results in flooding and washing out main and alternate supply routes traveled daily by U.S. and coalition forces. Major construction projects have been commissioned to help mitigate the destruction caused by these floods.

One such project is the recent bridge improvement and widening of the Mahipar Pass road that connects the cities of Jalalabad and Kabul. This project will hopefully improve the road's resistance to flooding as well as improve the flow of vehicle traffic along this major artery.

North of Bagram Air Base is the Salang Pass. This choke point is a critical link in the fuel supply chain that provides fuel out of Central Asia. Construction on the Salang Pass tunnel system has been ongoing for the past few years. When complete, the improvements should reduce the pass's susceptibility to closure and minimize possible interruptions to this vital supply chain.

Fighting a war across such a remote and austere landscape requires a stable supply chain that military leaders can depend on. Despite the numerous challenges facing fuel logisticians, extensive planning and thorough research have allowed DESC to reduce the threat of potential disruptions and give military leaders the resources necessary to take the fight to the enemy.

‘Trusted agent’ mission requires flexible, situational leadership

Richard B. Knapp
DESC Japan

One interesting tasking a quality assurance representative may receive is to act as a ‘trusted agent’ for the Presidential Support Team in support of Air Force One.

The work involves taking a representative sample from a fuel source like a refueling truck or storage tank, maintaining a chain of custody during its transport to a lab, and witnessing or performing the required laboratory tests to certify its quality. These secure missions can vary wildly in required coordination and effort. Flexibility and situational leadership are key.

A trusted agent’s duty may simply involve local travel and use of a government laboratory. At other times, the job may involve several legs of international travel. For example, a QAR may travel from a home office in Korea to Singapore, acquire necessary visas, take a commercial flight to Guam to meet a military flight, fly on a C-17 to a refueling location in Bangladesh to sample the source, and use the same aircraft to fly back to a commercial laboratory in Thailand to certify the fuel for use. Then, further travel may be required to follow-on locations in India and Pakistan, with a return to the same lab to complete the mission.

So, when rumblings of a 2008 G-8 Summit in Hokkaido, Japan, were circulated, the Defense Energy Support Center Japan office on Yokota Air Base started feeling out the options for potential secure fuel support for Air Force One. Available modes for transport of samples included commercial air, rail, ferry, automobile and combinations of each. As commitments to support the event firmed up, military C-12 flights were dedicated to transport me, as the selected QAR, and my equipment 510 miles from Hokkaido to Yokota AB. From Yokota, samples would be transported by highway to a government lab 40 miles away for testing. This activity was repeated for a second fill of the U.S. Air Force fuel trucks to be used.

The first trip ran like clockwork. On a Tuesday morning, the 459th Airlift Squadron transported me and my equipment to Chitose Air Base on Hokkaido. Wednesday, I took samples from the five R-11 refuel trucks from the 35th Logistics Readiness Squadron on Misawa Air Base, marked and secured them. Thursday, the movement south from Chitose AB to Yokota AB commenced. The last leg by highway delivered the samples to the Fleet and Industrial Supply Center Hakozaki Petroleum Laboratory. Testing commenced, quality was confirmed, and I notified the advance team at Chitose of the results that evening.

The second iteration worked a bit differently – and not as I

would have liked – but it did work.

A Sunday flight north from Yokota to Chitose allowed sampling the same afternoon. However, the scheduled flight Monday couldn’t land on Hokkaido due to poor visibility.

Timely testing considers not just when individual procedures can be completed, but also provides a window to be able to react to test failures with resampling and retesting. Waiting another day to transport the samples would cut into that window. Nor was there a guarantee a plane could land that day.

I revisited earlier options of transport and discussed them with the advance team. We also did some quick brainstorming for other ideas and options. I vetoed initial suggestions of possible rail travel because increased security Japan-wide



Secure R-11 trucks recirculate fuel in support of Air Force One. (Photo by Richard B. Knapp)

would complicate movement of samples through train stations. We considered a hired vehicle, which involved being carried by ferry from Hokkaido to Honshu followed by an 18-hour drive through the night and into the next day to Tokyo and Yokota.

Eventually we decided the samples and I could be driven south to catch an eight-hour ferry to Hachinohe. At Hachinohe, Air Force personnel would provide transportation to Misawa Air Base, where expected clear weather would allow a C-12 to land and pick me up with the samples. Once returned to Yokota Air Base, I would drive the samples to the Hakozaki lab.

We put Plan B into action and everything clicked. From overnight ferry to government vehicle to military flight to highway travel, the samples and I proceeded to the laboratory.

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Guam posts, camps and stations moves into the future

By Gladys Morales and Nick Ignacio
Direct Delivery Fuels CBU

Graphic by Tyler Parker

The island of Guam, located in the Western Pacific Ocean, is a major hub of activity for U.S. military operations. Although only 209 square miles in area, this little island has a storied history in supporting the U.S. military throughout the Pacific theater; one which will only grow with the new challenges facing the warfighter today.

Since the Defense Energy Support Center's first Posts, Camps, and Stations contract awards there in 1993, the program is the source of everyday fuel requirements for bases in Guam. This is a very difficult and important task considering Guam's location and strategic value. Almost every consumer product used in Guam has to be shipped there from another location. Fuel is no exception, as current contractors Mobil Oil Guam and Shell Guam both use tankers to ship deliveries to their existing fuel farms. From there, they support the needs of the various military bases and commercial customers on the island.

Today, U.S. military bases make up almost 30 percent of the island's total land area. The military is a major contributor to Guam's economy through support of local businesses and special provisions allowing income taxes of local taxpayers to be paid into the Guam Treasury instead of the U.S. Treasury.

Guam has been a place for American ships coming to and from the Philippines to port. During World War II, Guam was a site of heavy fighting as the only American held territory in the area before World War II. In fact, Guam was occupied by the Japanese from December of 1941 until July 21, 1944, when the U.S. recaptured the island in the Battle of Guam. Today, Guam's forward location allows the U.S. to service interests in the Pacific, such as the Philippines and Japan, with great efficiency. Fuel is essential to continued operations.

Today, the program is in the hands of DESC's Direct Delivery Fuels, Ground Fuels Division II Team; Tyler D. Parker, division chief; Marty Pratt, contracting officer; Audrey Scott, inventory manager; and Gladys Morales, contract specialist. The current Posts, Camps, and Stations contracts for Guam were awarded March 17 of this year for the delivery period of April 1 through Dec. 31, 2010. The contracting team of Morales, Scott and Pratt organized the requirements submitted by the Air Force, Army, and Navy activities, as well as Voice of America, and issued a request for proposal for 3.898 million gallons of Diesel Fuel #2 and 1.5 million gallons of Regular Unleaded Gasoline. This fuel is to be used throughout the various military and federal civilian locations in Guam, Tinian and Saipan.



The contracting team evaluated offers presented by three potential vendors based on the best overall value being provided. This was an integrated assessment of price, past performance and socioeconomic commitment. Once all offers were evaluated, contract awards were made to Mobil Oil Guam and Shell Guam. Mobil Oil Guam was awarded delivery of 2.395 million gallons of Diesel Fuel #2 and 1.503 million gallons of Regular Unleaded Gasoline, and Shell Guam was awarded delivery of 1.503 million gallons of Diesel Fuel #2.

Both of these contractors have long been involved in the Guam PC&S program. Mobil Oil Guam first entered the program in 1993 with an award to supply Midgrade Unleaded Gasoline to Navy and Air Force activities in Guam from Jan. 1, 1993, to Dec. 31, 1993. Shell Guam entered the program in 2001 with a contract award to supply military customers with Low-Sulfur Diesel Fuel from Aug. 3, 2001 to Dec. 31, 2001.

DESC is committed to supporting the ever-evolving needs of the customer in Guam. DESC began supporting Guam with these contracts after a main storage tank for Midgrade Unleaded gasoline went offline. The first Guam Posts, Camps, and Stations contract started in January 1993 to support interim Midgrade Unleaded Gasoline requirements. As a result, the Navy was able to repair the tank while Mobil Oil Guam delivered product straight to the customer. In addition, this contract allowed the Navy the flexibility to convert the tanks to store different fuels. In this case, the tank was converted for JP5 jet fuel. In 2000, the Guam PC&S program was expanded to support new requirements for low-sulfur diesel fuel to be used

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Trusted agent

The final movement involved a small ferry from pier side across a short channel to Defense Fuel Support Point Hakozaki, a small island facility near Yokosuka, and its FISC laboratory. Once on site the samples were tested, the quality was certified, and again, I notified all players involved.

I find that situational leadership, being able to make a decision and follow through in the middle of an operation, is key to the QAR mission, especially during secure fuel missions. Something an Army officer once cautioned me with during my military career still holds true. He said, "If you're flexible, you're too rigid." At the time, I couldn't imagine how far reaching that simple comment would be.

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Guam

in the boilers, generators and power plants of the various military and federal civilian activities located on the island.

In the future, the Guam Posts, Camps, and Stations program may be expanded further to provide fuel support to the U.S. Marines Corps' 3rd Marine Expeditionary Force, currently located in Okinawa, Japan. The entire force, 8,000 Marines and their 10,000 dependents, will be moved to Guam between 2010 and 2014. Once the move is complete, the overall population of Guam is expected to increase by almost 25 percent.

Getting the right product to the right locations at the right time will be a challenge that will give the Ground Fuels Division II team a great opportunity to shine. After all, it will be what the team has proven time and time again that it can do best – provide comprehensive energy support to the warfighter in the most effective and economical manner possible.

Summer hire relishes

By Gladys Abreu
Direct Delivery Fuels CBU

In May, I was introduced to the Defense Energy Support Center when I began my summer employment in the Ground Fuels Division II area of the Direct Delivery Fuels Commodity Business Unit. I had heard many things about DESC through my mother, Gladys Morales, a contract specialist for the division.

As a sophomore at George Mason University studying pre-physical therapy with a minor in business, I appreciated the opportunity to gain real-world working experience. I felt it was an excellent opportunity to work for, and learn more about, what I knew was a world-class global organization.

Like most college students, my journey to DESC started like many job searches – with a need for income. After completing the initial application process, I realized I had completed my first step toward working in the business world, a monumental event for me. I knew it would set the stage for later events in my life.

Tyler Parker, chief of Ground Fuels Division II and Daniel Ocasio, a human resources specialist, had been in contact with me over the phone and by e-mail while processing my application. Accepting the position was an exciting time for me.

My first day on the job involved completing an "in-processing package," which included having my fingerprints scanned, ID pictures taken, and some additional documents completed before I could officially report to my duty station.

Ditu Kasuyi, a division contracting officer, was assigned the task of giving me a tour of the Direct Delivery Fuels offices and supporting offices such as Small Business, Market Research, Budget, Product Technology and Quality, and the service control points of Air Force Petroleum Agency, Army Petroleum Center, and Navy Operational and Logistics Support - Petroleum. Kasuyi explained how each office worked in concert with others to support the global mission of the warfighter and how important it was to collaborate with each office throughout the procurement process to insure mission success.

Subsequently, I was able to work with, and learn from, many individuals on the Ground Fuels Division II team and found everyone to be receptive to my questions. I was extremely eager to learn as much as possible during my summer experience.

From the very first day, I felt like I was a welcomed addition to the team. During my time with DESC, I got to work closely with Procurement Technician Margo Falls, and I learned the process for closing out contracts and working with the Defense Finance and Accounting Service to validate that all payments have been made to the vendor before closing out the contracts. Falls had a wealth of knowledge in this area and was more than willing to teach me the closeout process. She was extremely patient.

I also gained knowledge in gathering quotes from potential vendors for "spot" or emergency fuel buys and had an opportunity to solicit and award several such buys for both branches of the division.

I feel good knowing that my work at DESC helped support the warfighter and DESC's global mission.

Marty Pratt, the contracting officer for whom my mother worked, was instrumental in teaching me the particulars of buying for his branch. An interesting part about the process was being able to communicate with all the vendors and truly see how the information I gathered impacted the contracting officer's ultimate award decision.

I learned that the federal government acquisition process is linked to the Federal Acquisition Regulation, and DESC supplements FAR guidance through the Defense

real world experience

Graphic by Tyler Parker

Energy Procurement Instruction. Competition, to the greatest extent possible, is the law of the land as it not only allows for a fair and reasonable price to be obtained, but also impacts the ultimate award/ no award decision made by the contracting officer based on how balanced the pricing is relative to all offers received.

Aside from verification of inclusion of local and state taxes in the offers received, which I learned even the federal government isn't exempt from having to pay in some states, I found one of the most involved aspects of the acquisition process to be completing the many detail-filled documents that had to be included in the files before the contracting officer could sign off on the award. A fair and reasonable determination had to be prepared, which presented how the award price was determined to be reasonable. If the award was being made based on adequate competition, then the file was noted as such. Otherwise, a sole source justification has to be prepared documenting why the award was being awarded in the absence of adequate competition.

I learned how to navigate the file documentation process, and it became second nature to me. I was able to turn out award documents in a manner that was not only timely, but contained all the necessary documents the contracting officers needed to make an informed contract award decision.

It was easy to see that being successful in DESC requires attending and completing numerous trainings, aside from the Defense Acquisition Workforce Improvement Act Level I-III certification that must be obtained by the 1102 contracting community. Parker contacted Michael Hooth of Petroleum Management Consultants. Together they engineered a program that allowed me to take several DESC courses during my summer with DESC and apply that knowledge in the division. In the spirit of learning as much as I could, I attended all the courses and gained even more of an appreciation for what DESC does and how unique DESC has become in its more than 60 years of service. My training included the DESC Aerospace Energy Course, learning how DESC provides key support to the space shuttle mission among other things; the DESC Contract Policy and Oversight course, which outlines how procurement policy is developed within DESC and how the FAR, DFARS, & DLAD impact DESC policy; the Requirements Manager Overview Course for Post, Camps and Stations, learning how the customers' requirements are submitted and subsequently issued in a solicitation; and the DESC Overview Course, which gives a broad view of all of DESC's commodity business units and how DESC not only supports the warfighter, but also other civil service agencies globally. These courses provided me with a broader perspective of DESC and opened my eyes to the



possibility of future summers with DESC.

While working under Parker and his team, I can truly see where the experience I gained can be transferred to any career path I take — at the end of the day, it's all about team work. I experienced what it is like to work in the business world from a contract specialist point of view, and I had the opportunity to reinforce several of the business skills I had learned in my introductory business classes. This job has shown me a lot about the military forces and what they need to complete missions. Prior to my introduction to DESC, I did not know how critical fuel support for our military was and the importance of getting them the right product, on time, every time.

I feel good knowing that my work at DESC helped support the warfighter and DESC's global mission. Failure is truly not an option for DESC, and having witnessed it first hand, I can say that as an organization DESC lives passionately by the principles it preaches. With the summer ending, I head back to class this fall with fond memories, valuable connections, good friends, and a career opportunity for the future.

When I first met with Parker, he told me that at the end of my summer tenure at DESC, I would have to pass a test, and that test would be to prepare an article documenting my summer work experience at DESC and all that I had learned. Since then, I've had some time to think long and hard on my experience at DESC and this assignment. Metaphorically speaking, I would have to liken DESC to the Smithsonian Institute in that there are so many exhibits and so many things to learn about, but not much time to get through everything in a single day. Though my time at DESC was abbreviated, I hope to return in the future as I know there is much more to see and other exhibit halls that I've yet to visit within the organization.

Thank you for the experience DESC!

The Big Picture



Director tells all at July Director's Call

Army Lt. Gen. Robert Dail, Defense Logistics Agency director, hosted his quarterly Director's Call July 15 at Fort Belvoir, Va., to give an overview of his recent trip to Europe and South-west Asia.

Dail said he was proud of DLA's components in Europe. He also discussed the importance of removing "stovepipes" between DLA Europe, the Defense Supply Center Europe and the Defense Energy Support Center Europe.

He lauded all employees for their support to the U.S. Central Command area of responsibility, and he stressed the importance of remaining prepared to respond to changes in forces there. Dail also said there was still much to do to "extend the DLA enterprise."

Dail also discussed recent leadership changes in DLA and showed the new DLA video. A transcript of the presentation and the video are available through the DLA Today and Tomorrow Web site.

DLA kicks off fuel cell pilot

**By Lanorris Askew
Air Force News Service**

The Defense Logistics Agency kicked off its fuel cell forklift pilot project July 24 at the Defense Depot Warner Robins, Robins Air Force Base, Ga. It is part of an effort to find alternative energy sources and reduce America's growing dependence on energy imports.

The depot, in collaboration with the DLA Research and Development Program, held the kickoff to introduce the second in a series of pilot projects to demonstrate the use of hydrogen fuel cells in forklifts that move vital supplies daily in support of the warfighter.

Concurrent Technologies Corp. is the lead contractor for the two-

Dail announces retirement plans

New director nominated

Defense Logistics Agency Director Army Lt. Gen. Robert T. Dail announced retirement plans in an e-mail announcement to all DLA employees Sept. 8. Dail said the secretary of defense approved his plans to retire Jan. 1, 2009, and a Nov. 13 retirement ceremony at DLA headquarters, Fort Belvoir, Va.

Secretary of Defense Robert M. Gates announced Sept. 16 that the president nominated Navy Rear Adm. Alan S. Thompson to replace Dail as the DLA director. Thompson was also nominated for promotion to vice admiral. He is currently commander of the Naval Supply Systems Command and chief of Supply Corps, Mechanicsburg, Pa.

Dail's message to the workforce read in part:

"It has been my great honor and privilege to serve the nation for the past 33 years as a soldier in the United States Army; to serve the past four years as a three-star general in senior leadership roles in two national-level enterprise organizations, DLA and U.S. Transportation Command; and to culminate that service as the director of the Defense Logistics Agency.

"This has been an historic period for DLA; gaining agreement and executing the Base Realignment and Consolidation, completing the fielding and implementing the agency's Enterprise Business System, establishing a contracting



Defense Logistics Agency Director Army Lt. Gen. Robert T. Dail, who recently announced his retirement plans, visits customers at Marine Corps Air Station Cherry Point, N.C., Sept. 8.

strategy with oversight and accountability, and, most importantly, renewing our focus on warfighter support to the combatant commands and their military service components around the globe.

"I have been fortunate over the past two years at DLA to be a teammate of the finest group of senior civilian executives and military leaders, and the proudest civil servant workforce in the Department of Defense. Over the next two months,

my intent is to continue our work to 'Extend the Enterprise,' linking DLA's supplier network with warfighter demand.

"I'll look forward to personally thanking each of you for your direct contributions to the successful and visible support you have provided the men and women who selflessly and bravely wear our nation's uniform as they fight this war in which we're engaged.

"Thank you for all that you do."

year demonstration program to retrofit 20 forklifts with hydrogen fuel cells. The hydrogen-to-power forklifts will be reformed on site from natural gas. A mobile refueling station will refuel the forklifts for daily warehouse operations.

Concurrent Technologies Corp. will team with Air Products and Chemicals, Inc. and Hydrogenics to complete the retrofit process, which will replace traditional batteries.

According to Dan Markiewicz, Concurrent Technologies Corp. director of advanced energy programs, one immediate operational benefit is the elimination of the need to recharge batteries.

Previously, the recharging process meant removing a battery, putting it into a charging station to let it charge, allowing it to cool after the charge period, and replacing it at the end of the charging period. That process will be replaced with a much shorter process done by the mobile refueler.

The natural gas reformer, hydrogen fueling station system and dispensing module will be 15-by-18 feet and produce up to 2,000 standard cubic feet per hour of 99.999 percent pure hydrogen at 125 pounds per square inch gauge. The storage capacity will be 150 kilograms of hydrogen at 7,000 psig.

Private trucking emerges in Iraq

By Army Spc. Andrea Merritt
Special to American Forces Press Service

In another sign of progress in Iraq, 62 tribes and 68 sheiks have organized four private trucking companies to form the Iraqi Transportation Network.

The sheiks approached the U.S. military with a proposition for the ITN to haul their cargo throughout Iraq, guaranteeing safe shipment and taking financial responsibility for any loss.



A driver for the Iraqi Transportation Network, an Iraqi-owned and operated logistics network, tightens the load on his truck July 15, at Camp Liberty, Iraq. (U.S. Army photo by Spc. Andrea Merritt)

They chose people from their tribes as drivers, and the U.S. military vetted the drivers with a 97 percent approval rate.

The formation of the ITN is one of the first efforts in more than 30 years to build a private logistics company in the country. ITN moves low-value cargo for U.S. forces to and from different forward operating bases in Iraq.

“For Iraq, this particular form of logistics network is a key enabler for the Iraqi economy, so we’re seeding it with military cargo to get this going,” Navy Cmdr. Ken Titcomb, the ITN action officer for Multinational Force Iraq, said. “The goal is that after a couple of years, their revenue will come from commercial services, not military. Hopefully, it will end up driving a lot of jobs, and it’ll be a factor for economic prosperity in Iraq.”

The ITN has successfully hauled several classes of supplies in Fallujah, Asad, Taqaddam, Ramadi and Jordan. Since the missions in that region have been proven successful, network officials plan to expand their services to Multinational Division Center and Multinational Division North, tripling the size of the network.

The transportation network has moved water, food, construction materials, wood, barriers and containers without military escorts. To date, there have been no incidents or attacks resulting in the loss of cargo.

(Merritt is assigned to 1st Sustainment Brigade Public Affairs.)

Depot-level reparableables move to DLA

By Beth Clemons
Army Materiel Command

The Base Realignment and Closure Commission’s 2005 decision brought about many changes for the U.S. Army Materiel Command. One such change is the transfer of depot-level reparableables procurement management and related support functions from across AMC to the Defense Logistics Agency.

What’s a DLR? “A depot-level reparable is an item purchased with the intent to overhaul and repair it over time. The items can be very complex and expensive and that’s why they are typically rebuilt or overhauled rather than thrown away. But eventually the item becomes too worn to repair and must be replaced,” said Gene Duncan, Army Contracting Command deputy director and member of the Army DLR working group. “Examples of such items are tank engines, radar components, electronics, ground vehicle transmissions and helicopter engines.”

The decision only applies to the procurement of new replacement DLRs (commonly called “spares”), it does not apply to the repair of the reparable items.

Duncan explained that by transferring the procurement responsibility of buying DLRs from across DoD to one organization, DLA could aggregate requirements – resulting in a lower cost for the government.

DLA estimates that leveraging all procurement buys and managing them within a single agency will save DoD \$1.9 billion over the next 20 years.

Kid’s videos available

Two videos for teenaged and elementary-aged children, produced by the Army and the American Academy of Pediatrics to help children and adolescents cope during a parent’s deployment, are available.

View online at www.aap.org/sections/unifserv/deployment/ or order a DVD at 1-800-342-9647 or www.militaryonesource.com/skins/MOS/home.aspx.

SOUTHCOM transforms for new challenges

**By Donna Miles
American Forces Press Service**

When U.S. Africa Command goes fully operational Oct. 1, the Defense Department will reach another milestone as U.S. Southern Command completes a major reorganization that promotes joint, interagency and even private- and public-sector cooperation.

The concept supports universal agreement among President Bush, Secretary of State Condoleezza Rice, Defense Secretary Robert M. Gates, Joint Chiefs Chairman Navy Adm. Mike Mullen, the service chiefs and the combatant commanders that the military can't tackle 21st-century security challenges alone.

The 2008 National Defense Strategy, released July 31, reflects in its first update since 2005 the importance of interagency as well as interservice and international cooperation to face today's and tomorrow's challenges.

"We are working to create an organization that can best adapt itself to working with the interagency, with our international partners and even with the private-public sector," said Navy Adm. James Stavridis, SOUTHCOM commander. "And we want to do it in a way that is completely supportive of all our partners.

"If I would put one word on it, it's partnership," he continued. "That is our [SOUTHCOM] motto — Partnership for the Americas — and our objective is to become the best possible international, interagency partner we can be."

As they carry the charge, both SOUTHCOM and AFRICOM are breaking the mold for the way U.S. combatant commands have operated since passage of the National Security Act in 1947.

Stavridis described the "enormous challenges" facing Central and South America during his mid-March testimony before the House Armed Services Committee. Without large-scale conventional wars looming on the horizon, the bigger regional challenges are poverty, drugs, the risk of regional terrorism and the beginnings of Islamic radical terrorism, he told the committee.

Like a long line of commanders before him, Stavridis recognized that traditional Cold War-era ways of operating didn't fit in SOUTHCOM'S area of focus, which includes all of Latin America and parts of the Caribbean.

He compared AFRICOM'S Africa Partnership Station initiative in the Gulf of Guinea, which provides maritime training to African volunteers, to a similar effort USNS Grasp is conducting in the Caribbean. "We are trying to do some very similar things, and it all goes back to partnership," he said.



An F-15E Strike Eagle

Synthetic blend fuels F-15

**By Amanda Creel
Robins Air Force Base Public Affairs**

The U.S. Air Force continued a series of synthetic fuel certification tests Aug. 19 with an F-15E Strike Eagle flight beginning and ending at Robins Air Force Base, Ga. This was the first time an F-15 has flown with the 50/50 mix of JP8 and a natural gas-based synthetic fuel.

"You could have had JP8 in there and I wouldn't have known the difference," said Maj. Dan Badia, who was one of the pilots for the test flight.

Ryan Mead, an F-15 fuels engineer, said he was pleased with the flight test because for all practical purposes, the aircraft functioned in the same range it would have with the JP8 jet fuel. He said he expected the jet to be certified on the fuel as a result of the test flights.

The test is part of an Air Force initiative to certify the entire fleet on the synthetic fuel by 2011.

The fuel made its debut in the twenties, but was never tested in a fighter jet until Badia and Lt. Col. Jim Luzzi, both pilots with the 339th, flew the Strike Eagle.

During the flight, the F-15 flew at Mach 2, or two times the speed of sound, did a max climb of 1,500 feet and performed throttle slams, which are going from idle to maximum atmospheric pressure. The crew took the aircraft to about 43,000 feet to see how the engine would perform at Mach 2.

Though the F-15 was the first fighter jet to operate on the fuel, it wasn't the first Air Force aircraft to do so. The B-52 Stratofortress has been certified to use the fuel; the B-1B Lancer and the C-17 Globemaster III are still undergoing the final certification process.

The F-22 Raptor and the KC-135 Stratotanker were scheduled for tests later in August. Eventually, the two aircraft will participate in an all-synthetic flight where both aircraft will be operating using the fuel, and the KC-135 will refuel the F-22 using the synthetic fuel.

DLA inducts six

Jones joins Hall of Fame

By Jonathan Stack
DLA Public Affairs

Jeffrey Jones and five other former employees of the Defense Logistics Agency were inducted into the Agency's Hall of Fame during a ceremony in the headquarters complex's McNamara Auditorium July 23. Jones was the director of the Defense Energy Support Center from March 2000 to November 2003.

"The six individuals we are inducting into the Hall of Fame today are extremely worthy of recognition," said Army Lt. Gen. Robert Dail, DLA director, in his introduction. "Each of them made singularly outstanding and significant contributions to the Agency's success."

These men and women contributed to the Agency's ability to link American industrial capacity and put it into the hands of American troops that are operating around the globe, Dail said.

The five other 2007 inductees are:

Bruce Baird, former general counsel for DLA

Phyllis Campbell, former deputy commander of the Defense Distribution Center, New Cumberland, Pa.

Retired Navy Capt. Terry Irgens, former director of the Medical Materiel Supply Chain for Defense Supply Center Philadelphia

Retired Navy Vice Adm. Keith Lippert, former director of DLA Richard Maison, former deputy commander of the Defense Logistics Information Service, Battle Creek, Mich.

Jones was the first long-term civilian director of DESC. His combination of experience, vision, leadership and hard work were applied for more than 11 years in several key roles to help DLA and DESC significantly transform while sustaining excellence in daily operations.

He did the original analysis and proposal to replace DLA's legacy supply system with commercial software and co-led the DLA-wide group that selected the contractor team and initial solution set for what became business systems modernization.

Baird served in DLA's Office of General Counsel from 1971 to 2005. He began as a junior attorney and progressed to general counsel. He held progressively responsible legal advisory and program management positions in Richmond, Va., Alexandria,

Va., Germany, Chicago, Battle Creek, and finally Fort Belvoir, Va. During these assignments, he developed firsthand understanding of diverse agency mission areas, including acquisition, distribution, contract management, surplus property management and hazardous waste disposal operations.

The next inductee, Campbell, was selected by the Office of the Secretary of Defense to be the deputy for the Corporate Information Management Distribution prototype group. This group was chartered to develop a standard distribution system for use throughout the Department of Defense. She was reassigned to DLA's Defense Distribution Systems Center as its business manager in 1991. She was instrumental in selecting the migration system for deployment to the then 30 DLA distribution sites. Campbell was appointed to the senior executive service position of deputy commander at DDC in 1998.

Irgens led the Medical Materiel Supply Chain during the first Gulf War and into the creation of medical prime vendor, the first prime vendor program implemented in the Defense Department. He was the driving force in adopting more efficient commercial business practices. These changes lead to reductions in cost and personnel at both the wholesale and retail levels and improved efficiency. Also during the first Gulf War, he pioneered the forward extension of DLA onto the battlefield by deploying a medical officer to serve in Saudi Arabia to coordinate medical logistics support efforts with the warfighters in theater. The mission success of this effort paved the way for an expansion of the DSCP and DLA role of forward logistics and lead to the establishment of the DLA Support Teams.

Lippert served as the 14th DLA director from 2001 to 2006 – the longest serving director in the agency's history. He assumed the directorship before the Sept. 11 attacks on the nation, and he led the agency to deliver improved logistics support to America's warfighters, its allies and victims of natural disasters around the world. The success of the agency's



Recent Hall of Fame inductees pose with Army Lt. Gen. Robert Dail, Defense Logistics Agency director, for a photograph. The six inductees are as follows: (from left to right) Richard Maison, former Defense Logistics Information Service deputy commander; Retired Navy Vice Adm. Keith Lippert, former DLA director; Phyllis Campbell, former Defense Distribution Center deputy commander; Jeffrey Jones, former Defense Energy Support Center director; Bruce Baird, former DLA general counsel and retired Navy Capt. Terry Irgens, former Medical Materiel Supply Chain director. (Photo by Thomas Wilkins)

Two Scoops of Hooah!

DLA employee brings ice cream truck to desert

By Van Williams and Army Maj. Enrique Vasquez
Defense Supply Center Columbus

For many Americans, the sight of an ice cream truck brings back happy childhood memories of carefree summers and cool refreshments. But, for service members on the front lines in the war on terrorism, those memories are a world away.

That was until August.

Soldiers of the 601st Aviation Support Battalion in northern Iraq had a great idea, and needed the help of a Defense Supply Center Columbus, Ohio, employee to make it happen. It began when Army Lt. Col. Donald Nitti, the 601st ASB commander, asked his soldiers to see if they could build an ice cream truck.

Russell Dewart is a universal customer account specialist for the Defense Logistics Agency at an operating base in northern Iraq. It is his job to expedite warfighter requests for equipment and supplies.

“We had this old blue bread truck that picked up the nickname the Blue Bomb,” said Dewart. “It didn’t have air conditioning and was used very sparingly as a backup vehicle. Some time back in June, Chief Warrant Officer William Foreback from the 601st approached me.”

An agreement was reached, and the Blue Bomb was swapped for another vehicle.

Within weeks, Nitti’s soldiers found a vehicle, freezer and sound system. Then with some careful innovation and meticulous creativity, the soldiers from the 601st bomb team, command and automations section began to turn the Blue Bomb into an ice cream truck.

The truck made its debut at Speicher on July 4, complete with the name Two Scoops of Hooah!, a giant dripping ice cream bar on the roof, and a caution sign on the back.

Army Spc. Casimer Rzanca added a ‘Caution Running Soldiers’ sign on the back of the van, and put together the “happy music” soundtrack for the truck, including the song “Don’t Worry, Be Happy.”



Soldiers line up for ice cream at Two Scoops of Hooah! truck in Iraq.

Nitti considers this mission a success, based on the smiles he gets when the truck delivers the cold treats. “The best was a young soldier. We drove down the flight line at about 1500 hours. It must have been 115 degrees, and this kid was at the end of the line working on an aircraft all by himself. We coasted up to him in ‘Two Scoops of Hooah!’ with our music playing. I bet he stared at us for 20 seconds with no expression on his face.”

Nitti said at the time, “I bet he thinks we’re a mirage or that he’s having a heat stroke. Finally, I get out of the truck, walk over to him and ask if he wants a free ice cream. He said ‘Seriously, sir? #@*#\$ awesome!’ I bet he said that three times.”

military service members in the field and the battles won every day by the nation’s armed forces engaged in the Global War on Terrorism could not have been accomplished if not for the logistics support DLA provided to the military.

This support increased to the extent that 95 percent of the materials used by the entire U.S. military were provided by the 22,000 personnel hard at work in DLA activities around the globe. Lippert’s achievements were accompanied by financial savings and were executed during a sustained period of unprecedented warfighter demand for agency support.

The final inductee, Maison, guided DLIS’s comprehensive

efforts to stand up the first National Codification Bureau College in 2000 to provide the knowledge for foreign logisticians regarding establishment of a NCB. As the DoD Cataloging Consolidation and Transition program manager, Maison directed a challenging project to centralize and consolidate all DoD cataloging operations at DLIS, melding disparate policies and processes used by the various military services into a single cost-effective approach. This project was successfully completed under budget and ahead of schedule, resulting in major process improvements, customer acceptance and \$134 million in savings to DoD.

In the Limelight

Knapp earns DESC Employee of the Quarter (3rd Qrtr) honors

By Susan Declercq Brown
DESC Public Affairs

Richard B. Knapp, a quality assurance specialist for the Defense Energy Support Center Japan, has been named DESC's Employee of the Quarter for the 3rd Quarter.

Knapp, who has more than 20 years in defense fuels, has served DESC Pacific and Japan as a civilian for one year. This is not Knapp's first tour with DESC. During an active-duty Army career encompassing assignments as a lab technician, instructor, contracting officer's representative, petroleum logistics planner and an operations officer, Knapp served three years as a quality assurance specialist for DESC Alaska and for three years for the Defense Contract Management Command under the Defense Logistics Agency.

Knapp demonstrated superior performance during the quarter. He displayed keen problem solving skills and intense dedication, and earned the highest respect from his peers and customers, said DESC Japan Deputy Director Geoffrey Connell when he nominated Knapp for the honor.

Knapp said, "Overall, managing change is the most challenging aspect of the job." He cited schedule changes and short-fused missions, resolving quality problems, remaining aware of technical changes and problem solving while traveling as part of that challenge. "My Japan office helps and supports me tremendously to meet these mission requirements," he explained.

After being informed that several Defense Fuel Support Points were experiencing repeated excessive in-transit shipment gains and losses, Knapp jumped at the opportunity to solve the complex problem. He quickly coordinated a visit to the affected facilities, carefully monitored fuel cargo loading and discharge procedures, and discovered several incorrect procedures contributing to the cause of the excessive variations. This information allowed the affected DFSPs to correct procedures and greatly reduced the total number of investigations each month.

His efforts contributed to the overall accountability of capitalized fuel and reduced the man hours spent on monthly investigations. His customers lauded his efforts at providing great customer support.

Knapp's analytical talents were also critical in determining the source of a particulate contamination problem at one of

Japan's intermediate marine loading terminals. After receiving reports from a contract barge company that particulate contamination was being transferred from DFSP Hakozaiki to the vendor's barge tanks, Knapp spent exhaustive hours inspecting and re-inspecting tanks, sumps, hose couplings, barge tanks and sample records to rule out the facilities and equipment not contributing to the cause. When the pipeline was finally determined to be the source of the contamination, Knapp provided management the probable reasons for the sediment build-up. After consulting with headquarters quality specialists, he developed a monitoring plan to ensure corrective facility maintenance actions are in a timely manner if the problem does not resolve itself over time.

One of the most rewarding aspects of his job, according to Knapp, is the opportunity to tackle unscheduled and unique missions and to travel to new locations.

"I regularly travel to most of the main islands of Japan: Honshu, Shikoku, Kyushu and Okinawa," he explained. "But, recent secure fuel missions took me to the northern island of Hokkaido, Japan, for the G8 summit held there, and to Beijing in support of the 29th Olympic Games."

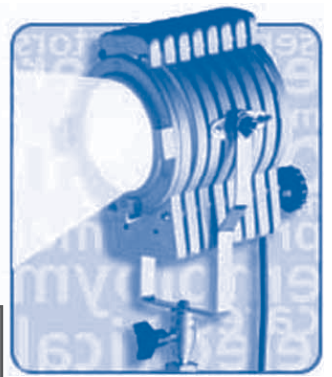
Knapp's service went beyond quality assurance work this quarter; he also orchestrated a major office relocation.

"Mr. Knapp is the person you contact if you want something done right," said Connell.

Knapp masterminded a plan that left no stone unturned. He coordinated moving companies, building modifications, phone line and network installation, and real estate coordination tasks were complete well ahead of the April 1 goal. Connell said the move was seamless for the occupants, who now have a far superior working environment. "His efforts garnered great respect from his peers," Connell added.

When asked to what he attributed his success, Knapp cited both past and current supervisors and co-workers. In particular, he mentioned Quality Assurance Representative Richard Dennis, saying, "When I started in Japan, we were able to go on several missions together and that was an important part of setting us up for success. We work very well together."

"Customer support is an important part of our QAS duties. Along with scheduled travel and programmed business, we



make an effort to visit other DESC customers in the area and make the most of opportunities to address concerns or bring them back to our main office for action. Outreach and support works in two directions for us to help the customer, but also to inform and educate ourselves on facilities, operations and personnel,” he added.

Knapp broadened his quality assurance knowledge and skills by enrolling in, and completing, the American Society for Testing and Materials Marine Measurement Course in Baltimore, Md.

Richard Knapp



You've been “coined”

Brian DeLong, a Defense Energy Support Center contracting officer in the Bulk Petroleum Commodity Business Unit, opted for a low-key retirement in August after 30 years of government service, nearly all in DESC. While there was no formal ceremony to mark the event, Air Force Col. Jon Larvick, the CBU director, and DESC Director Kim J Huntley, shown here with DeLong, presented a DESC coin to commemorate the event. DeLong was hired as a Defense Logistics Agency intern in Philadelphia in 1978. He transferred to DESC in 1979 and remained here, except for a brief stint as a contractor, in a variety of contracting positions until Aug 31. (Photo by Lawrence “Robbie” Robinson)



Nine DESC professionals honored for small business impact

By Susan Declercq Brown
DESC Public Affairs

Nine Defense Energy Support Center employees and four other Defense Logistics Agency employees accepted awards July 28 for their contributions to small business program successes during DLA's annual small business awards ceremony in the headquarters complex Kabeiseman Center.

The individuals honored for the aid, counsel and assistance they provide to small businesses included employees from the Defense Supply Centers Columbus, Philadelphia and Richmond, as well as from DESC.

Air Force Maj. Gen. Arthur Morrill, DLA vice director, presented an award plaque to each recipient in recognition of the individual's efforts. He congratulated the awardees for their support, and he stressed the importance of small business to the nation's defense and industrial base. Morrill challenged the awardees and all those in attendance to "do more" in the future.

DESC Domestic Bulk Fuels Division Chief Phyllis Orange, DESC Contract Specialist Gerald Tinner, and the entire DESC Ground Fuels Division III Customer Organized Group Four team were singled out for the kudos.

There were 19 nominations for the team and individual award categories; seven received awards:

DLA Award for Excellence in Assisting Small Business -- Gerald Tinner, DESC contract specialist

Tinner works in the Direct Delivery Fuels Commodity Business Unit. His primary focus is the Customer Organized Group 6 Posts, Camps and Stations program, which encompasses all Midwestern states representing a host of combatant commands, federal agencies and other DLA customers. During

his first year with DESC, Tinner quickly showed his ability to take the lead on procurements typically assigned to more experienced buyers. His latest procurement, the COG 6 supplemental solicitation, demonstrated his tireless effort and his desire to advocate on behalf of small businesses while ensuring timely support to the warfighter.

In 2007, Tinner began collaborating with DESC's Small Business Office to identify attendees of the office's small business round tables held around the country who could potentially provide fuel support through COG 6. Then, Tinner contacted numerous vendors to educate them on the opportunities available under COG 6 supplemental solicitation as well as other opportunities in DESC. Through Tinner's work, DESC received a record 22 offerors from small businesses, four of which came from first-time offerors. Two of the new vendors subsequently received long-term contract awards with DESC.

"As a team, the decision was made to go the extra step to build stronger relationships with our customers and partners," explained Tinner. "I understand that small businesses really fuel our economy, and to be acknowledged for playing a small role in supporting small businesses makes me feel like I can directly have a positive effect on the lives of many."

"Mr. Tinner's forward thinking, and sheer desire to promote what has laid the foundation of our country since the first World War, the small business firm, further supports how important it is to recognize such individuals for their effort," said DESC's Small Business Director Lula Manley in his nomination package.

DLA Award for Excellence in Assisting Small Disadvantaged Business -- Phyllis Orange, DESC Domestic Bulk Fuels Division chief

Orange is chief of a DESC division that manages the acquisition of bulk products consisting of jet fuel, marine diesel and gasoline supporting the fuel requirements of U.S. military activities within the continental United States. In addition, the division manages a myriad of diverse programs, including lube oils, fuel system icing inhibitor, strategic petroleum reserve crude oil, synthetic fuels and jet propulsion thermally stable fuel.

While the dollar values of these procurements sometimes challenge small businesses, intense efforts by Orange and her team members resulted in considerable participation in unrestricted procurements and an increase in set-asides for small businesses. In fiscal 2007, Orange's division awarded approxi-



DLA Deputy Director Air Force Maj. Gen. Arthur Morrill presents the small business award to DESC's Gerald Tinner. (Photo by Thomas Wilkins)

Continued on page 50.

Acquisition professionals champion small business

By Garrell Armstrong
DESC Small Business Office

An effective organization has a purpose that is shared by all its members and to which they will willingly commit their efforts. People working together can do almost anything.
– James L. Hayes

The results of this year's Defense Logistics Agency annual small business awards certainly bear out the veracity of this quote. Nine Defense Energy Support Center acquisition specialists were recognized for their outstanding support and commitment to small businesses.

Each year the federal government purchases billions of dollars in goods and services from industry. It is the policy of the United States, as stated in the Small Business Act, that all small businesses have the maximum opportunity practical to participate in providing goods and services to the government. To foster an equitable federal procurement policy government-wide, federal agencies must establish small business goals as percentages of annual expenditures. Each agency submits its proposed goals to the Small Business Administration, which ensures that the aggregate government-wide statutory goals are met.

Small businesses play a critical role in the economic health of our country.

Small business statistics:

- **99.7 percent of firms in the United States are small.**
- **50 percent of the 145-million strong U.S. workforce is employed by small businesses.**
- **Small businesses create 60 to 80 percent of all new job opportunities.**
- **Small businesses contribute more than 45 percent of the total national payroll.**

Setting an example is not the main means of influencing another, it is the only means. – Albert Einstein

So, as we see, small businesses are small in name only. The federal acquisition workforce recognizes small business achievements.

The federal acquisition workforce provides stewardship over taxpayer resources in order to execute the responsibilities of the federal government. The Defense Logistics Agency challenges and rewards its acquisition professionals to support the warfighter while managing this tremendous undertaking. One way the agency does this is through its Small Business Personnel Awards Program. The program recognizes and rewards the dedication, determination and due diligence a select group of acquisition professionals demonstrates in engaging small businesses in federal contracting opportunities.

These awards highlight the professionalism with which recipients supported small business programs. And, as illustrated by the number of DESC award winners, DESC greatly supports small business programs.

This year, DESC's acquisition professionals thoroughly distinguished themselves as true champions of the small business community. These professionals were instrumental in educating, encouraging, and engaging small businesses in partnering with DESC to support the warfighter. Their efforts could not have resonated any louder; 50 percent of the awards went to DESC.

The actions of this group of acquisition professionals illustrate the center's sustained commitment to excellence when supporting the greatest customers of all — the warfighters -- by providing them with products and services of small businesses with the same dedication.

In addition, these award winners exhibited sound business acumen by realizing their roles as stewards of the taxpayer resources and understanding the pivotal position the small business community plays in the economic stability of the United States.

Congratulations to all the recipients of these prestigious awards, your efforts set an example for all of us and illuminate the culture of the organization. One DESC, one mission, one outcome -- excellence.

Small business awards

mately \$159 million in contracts to set-asides in addition to the \$328 million awarded to regular small businesses.

Orange aggressively marketed to small businesses in federal contracting; participating in various outreach conferences and round table discussions, advertising and making presentations at two DESC Small Business Conferences. She explained the bulk fuels acquisition process, providing pertinent solicitation terms and conditions that can either make or break a vendor during contract performance. And, she ensured conference attendees understood the Bid Evaluation Module that is crucial to small businesses offering on a bulk fuels solicitation. Recognizing her commitment, several vendors wrote to thank Orange for her outreach and assistance.

“Ms. Orange’s efforts at the small business conferences are consistent with her everyday efforts on behalf of DESC customers and small businesses,” said Manley.

DLA Award for Excellence in Assisting Historically Underutilized Business Zone Small Business, or Hubzone Small Business -- DESC Ground Fuels Division III Customer Organized Group 4 team consisting of:

Robert Jones, contracting officer
JoAn Gheradini, contract specialist



DESC’s COG 4 team, Terry Perry, Kenneth Hawes, JoAn Gheradini, Najjiyyah Mahdi and Dustin Pitsch (now assigned to the Defense Threat Reduction Agency) accept their award from DLA Deputy Director Air Force Maj. Gen. Arthur Morrill. (Photo by Thomas Wilkins)



DLA Deputy Director Air Force Maj. Gen. Arthur Morrill presents the small business award to DESC’s Phyllis Orange. (Photo by Thomas Wilkins)

Kenneth Hawes, contract specialist
Terry Perry, contract specialist
Georgia Dotson, contract specialist
Dustin Pitsch, contract specialist
Najjiyyah Mahdi, contract specialist

The COG 4 team is responsible for the acquisition of motor gasoline, gasohol, diesel fuels, fuel oils, kerosene, aviation and alternative fuels such as biodiesel B20 and ethanol E85, which are delivered directly to various military and other federal agencies in the South Atlantic states. The team members are historically strong advocates of the small business programs, and in fiscal 2007, they placed a special emphasis on assisting HUBZone Small Businesses.

The team members were instrumental in removing barriers to HUBZone small businesses for competing under COG 4 supplemental solicitations.

COG 4 has been drastically affected by severe weather conditions. Because many small businesses either moved out of the area or closed after Hurricane Katrina’s devastation, the COG 4 team was greatly challenged to attract offers from small businesses within their region. The team spent untold hours contacting vendors to educate them on DESC’s procurement processes and assisting offerors to ensure they could submit a valid and acceptable offer under an open market/emergency fuel buy or long-term contract. As a result, three HUBZone small businesses received open market contracts. The team is also assisting a small business that offered under a long-term contract solicitation.

“In our COG 4, we presently have 25 contracts; more than 95 percent of those were awarded to small businesses,” said Theodore H. Jones Jr., chief of the Ground Fuels II Division.

“It’s important to support the small business people who make up the majority of our business environment,” said team member Dotson. “Small

Meyer retires

Defense Energy Support Center Director of Operations Army Col. Jay Meyer

sports the newly-awarded Defense Superior Service Medal as he accepts the certificate to accompany the award from DESC Deputy Director Navy Capt. Dianne Archer Oct.2 at Mount Vernon, Va.

The award was presented when co-workers and well-wishers honored Meyer at a luncheon in recognition of his impending retirement. Meyer's 30-year career included four tours as a commander including once in DESC Korea, and assignments in four states, Japan and Korea, and deployments to the Sinai Peninsula and Kuwait.

"During his year as the director of operations, most of his focus has been on supporting operations in the Middle East," said DESC Deputy Director Navy Capt. Dianne Archer. "Truck strikes, rail-car log



jams and jet fuel inventory fluctuations at bases throughout Afghanistan and Iraq have consumed his time and daily vocabulary...though he spent many hours answering questions and building briefings to address the daily challenges, he never lost sight of the ultimate goal of providing fuel to the warfighter," Archer said.

businesses provide essential support to the warfighters. ... They are the ones that will make small deliveries to remote locations where it is not beneficial for large companies to compete. They are the backbone."

"The COG 4 team exemplifies the dedication and conscientious service provided by DESC employees who foster and stimulate DLA contracting opportunities for HUBZone small businesses. It is a win-win situation for DESC and the certified HUBZone business," said Manley.

Other DLA winners were:

DLA Award for Professionalism in the Small Business Program -- Eleanor Holland, DSCC Office of Small Business Programs associate director

Outstanding Support to the DLA Small Business Program -- Army Brig. Gen. Patricia McQuisition, Defense Supply Center Columbus, Ohio, commander (Deputy Director, Jim McClougherty accepted the award)

DLA Award for Excellence in Assisting Women-Owned Small Business -- Maria Sesso-Punzo, DSCP Clothing and Textiles Supply Chain supplier operations

DLA Award for Excellence in Assisting Service Disabled, Veteran-Owned Small Business -- Danny Roberts, DSCR Engines and Airframes Division, contracting officer

"All of the nominees deserve a special 'thank you' for their continued support to the DLA Small Business Program," said Peg Meehan, Office of Small Business Programs director. "We received some strong nominations ... all of which are worthy of recognition. These award recipients exemplify the spirit of teamwork, cooperation and innovation."

Defense Logistics Agency encourages its employees to follow Agency and national policy to protect the interests of small businesses and annually recognizes personnel making significant contributions to the program. Award nominations are solicited from the field activity commanders and reviewed by the DLA director for final selection and approval.

(The DLA Public Affairs team and DESC's Small Business Office contributed to this story.)

Bartholomew bows out



U.S. Air Force Lt. Col. Bruce C. Bartholomew receives a framed Defense Logistics Agency flag from the Defense Energy Support Center Alaska team for his three years of leadership as their commander. The team thanked Bartholomew for the dedication and experience he brought to the unit, ensuring DESC Alaska provided outstanding customer support to the arctic warfighters of Alaska, and helping them live up to their motto: providing optimal arctic energy support anytime, anywhere! Bartholomew bid farewell July 2; he calls the Air Staff at the Pentagon home now.



Thomas moves on -- but not too far

Left, outgoing Defense Energy Support Center Korea Commander Army Lt. Col. Sidney Thomas receives the Dry Tank Certificate from Deputy Steve Bacle. Right, His family, friends and co-workers gather July 23 to wish him farewell. His wife Arlanda, father Harrison Harvard, and sister Mariette Thomas were among them. DESC Pacific Commander Navy Capt. Ron Black was also on hand for the farewell.

During the gathering, Thomas also received a commemorative Defense Logistics Agency flag with DESC Korea coins, and an historic Korean bell as mementos of appreciation from the DESC Korea team.

Thomas remains in Korea for his follow-on assignment where he is the sub-area petroleum officer in the logistics directorate of the United States Forces Korea. There he will continue to play a vital role in providing petroleum support to U.S. forces.

Whitman seizes Distinguished Graduate honor

Air Force Tech. Sgt. Matt Whitman, a Defense Energy Support Center Americas East quality assurance representative, recently completed a grueling six-week course of leadership studies at the Air Force NCO Academy, Gunter Annex, Maxwell Air Force Base, Ala. Whitman's class of 153 select attendees convened April 13 and graduated May 23, yielding a new group of future enlisted leaders for the Air Force. Whitman also earned the title of "Distinguished Graduate" by virtue of his accomplishments during the course of study.

The NCO Academy curriculum is designed to be intense from the first day. Attendees are continually challenged academically and professionally with activities specifically designed to be learning and growth opportunities. Academics include writing exercises and oral presentations and speeches dealing with diverse, real-world subjects designed to help the students develop and hone their analytical and professional skills.

Whitman was also given the additional duty of flight sergeant. He was personally responsible and held accountable not only for himself but for 13 other students, ensuring they all accomplished their assigned daily tasks. He successfully shepherded his flight through the daily rigors of the school.

When asked about his impressions of the academy, Whitman repeatedly emphasized the positive, developmental experiences and the throwback to leadership fundamentals of Air Force non-commissioned officers of ages past.

"Theirs was a style of boots on the ground basic leadership...one that reinforced the 'warrior ethos' and the concept of personal credibility and accountability," he said.

Whitman said his experience with DESC and his duties as a QAR contributed to his ability to think and react in an adaptive manner to a rapidly changing academic environment.

Mental agility, the ability to objectively analyze a situation and taking prompt, decisive action are Whitman's strongest



Air Force Reserve Command Chief Master Sgt. Rick Fanning, 908th Airlift Wing, congratulates Air Force Tech. Sgt. Matt Whitman May 23 on his selection as Distinguished Graduate of his Air Force NCO Academy class.

attributes and fit exceedingly well with the QAR profession.

The honor of being Distinguished Graduate was an additional accomplishment for Whitman. The process of distinguished graduate selection involves not only academics and point averages, but the greater weight is given to peer voting. Whitman continually impressed not only his instructors but also his fellow students with his professional knowledge, skills and abilities.

His selflessness and dedication were also exemplified when he gave away his seats for the graduation ceremony to his fellow students.

Whitman is stationed at the Defense Fuel Supply Point Carteret, N.J.

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Kelly earns 25-year pin

Steve Kelly, a Defense Energy Support Center laboratory manager, is presented with a 25-year Federal Service pin and certificate Aug. 13. DESC Pacific Commander Navy Capt. Ron Black and DESC Alaska Commander Air Force Maj. John Martin made the presentations.



Han receives pin for ‘stellar’ 50 years of service

By Chad Carter
DESC Korea

Han Sang Tok has been moving fuel for the U.S. government in South Korea for 50 years. This summer he received a 50-year service pin and certificate to honor his many years of contribution to the defense petroleum, oil and lubricant mission and community.

At 69 years old, Han looks like a much younger man due to his high energy, can-do attitude, faith and love of mountain climbing. The Defense Energy Support Center Korea employee has climbed every mountain in South Korea and knows the terrain well.

As a young man, Han lived near a huge bulk storage area for U.S. government fuel drums during the Korean War or Joguk Haebang Jeonjaeng (Fatherland Liberation War) from 1950 to



Defense Energy Support Center Korea employees and family members turn out to honor Fuel Transportation Specialist Han Sang Tok on his 50-year service pin

Han has never used a single day of sick leave.

1953. Han witnessed first hand when the North Korean forces shelled those bulk storage fields of 280,000 to 300,000 drums of fuel. It was eight straight days of fire that was brighter than the sun. This was his introduction to bulk fuel.

Han says he had seen the U.S. government helping people since 1951 and always wanted to join the team. Han was a beneficiary of that kindness when he was a teen-aged refugee. The U.S. Army gave him firewood, bedding and food, including his very first orange and banana. Today, Han is still struck by the sweetness of that fruit and the kindness of the soldiers who provided it. This was his introduction to the U.S. government.

Fast forward to 1957; Han joined the U.S. government’s fuel team. He loaded fuel drums by hand onto trains at the Incheon Petroleum Depot. For 16 hours a day, he filled boxcars headed to the Demilitarized Zone. Those boxcars each held 185 drums, and the trains usually had 90 cars each. He was part of a team that loaded one train a day. At the end of the long day, Han went to school, eventually earning high school and college degrees. He has proven time and again that there is nothing he can’t do.

Han was soon coordinating fuel distribution by truck and rail. Shipments went from the depot to air bases and camps throughout the Republic of Korea. As a result of his experience, Han knows how to move fuel more efficiently through Korea than anyone.

He moved to Daegu in 1970 to join the Petroleum Distribution System Korea team. Here, he helped support the new Trans Korean Pipeline that ran from Pohang to the Northern District. He played a key role in PDSK as the head of the Transportation Section, and he has carried the torch to the present through many changes in management. He has been supporting operations in Daegu ever since.

In 1992, when the Defense Energy Support Center activated its first fuel office on Camp Walker and began hiring staff, the commander quickly requested Han. “Mr. Han,” as everyone refers to him out of respect, has been moving millions of gallons of fuel a year for the team ever since.

“Thank you for your leadership Mr. Han, sir!”

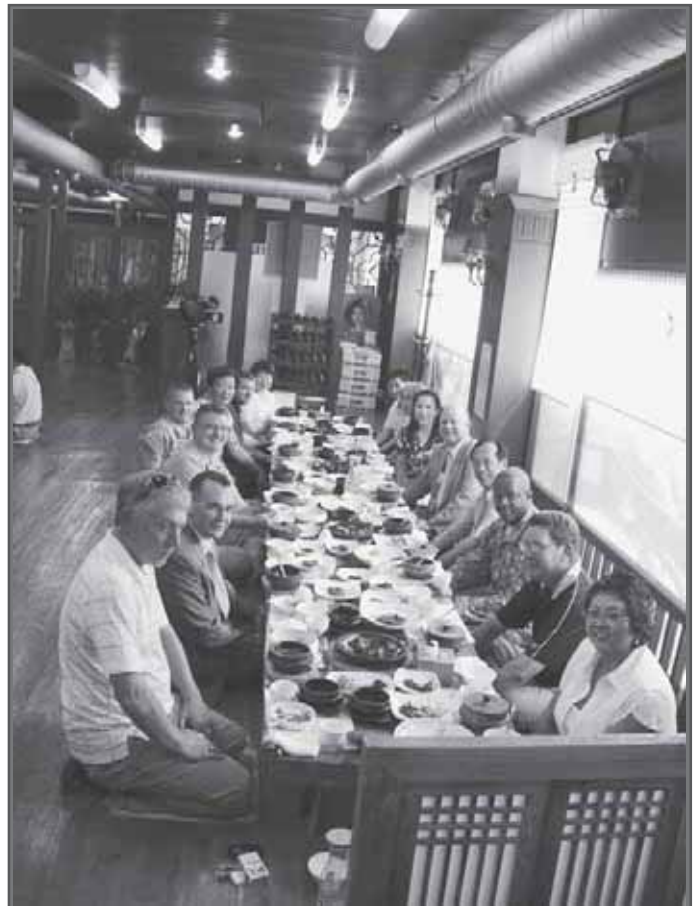
Top Right:

Fuel Transportation Specialist Han Sang Tok shakes hands with Defense Energy Support Center Korea Deputy Steve Bacle. Han holds a certificate commemorating the presentation of his 50-year service pin. He is flanked by DESC Pacific Commander Navy Capt. Ron Black and then-DESC Korea Commander Army Lt. Col. Sidney Thomas.



Below Right:

Friends and family from Defense Energy Support Center Korea gather along with the DESC Pacific commander and the DESC Korea commander and deputy to wish Fuels Transportation Specialist Han Sang Tok continued success. Han received his 50-year service pin at the gathering.



In 50 years, Han has never used a single day of sick leave. He has well over 5,300 hours of sick leave on the books.

He does not limit his energy to his work. He is very active in the Daegu Dae-Bong church where he leads prayer for 2,000 people near Camp Henry. He has lead mission trips to Russia, the Philippines and China. He is also a leader in his community, serving as president of the Daegu Korean Supervisor's Society.

Han does it all, has seen it all, and has witnessed the entire history of post-Korean War Petroleum support to the U.S. government. He epitomizes the most professional and inspiring teamwork most have ever seen. He has been doing this longer than many of us have been alive. And, everyday Han shows the POL community that the relationship between the Republic of Korea and the United States is incredibly meaningful and productive. His strength and industriousness is amazing.

The DESC Korea team would like to say, "Thank you for your leadership Mr. Han, sir!"

Han shows the POL community that the relationship between the Republic of Korea and the United States is incredibly meaningful and productive.

Boyles honored as Pacific NCO, acquisition professional



Air Force Senior Master Sgt. Lucian Boyles was selected as the Defense Energy Support Center Pacific Senior Non-Commissioned Officer of the Quarter for the third quarter.

He was also recently recognized for completing an acquisition certification level.

Boyles' leadership in customer relationship, product quality and accountability, facility maintenance and safety, and training reflects the heartbeat of the Defense Logistics Agency mission, according to the award citation. He is paramount to the success of the DESC Korea mission not only in job performance, but as a team member with multi-functional attributes. His exemplary achievements as a quality assurance specialist reflect highly on him, the command and the agency.

Boyles also received a Defense Acquisition Workforce Improvement Act Level I Professional Acquisition Certificate in Production, Quality and Manufacturing. His hard work and professional training goals are directed at achieving Level III certification. He recently completed Level II and will be receiving a certificate shortly.

The awards were presented by DESC Korea Commander Army Lt. Col. Pete Lane and DESC Korea Deputy Steve Bacle Aug. 26.

Left: DESC Korea Commander Army Lt. Col. Pete Lane presents a DAWIA certificate to the DESC Pacific Senior Non-commissioned Officer of the Quarter, Air Force Senior Master Sgt. Lucian Boyles.



Customer Relationship Management team recognized On-the-Spot

The Defense Energy Support Center's Customer Relationship Management team members flaunt their Defense Logistics Agency On-the-Spot Awards Oct.2 as DESC Deputy Director Navy Capt. Dianne Archer looks on. Pictured are Alberto Williams Sr., Elaine Stober and team lead Susan Turner. Jannet Gray also received recognition but was not present.

**DESC
Pacific's
Tate
honored by
Aerospace
Energy for
helium
support in
Middle East**



Army Sgt. 1st Class Robert Tate receives a plaque from Navy Capt. Ron Black, commander of DESC Pacific, on behalf of the DESC Aerospace Energy Commodity Business Unit. Tate is an operations non-commissioned officer assigned to DESC Alaska. Earlier this year, he deployed to Iraq for six months in support of the DESC helium mission in Iraq and Afghanistan. The Aerospace Energy CBU is responsible for providing gaseous helium in support of high-altitude aerostat programs for Operations Iraqi Freedom and Enduring Freedom. Large helium-filled aerostat balloons provide the stable platforms to mount sensor packages to provide real-time force protection and surveillance to the warfighter.

Senior Leaders meet to plan fiscal '09

Defense Energy Support Center senior leaders met Sept. 24-25 to discuss goals and focus areas for fiscal 2009.

Left: Hard at work, from the left are; second row, DESC's Rocky Krill (B), Bruce Paton (J6F), Walt Riddlehoover (PAC), and Air Force Lt. Col. Wayne Berg (T); front row, Kevin Ahern (A), Gabby Earhardt (C), Pamela Griffith (A), and Jacob Moser (E).

Right: Engaging with the group are, from the left, Director of Operations Army Col. Jay Meyer, Deputy Director of Operations Mark Iden, DESC Deputy Director Navy Capt. Dianne Archer, DESC Executive Director Patrick Dulin and DESC Director Kim J Huntley. Huntley discusses some of the results on page 1. (Photos by Lawrence "Robbie" Robinson)





Left column *DESC-A kickball team:* Bruce Byrd, Mary McAuliffe, Kevin Ahern, Brian Nuckols, Joe Knudson, Louise Hansen, Pam Griffith, Susan Lowe, John Nelson, Jeremy Vatter, Andrea Kincaid, James Harkless, Ashleigh Johnson and John Fantasia. **The contenders:** Kathryn Fantasia, DESC-P, and Air Force Col. Jon Larvick, DESC-B. **The dugout:** Andrea Kincaid and Ashleigh Johnson, DESC-A. **In play:** John Fantasia kicks.

Right column *Karaoke:* Freda Harris-Stanton, DESC-A, entertains. **Spectators:** Genny Morrow, DESC-W, and Rosalyn Wiggins, DESC-DU, watch the action. **DESC-T team:** Reggie Courtney, Stephanie Hamilton, Shannon Lane, Rachel Dunlap, Allison Sourbeer, T.J. Unruh, Kenya McCants, Mary Culbreath, Steve Thurber, Cindy Kira, Claudia Waters and Gary Rouette.



Fuelies have fun but no sun

Storm clouds and rainfall didn't deter the Fort Belvoir folks from gathering at a nearby Coast Guard station Sept. 9 for the annual picnic. The commodity business units sponsored kickball teams for a tournament, but the DESC-B team photo was rained out. Karaoke and great food were the biggest draws off the sports fields.

Clockwise from top left *The photographer:* Lawrence "Robbie" Robinson, who took all these photos, found someone to take his. **In action:** DESC-A's Asleigh Johnson runs for the base while Luis Beza-Cay, DESC-P, goes for the tag as Chris Kidwell, DESC-P, moves in. **The victors:** The winning DESC-P team accepts their trophies from DESC Director Kim Huntley; Kathryn Fantasia, Josh Catlin, Scott Frankel, Chris Kidwell, Sarah Catlin, Ted Jones, Dave Peterson, Bruce Gunther; DESC-RN's Jim Reed, Luis Beza-Cay and Nicholas Ignacio. **The DESC-R team:** Sara Bennett, Jim Clough, Bill Comar, Jay Greeley, Jeff Capuno, Krista Ludwigsen, Rodney Dehghi, Mike Park and Tom Cooch. **A break in the action:** DESC-R's Sara Bennett and Angela Whitfield relax.



2008 Picnic Photo Gallery

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