

Fuel Line

Defense Energy Support Center

October 2007

Inside this issue:

Ethanol factor keeps cropping up

Open sea, open sky -- Exercise Vallant Shield

Bulk Fuels keeps Antarctica mission from freezing

From the Director

Hold on to your hats, 'cause this ball's in play



**DESC Director
Maynard J. Sanders**

**One way a
team stays
strong is to
keep honing
the play book
and keeping
an eye on the
goal line.**

It's now been six months since I joined the DESC team – and I still feel today like the first day I got here. The wonder of being the director of an organization with such an amazing mission, and of having the opportunity to lead such amazing folks, is still with me each morning as I suit up and step onto the field.

I've been meeting one-on-one with folks as I visit the regions, CBUs and offices. You continue to leave me feeling humbled and honored to be getting into the game with you and helping DESC and our warfighters around the globe to achieve greatness each day. You can read about some of our team's achievements in this issue: from the extraordinary number of award winners and honored nominees across the center to our support of critical exercises and training in the Pacific and elsewhere; from our support of operations in the Middle East to Eastern Europe and Antarctica; from innovative new training services to our support of environmental and national fuel strategy objectives – you and DESC are making a major difference each day. Thanks for all that you do.

But, one way a team stays strong is to keep honing the play book and keeping an eye on the goal line. Together, we're doing just that.

In preparation for the September DESC leaders off-site, I asked the participants to identify problem areas which effect a lot of our processes – not problems we could solve over three days, but problems we could define and hash out before taking them back to the workplace for a full team effort. We identified four major areas to focus our efforts: DESC's vision for the next 10 years, inventory accountability, a Regions review and an Enterprise Business System organizational model for DESC.

By identifying what our customers will need from us to be successful on the battlefield and beyond, and organizing ourselves and our processes to eliminate impediments to excellence, we can continue to hone our game.

But it's not just the leadership that needs to be involved in this process. You can help lead the charge from wherever you work in the organization by focusing on four simple edicts:

- 1) Demand EXCELLENCE of yourself and others
- 2) Expect GREATNESS from yourself and others
- 3) Never be ashamed of having HIGH STANDARDS
- 4) Recognize the ACHIEVEMENTS and CONTRIBUTIONS of others

I challenge you to ASK yourself daily, what would I change to make this run better, to add value to the process? Then put a few facts together to sell the value of your suggestion and bring it to the attention of your supervisor. YOU know better than anyone how to improve the processes you follow each day. I want the center and the warfighter to benefit from your ideas.

Together, we're going to make DESC the best place to work on the planet and the DESC customer the luckiest person on Earth!

So, get in the game and hold onto your hats – 'cause this ball's in play!

Maynard J. Sanders

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: A field of corn awaits harvesting for use in ethanol manufacturing. See stories on ethanol and other bio-fuels in this issue. (Photo courtesy of the Department of Energy.)



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Bulk Fuels keeps Antarctica mission from freezing up

By Christine Hopper

Bulk Fuels Commodity Business Unit

One of the unique missions the Defense Energy Support Center's Bulk Fuels Commodity Business Unit supports would literally freeze up without the hard work of the CBU's overseas contracting team.

DESC's primary mission is to provide fuel to the warfighter around the world. But, it also provides fuel support to other federal agencies like the National Science Foundation which runs the McMurdo Base Antarctica?

The McMurdo base is the largest of three U.S. research stations in the Antarctic. It is the primary center for research; it's also home to Emperor penguins and the Mount Erebus active volcano. In addition to being a research center, McMurdo is also the point of origin for travel on the continent. The station maintains a fleet of ski-equipped C-130 airplanes, Twin Otter airplanes, and helicopters, in addition to ground vehicles.

During the Antarctic summer, the population at the station can exceed 1,000 scientists and support personnel, but during

the coldest months, February through October, the population drops below 180. Some 3,500 Americans are involved each year in the program's research and logistical activities.

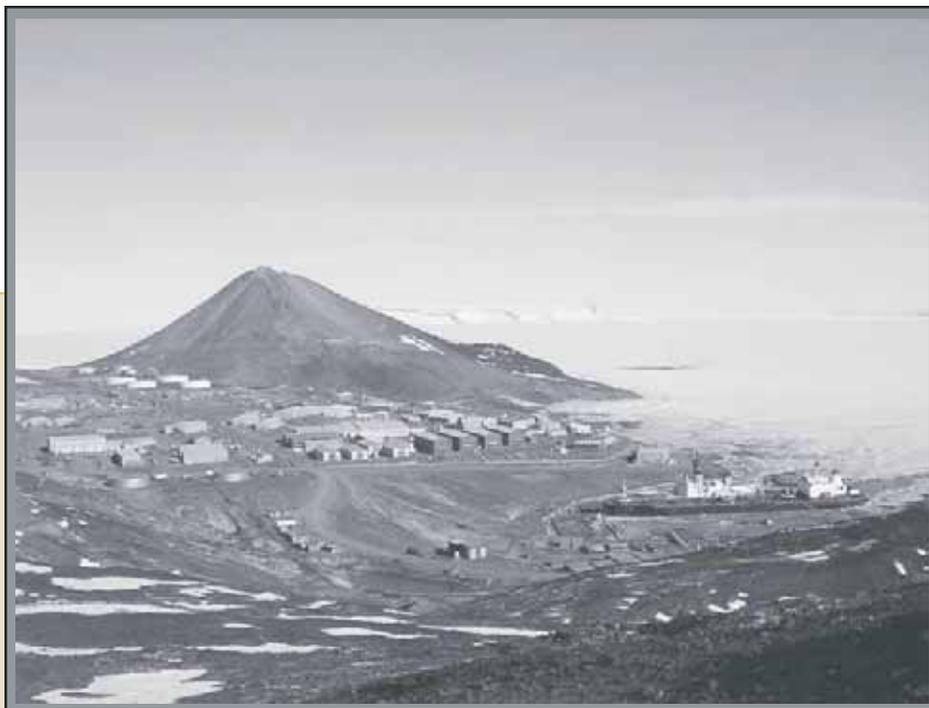
Each year, DESC purchases AN8 turbine aviation fuel, JP5 marine jet fuel, and MUM mid-grade automotive gasoline to help support the base's operations. Last year, DESC purchased more than 3.6 million gallons of AN8, more than 3 million gallons of JP5 and 150,000 gallons of gasoline for the base operations.

The fuel is transported by a special ice-breaking vessel during the warmest time of the year for Antarctica. The Military Sealift Command procures the vessel and ensures on time delivery of the fuel.

Temperatures on the continent can dip below minus 100 degrees Fahrenheit. And, winds can blow 80 m.p.h., peaking at 180 m.p.h. It's hard to imagine the consequences of being in that kind of climate without enough fuel. So, DESC works especially closely with the NSF and MSC throughout the whole contracting process.

The purchase program is one example of the Bulk Fuels team helping meet critical, time-sensitive missions by providing the right item, at the right time, to the right place. The Antarctica environment doesn't give second chances, so we make absolutely sure we get it just right every time.

A fuel tanker docks at McMurdo Station, Ross Island, Antarctica. McMurdo is the largest of three research stations on the continent operated by the National Science Foundation. Once a year usually during January, the Antarctic summer, an annual fuel supply arrives via ship. The Defense Energy Support Center's Bulk Fuels Commodity Business Unit contracts for the fuel. (Photo courtesy of NSF.)





A tractor hauling fuel departs Williams Field, McMurdo Station. It is part of a convoy completing a new snow route to the South Pole 994 miles away. (Photo courtesy of the National Science Foundation, 2005.)

McMurdo station gateway to Antarctic research

**By Susan Declercq Brown
DESC Public Affairs**

The McMurdo Station is run by the United States Antarctic Program, under the administration of the National Science Foundation. The USAP coordinates nearly all the scientific research on the continent.

The program's goals are to understand the region and its ecosystems, to understand the region's effects on and responses to global processes like climate, and to use Antarctica's unique features for research that can't be performed at a more convenient location. Among the scientific disciplines involved in Antarctic research are astronomy, atmospheric sciences, biology, earth science, environmental science, geology, glaciology, marine biology, oceanography, and geophysics.

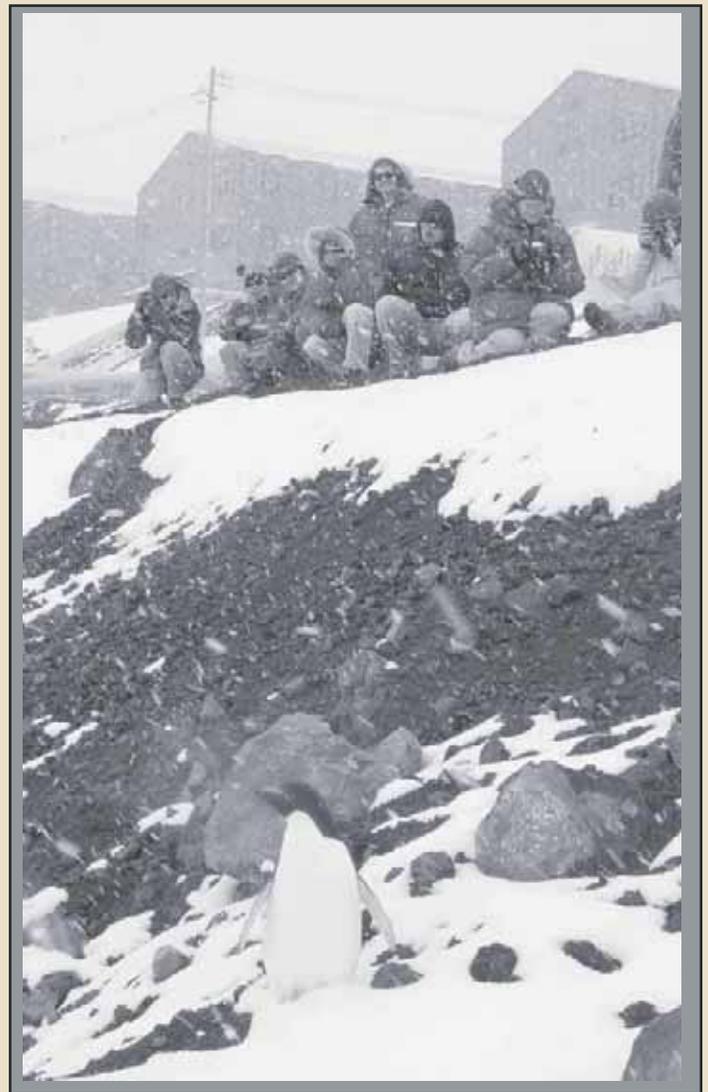
What are some of the scientific discoveries coming out of Antarctica? Here are just a few you may have heard of.

In 1986, researchers warned that chlorofluorocarbons were the probable cause of holes in the ozone layer over Antarctica.

In 2001, a "critter cam" camera system was strapped to Weddell seals who then "conducted research" for the scientists by recording the lives of several important Southern Ocean species prized by commercial fishermen.

In 2004, studies of the unique landscape in the Dry Valleys of Antarctica, the world's largest desert, provided insights into the origin of similar features on Mars and suggested the Red Planet had recently experienced an ice age. Two new species of dinosaurs were also discovered that year, as was a previously undetected active volcano on the sea bottom. Finally, Martian meteorites were uncovered on the continent.

In 2005, scientists compared the genetic code of 6,000-year-old Adelie penguin remains to those of modern living Adelie penguins at the same site. Their discoveries about micro-evolution told scientists much about the climatic and geophysical changes which probably effected migration patterns and genetic differences in the penguins.



McMurdo Station residents watch an Adelie penguin walking in the snow. Because penguins must live near open water to obtain their food, they only appear at McMurdo in the austral summer months, December through February, once the sea ice has opened up. This is also the time when fuel tankers can reach the station for their annual delivery. (Photo courtesy of NSF.)

Augmented DESC Korea fuels Ulchi Focus Lens

By Ralph Wells

DESC-K Logistics Planning Liaison to USFK-J4

How do you incorporate six augmentees into an organization within 72 hours and make them effective and efficient enough to manage bulk petroleum operations in support of the warfighter within the Korean Theater of Operations? This was the task Defense Energy Support Center Korea mastered to successfully support the 31st annual Ulchi Focus Lens exercise Aug 18-31.

Ulchi Focus Lens is a two-week simulation exercise broken down into two distinct and separate time periods. One week is devoted to supporting the warfighter during the transition from daily armistice operations to hostilities. The second is a combat sustainment operation.

During the first week, DESC Korea managed the redistribution of nearly 14 million gallons of JP8 fuel to 18 separate Defense Fuel Support Points or bulk fuel dispensing facilities.

After a two-day pause to reset the simulation, the start of the second week began by fast forwarding operations by more than two months. DESC Korea now managed the receipt, issue, and distribution of nearly 60 million gallons of product within a four-day period in support of the warfighter from 33 separate and distinct locations.

Successfully incorporating the augmentees into the team and effectively managing such a complex and fluid fuel operation begins with proper planning, research, and coordination. DESC Korea has a fuels planner, operations officer and operations noncommissioned officer assigned to the permanent staff.

These individuals attend three planning conferences throughout the year to obtain information on the concept of operations and storyline associated with the conduct of the exercise. By the final planning conference, the Joint Operation Planning and Execution System is used to develop the exercise Time Phased Force Deployment Data Document. This TPFDD details the types of U.S. forces that will deploy to deter hostile acts of external aggression against the Republic of Korea. If deterrence fails, the forces must be prepared to decisively defeat the enemy.

The TPFDD is loaded and run through the Defense Logistics Agency Integrated Consumable Item Support Model, an automated and web-based tool used to determine warfighter bulk fuel requirements. ICIS provides the raw bulk fuel requirements for each unit by day and by locations designated by the war planner on the TPFDD.

However, combat maneuver units do not deploy and remain in one location. They move and operate in accordance with the operational plan's scheme of maneuver. Through direct coordination with the Combined Forces Command CJ35 Future Plans Operations Analysis Branch, DESC Korea receives the most recent war gaming scheme of maneuver force module intensity factor spreadsheet. This spreadsheet identifies the intensity (high, moderate, low, uncommitted, or reserve) each combat maneuver unit is operating under each day and identifies the anticipated location the unit will operate from. The intensity factors for each combat unit are then entered into ICIS with an output of new fuel consumption factors for each day of operation by location.

The final step is to incorporate, integrate, and synchronize all this raw fuel consumption data into an end-to-end supply chain management fuel model. This Excel spreadsheet allows the DESC Korea team to manage daily bulk fuel support to the warfighter. The Fuel Model is a bulk fuel supply chain management tool that integrates individual unit bulk fuel requirements to their closest supporting tactical or fixed defense fuel support point. The model is made up of separate worksheets representing each tactical or fixed DFSP with the receipt and issue mode of distribution capabilities annotated along with any limitations.

The tactical and fixed DFSP worksheets are then connected to their supporting DFSPs through their respective end-to-end distribution mode (pipeline, rail, tank truck, or barge) to a base terminal located at a seaport of debarkation (SPOD) which is supplied by tanker vessels.

The model gives DESC Korea the ability to project fuel requirements to develop a tanker slate for theater resupply. It is also an enabler to project pipeline redistribution order requirements and validate pre-approved wartime movement program



The Defense Energy Support Center Korea team poses in front of the 2nd Quartermaster Group's 'Pipeman Pete' whose motto is "You gotta be tough to work on the pipeline." In the front row, left side, from the left, are Pak Son Yong, Kim Chin Son and Mina Smith. In the front row, right side, from the left are JoAnn Kim, Maj. John Smith and Art Hebert. In the middle row, from the left, are Lt. Col. Rick Brown, Han Sang Tok, DESC Korea Commander Army Lt. Col. Sidney Thomas, DESC Pacific Commander Navy Capt. Ron Black and Steve Bacle. In the rear, from the left are Ralph Wells, Kwak Kyu Sok, Master Sgt. Larry Gillead, Jean Bennett, Chad Carter and Sgt. 1st Class Robert Tate.



requests in order to submit combined movement requests for rail, tank truck and barge support. The model has a built in graphic display that represents the inventory of each DFSP and has the capability to conduct an immediate assessment of the mission impact due to facility degradation or disruption of transportation delivery modes.

DESC Korea provides augmentees extensive training on this model upon their arrival in theater. Within 72 hours, the augmentee understands where each fixed and tactical DFSP is located, how it is supported, what the capabilities and limitations for each site are, and who each site supports.

During the exercise, the augmentees produce pipeline and barge redistribution orders, submit combined movement request and combined highway clearance requests, and complete an automated web-based Bulk Petroleum Contingency Report providing the status of bulk fuel support to the warfighter. Throughout the exercise Joint Master Scenario Event

List challenges are injected into the day's timeline to disrupt and damage petroleum infrastructure.

The augmentees input delivery delays, facility damage and destruction into the fuel model and review the inventory graphic display to immediately identify the impact of the event on fuel availability. Once the impact is known, they use the fuel model to determine ways to mitigate the impact until normal operations can be restored.

The Fuel Model is a vital tool used to manage and synchronize bulk fuel support to the warfighter. DESC Korea started Ulchi Focus Lens 2007 with one of three permanent party personnel assigned. Six augments arrived within 72 hours of the exercise start date and received training on the fuel model that enabled them to simulate supporting the warfighter 24-hours-per-day for two weeks.

The result was nearly 75 million gallons of bulk fuel distributed through-

out the Korea Theater of Operations in support of the warfighter and six augmentees fully trained.

"DESC Korea accomplished their exercise training objectives and is prepared to "fight to night," said DESC Korea Commander Army Lt. Col Sidney Thomas.

QARs go to see aboard tanker

Quality assurance representatives in the Middle East region inspect tanker ships as part of their responsibilities. When QARs Jeff Feltner and Mark Firmani recently inspected the tanker Da Qing off the coast of Bahrain, they brought along a “camera crew” to document the process.



Photos by
Army Maj. Timothy Haylett and
Navy Cmdr. James Harris



Quality Assurance Representative Jeff Feltner prepares for the tank inspection as the pilot boat pulls away in the background.



The pilot boat pulls along side the Da Qing for the quality assurance representatives to board the ship.



6 *Quality Assurance Representative Jeff Feltner returns to the main deck after completing the tank inspection. Once approved by the quality team, the ship will prepare to take on fuel to transport within the U.S. Central Command's area of responsibility.*



4 *The view from the bridge of the tanker ship Da Qing shows the foredeck above where the fuel storage tanks lie.*



5 *Defense Energy Support Center Middle East Quality Assurance Representative Jeff Feltner prepares to enter and inspect one of the fuel tanks aboard the Da Qing. Feltner makes his way down the 50-foot ladder to the base of the tank where he will begin the inspection. Safety precautions concerning flash photography prevented the actual inspection from being photographed.*

It's not just about the fuel

New training service enhances partnership

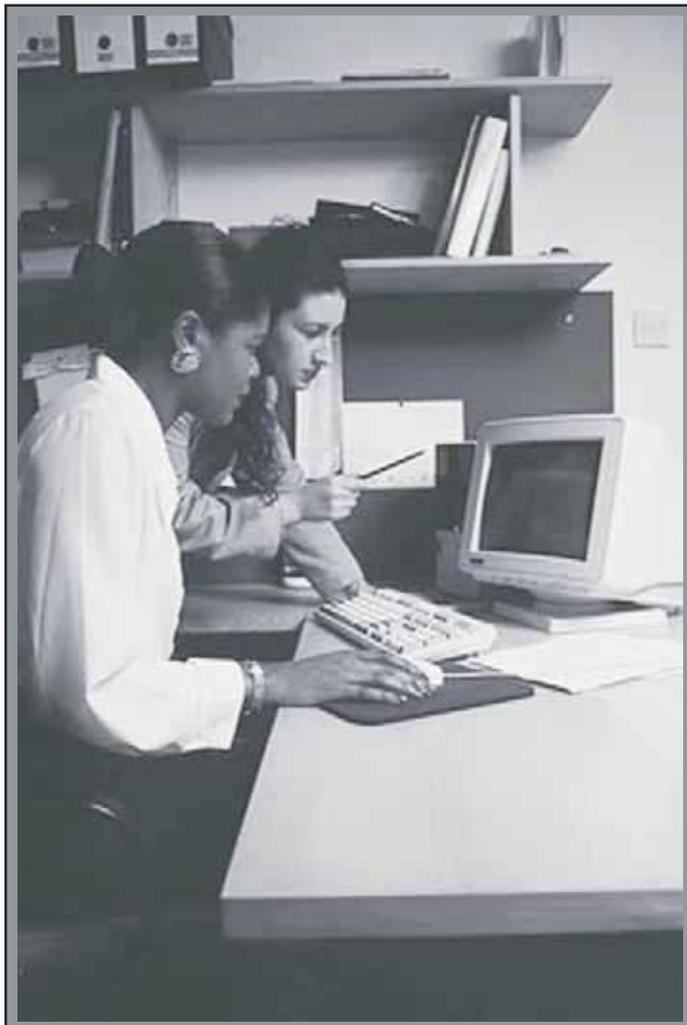
By Kenya McCants

DESC Business Integration Directorate

The Defense Energy Support Center is now offering free monthly training for users of the Business System Modernization-Energy base level system applications. Accountants, dispatchers, inventory and terminal managers, responsible officers, and other users of the system need only log into a Web site and dial into a teleconference to access the training.

The training service, begun in April, has been very popular with BSM-E users. Participation from the field has increased more than 60 percent since word of the training has spread.

The program, called BSM-E Professional Enhancement Training, reflects DESC's commitment to providing enhancing services and support to the military services and supply-chain partners. The monthly session includes a 30-minute presentation on the Web followed by a telephone question and answer period.



The program provides timely reinforcement training in areas users have the most trouble with. To target the training further, participants are encouraged to provide questions in advance for DESC experts to answer during each call. Through the training, DESC aims to enhance compliance with DESC policies and procedures, reduce accounting errors, make users more comfortable with the system, and maintain a positive line of communication between DESC and its military service partners.

Topics for these sessions have included Correcting Rejects, FES Billing and Obligation Line of Accounting (LOA), Orphan Rejects, Ground/FES PORTS, and End of Year Closeout Procedures.

During the April session VAREC trained participants to correct the top 10 rejects according to the BSM-E Helpdesk. The top 10 rejects included;

- Invalid signal code and supplemental DODAAC (Customer/Tanker) error
- Invalid Owing DODAAC, for timeframe
- Reverse Error, either already reversed or updating old data!
- A valid fund code (Customer/Tanker) must be submitted
- This product cannot be sold by this terminal: contact the ASG
- Invalid or missing data for: Customer Department of Defense Activity Address Code (DODAAC)
- The tanker information is missing
- The Air Force DODAAC/org combination (Customer/Tanker) is invalid

At the end of the sessions, participants ask questions on the subject as well as any other subject.

DESC has received a lot of positive feedback from the field.

"I felt the ease and clarity of the teleconference and slide show were excellent tools and ways to bring us all together regardless of location. Excellent!" said Julia Hamm of the Navy.

"Very informative and well organized," said Constance Wright of the Army.

"It's good to have people who are helpful," said Theresa Jensen of the Army.

The next session, FES Queries for Sellers, is scheduled for 10 a.m. Eastern Time on Nov. 13. Participants need a Web link, phone number and access codes to join in. For information on these sessions and how to participate, interested people can visit <http://www.desc.dla.mil/DCM/DCMPPage.asp?preview=1&pageid=767>

or call (703) 767-4956 or DSN: 427-4956.

Middle East region buys cryogenics

By Mark Firmani
DESC Middle East Quality Assurance

The Defense Energy Support Center Middle East has added administration and quality oversight of cryogenics contracts to its services. New cryogenic contracts for Aviators Breathing Oxygen and liquid nitrogen were awarded recently to suppliers in the United Arab Emirates and Qatar.

Procurement of ABO and LN was formerly a function of each of the military services deployed to the region.

Buzwair Industrial Gases Factories located in Doha, Qatar, was awarded a contract for ABO delivery to nearby Al Udeid Air Base; Arabian International Gas Company located in Jebel Ali, U.A.E., was awarded a contract for ABO and LN delivery to Al Dhafra Air Base located 110 km south in Abu Dhabi.

ABO is essential for use in aircrew life support systems. Liquid nitrogen is critical to aircraft landing struts, tires, fuel systems and other aircraft maintenance. The complement of aircraft and personnel deployed to Al Dhafra and Al Udeid Air Bases provides direct airlift support to Operations Iraqi Freedom and Enduring Freedom.

The DESC-ME quality assurance representative worked in concert with the DESC Aerospace Energy Commodity Business Unit fuels team in San Antonio during the pre-award process to determine these contractors' capability to meet contract requirements. In addition, they co-planned and ran the post-award conference to educate the contractors on establishing procedures and methods in compliance with contract requirements and with the product manufacturing and delivery phase.

As of mid-September, there have been several successful parcel deliveries made from both of these contractors.

DESC QARs continue to liaison with the ordering officer and engage with contractors with each order and subsequent delivery. Ultimately the objective is to issue a certificate of conformance. These certificates are issued based on objective



Pictured is an intermodal tank container used to transport cryogenics. It is designed to be loaded on a tractor trailer bed and dropped off at remote delivery sites.



Two cryogenics transportation trailers, at fill stands, are readied for delivery of Aviators Breathing Oxygen or liquid nitrogen to an air base in the Middle East.

evidence of stringent quality adherence; they express significant confidence in a contractor's quality program.

Once a regional quality manager authorizes it in writing, a contractor with such a certificate can ship supplies without prior inspection by the government.

Guess he would know!

The cover photo and caption for the July issue of the Fuel Line were taken directly from a Department of Defense website, but Donald M. Eakins of the USNS Rainier (T-AOE-7) wrote to inform the editor that the caption information was incorrect. He says the two ships pictured were actually the USS Nimitz and the USNS Rainier, and it was actually the Rainier passing gas to the Nimitz that day. Guess he would know – Eakins is a fuels yeoman aboard the Rainier!



Ethanol factor keeps cropping up

By Lindsey Hicks
DESC Product Technology and Standardization
Bulk Fuels Commodity Business Unit

Residents in the Fort Belvoir, Va., area should try this: go to any gas station in Northern Virginia and see if the following label isn't prominently displayed on each pump: *contains 10% ethanol*.

Odds are you'll find it. And, so will the residents of many other states requiring the label. But, do you know why it's there and what it means in the grand scheme of gasoline production for the country? Depending on your concern over gas prices, availability, and the environment, the answers may be of real significance to you.

Ethanol, or ethyl alcohol, C_2H_5OH , is one of the most important and useful compounds known to mankind. Most people of course are familiar with ethanol not through its automotive use, but from its more popular existence as the intoxicating component in alcoholic beverages that are produced from the fermentation of fruits or grains. The earliest records of the human consumption of these beverages date back nearly 10,000 years. Other uses of ethanol include being the solvent base in drugs, paints, and perfumes, and in the production of vinegar, food colorings and food flavorings.

Where it comes from

The industrial production of ethanol involves vegetable feed stocks that are suitable to yield high amounts of sugars to convert to alcohol through fermentation. In the U.S., corn is the principle feed stock; in 2006, 17 percent of the total U.S. corn crop was used for ethanol production, accounting for nearly 5 billion gallons.

Other viable feed stocks currently being used include sorghum which is a cereal grain also used to make syrups and animal feed, and sugar cane which is the principle source for ethanol produced in Brazil. That country gets more than 30 percent of its automobile fuels from the relatively cheap sugar stock that it produces.

Henry Ford's "fuel of the future"

Ethanol has been used as a fuel component, for one reason or another, for about as long as the gasoline automotive engine has been in existence. Before crude oil became plentiful and inexpensive, Henry Ford envisioned having his automobiles running on ethanol that would be easily produced within the more agriculturally-based society that existed then in America.

In 1908, Ford designed the famed Model T to be modified to run on either gasoline or pure alcohol, and he claimed that alcohol was "the fuel of the future." He built a plant in the Midwest to make ethanol, forming a partnership with Standard Oil to sell it in their distributing stations. During the 1920s, this fuel was 25 percent of Standard Oil's sales in that area. Ford continued to promote the use of ethanol through the 1930s; however, by that decade the burgeoning petroleum industry in

the U.S. severely undercut ethanol sales, and by 1940 the plant was closed due to the low prices of petroleum.

The 1970s and 1980s

Although Ford's and similar early efforts to elevate ethanol as a major fuel product failed, the use of ethanol blended into gasoline continued at varying levels over the next several decades. Oil supply disruptions in the Middle East and environmental concerns over the use of lead as a gasoline octane booster renewed interest in ethanol in the late 1970s.

Pure ethanol is rated at 106 octane, and as such it takes relatively small amounts of it to raise the level of 85 or 87 octane gasoline up to 90, making it an attractive substitute for the heavily-polluting lead-based boosters.

The Arab Oil Embargo of 1973 contributed to a domestic economic crisis that had Americans waiting in long lines at gas stations while the nation witnessed lost productivity, stock market declines and economic recession. Congress responded to the petroleum shortage by passing the Energy Tax Act of 1978. The act provided an exemption to the 4-cents-per-gallon federal fuel excise tax on gasoline for fuel blended with at least 10 percent ethanol. Gasoline containing 10 percent ethanol came to be known as "gasohol," and was touted by many as being the definitive answer to beating the gasoline crisis.

In 1981, Executive Order 12261, "Gasohol in Federal Motor Vehicles," required all federal agencies to use gasohol if it was available at a cost comparable to standard gasoline. By the mid-1980s, over one hundred corn alcohol production plants had been built and over a billion gallons of ethyl alcohol were sold per year in the fuel market.

But, by the end of the decade an extensive rebound in worldwide gasoline production and rock-bottom prices at the pump forced a large number of those plants to shut down, making gasohol fairly out-moded as a commercial fuel.

The 1990s

Ethanol again became a significant component in gasoline in the next decade; the 1990 Clean Air Act Amendments mandated formulation changes in gasoline for use in areas with unhealthy levels of air pollution. The mandates required that gasoline sold in such areas contain increased oxygen content levels in order to burn cleaner and reduce pollution. The requirements for oxygenated or "reformulated gasoline" (RFG) and the necessary oxygen contents depended on whether excessive carbon monoxide or smog were prevalent. The increased oxygen could be achieved by the addition of either ethanol or the compound Methyl Tertiary Butyl Ether.

Initially, fuel refiners chose MTBE as the main oxygenate in RFG primarily for economic reasons and its blending characteristics. Unlike ethanol, MTBE can be shipped through existing

pipelines, and its volatility is lower, making it more suitable to reduce emissions in gasoline that contribute to pollution.

Eventually, MTBE fell to disfavor in many states in the country due to public concern over the contamination of drinking water by the compound, primarily through the leaking of underground gasoline storage tanks into ground water supply systems. Contaminations were readily detectable due to MTBE's unpleasant odor and taste in water. By 2006, nearly half of the states either totally banned or significantly restricted the use of MTBE in gasoline.

This left ethanol as the most viable alternative for oxygenating the fuel nationwide.

Ten percent and E10

In 2006, the Environmental Protection Agency ruled to remove the requirement for RFG to have a set minimum oxygen content in order to meet the Clean Air Act Amendments pollution-reducing mandates. The new ruling gave U.S. refiners the flexibility in producing clean-burning gasoline RFG with or without an oxygen component in the most cost-effective manner possible. The change was made in part due to the extensive bans on MTBE. Refiners heavily lobbied for alternative options.

The industry determined, however, that while making oxygenate-free fuel was possible, quality control issues would abound — primarily in conflict with the newly established Energy Policy Act of 2005. The EPACT established a renewable fuels standard which mandated that 4 billion gallons of fuels made from renewable sources be blended into gasoline beginning in 2006 and gradually increasing to 7.5 billion gallons by the year 2012. A majority of refiners determined the most effective way to meet this requirement would be to continue formulating RFG with ethanol.

To maximize ethanol use to meet the RFS, most RFG supplied throughout the country is blended with 10 percent ethanol. Additionally, in many cases non-RFG gasoline also contains the same amount of alcohol to simplify supply to multiple areas from the same source.

The fuel is technically the same as gasohol, but is now commercially referred to as **E10**.

Several states have established, or soon will establish, mandatory requirements for E10 to be sold at the retail level; California will join in beginning in 2009. Industry projections indicate that by 2015, at least 90 percent of all gasoline sold in the U.S. will be E10.

Flexible-fuel vehicles and E85

Ethanol has also become an alternative fuel in a manner closer to Henry Ford's original vision. In 1997, vehicles became available that could run on gasoline or blends of up to 85 percent ethanol and 15 percent gasoline — this maximum blend is known as **E85**.

This fuel is not suitable for use in conventional gasoline engine vehicles, so it is not yet widely available. Vehicles capable of operating on E85, known as "flexible-fuel vehicles," are currently used mainly in corporate and government operations as subsets of their overall vehicle fleets. There are now about 150,000 FFV cars and trucks in the U.S.

The EPACT of 1992 required all U.S. government activities that maintain transportation fleets of 20 or more vehicles in certain metropolitan areas to ensure 75 percent of all new acquisitions for those fleets be an alternative fuel type. Today, the vast majority of those vehicles procured are E85 FFVs.

The 2005 EPACT further required that these vehicles run on E85 exclusively if the fuel is reasonably available in the area of operation and at cost comparable to gasoline.

Although the number of FFVs and volumes of E85 produced annually pale compared to those of gasoline, E85 stands out as the most viable alternative to gasoline that now exists. Current prices of the fuel, where available, are significantly higher than for gasoline. This is due to the high demand for ethanol in E10. It is also due to competition for corn stock in the U.S. where corn is also used for animal feed and for human consumption. The cost of ethanol is projected to stabilize in the short term.

Environmental impacts

Because ethanol has a lower energy content than gasoline, fuel blended with it has lower mileage economy, especially

in the case of E85, which may exhibit a reduction in economy of 20-30 percent comparable to gasoline. On the other hand, E85 FFVs are comparable in cost to standard gasoline.

Environmentally, ethanol blends reduce smog contributing pollutants and greenhouse gas emissions by significant margins over gasoline. Most importantly, because most fuel ethanol produced in the U.S. is made from domestically-grown material, its usage helps reduce our dependence on foreign oil and support America's farming communities.

The Defense Energy Support Center is the government's principle procurer for alternative fuels, including E85. It is also

Ethanol has been used as a fuel component, for one reason or another, for about as long as the gasoline automotive engine has been in existence.

the largest single purchaser of E85 in the U.S. In 2006, DESC procured nearly 700,000 gallons for Defense Department activities. Many federal agencies also come to DESC for their E85 requirements.

Although ethanol may not turn out to be Ford's "fuel of the future," it is definitely here for the long haul as a significant part of the country's energy consumption. For more information on the government's use of fuel ethanol and other alternative fuel information, be sure to visit the DESC **Alternative Fuel Information Station** at <http://www.desc.dla.mil/DCM/DCMPage.asp?pageid=591>.

Leaders get sand in their boots

Leaders get sand in their boots

Support of operations in the U.S. Central Command area of responsibility is one of the Defense Logistics Agency's most critical missions. And the Defense Energy Support Center's fuel support is a key part of DLA's contribution to operations Iraqi Freedom and Enduring Freedom. As a result, two senior leaders visited DESC Middle East region operations in August to learn first hand the challenges of providing fuel and related services to the warfighter.

The DESC Middle East team documented in photographs the visit Aug. 17-21 of Defense Logistics Agency Vice Director Air Force Maj. Gen. Arthur B. Morrill III and DESC Director Sandy Sanders. The leaders viewed operations and spoke with logisticians, contractors, customers and "fuelies" in Kuwait and Afghanistan. (Photos courtesy of the Department of Defense.)



Army Col. Mark Olinger, Defense Energy Support Center Middle East commander, DESC Director Sandy Sanders, and Army Col. Mark Asbury, commander of the 164th Quartermaster Group, check the seal on the main hatch atop a tanker truck parked at a tank fill stand in Kuwait.



Kellogg, Brown and Root employee Jimmy Wilson provides Defense Energy Support Center Director Sandy Sanders, left, and Defense Logistics Agency Vice Director Air Force Maj. Gen Arthur B. Morrill III, an overview of operations at this truck fill stand in Kuwait.



An Air Force technical sergeant, right, briefs DESC Director Sandy Sanders and DLA Vice Director Air Force Maj. Gen. Arthur B. Morrill III on the FORCE fuel system at the Ali Al Salem Air Base, Kuwait.





Posing at Camp Arifjan, Kuwait, from the left, are Air Force Lt. Col. Matt Kmon, DESC Director Sandy Sanders, Kevin Williamson, DESC Middle East Commander Col. Mark Olinger, Mike Crutcher, DLA Vice Director Maj. Gen. Arthur B. Morrill III, Army Col. Shawn Walsh, Navy Cmdr. Jim Harris, and Air Force Maj. Laura Holcomb.



An Air Force petroleum, oil and lubricant specialist, right, briefs DLA Vice Director Air Force Maj. Gen. Arthur B. Morrill III on the fuel bladder layout at Ali Al Salem Air Base, Kuwait.

October 2007



In Kuwait, beyond a fuel bladder in the foreground, fuel trucks line up to be loaded at the truck fill stand before heading north to Iraq.



Trucks line up for inspection at a truck fill stand in Kuwait.



Fuel trucks are marshaled for escort at a tactical assembly area in Kuwait. From here, the convoy will be move north into Iraq.

Boat restoration and the Chesapeake

Sanding on the dock of the bay

By Christopher Goulait
DESC Public Affairs

Imagine a trip out onto the Chesapeake Bay in a 44-foot long, cedar hulled crabbing boat from the 1930s. Now imagine that you were the one who carefully restored that boat to its former glory for more than two years, and you'll get some idea of what the Facilities and Distribution Management Commodity Business Unit's Optimization Specialist Jim Smith enjoys doing in his free time.

Smith has made a pastime of restoring vintage boats since his childhood, when, he says, he and his father always had an old boat sitting in the backyard as a project. A few boats were restored in this fashion, making the repairs into a labor of love for young Smith, with as much emphasis on the word "labor" as there is on "love." Since then, Smith has restored other vintage boats, including a turn of the century lobster boat and a 1940s Chris-Craft.

His current project, the 44-foot long crabbing boat, goes by the name of Miss Mac.

"The boat is a home-grown dead-rise built in 1937," said Smith. "These boats were specifically built and designed as workboats for the bay – stable under bay conditions. It's smooth riding, cuts the waves, easily cruises at 12 to 15 knots, but can go a pretty good click at about 18-20 knots."

According to Smith, the Miss Mac has quite a story attached to her. The sleek ship was built on the Chesapeake by the Marshall family, local shipwrights, during the 1930s and actually sustained a family during the Great Depression. It later became the property of a wealthy oil refiner named McCarthy and his daughter. When they lost interest, the boat fell into disrepair. It



Vintage Chris-Craft parts for boat restoration.

was in this condition when Smith acquired the boat and began his repairs.

"I don't know of another of its vintage in the area that has survived," said Smith.

The restoration of Miss Mac hasn't been too difficult, Smith said. Similar boats, especially if they have been dry-docked and sustained wood damage, can require repairs that go on for years with skyrocketed costs.

"Big boats cost big money," Smith says, with his current project running around \$4,000 - \$5,000 per year to keep Miss Mac afloat. He has spent \$25,000 to \$30,000 so far.

He says he tries to deal with a problem immediately in order to avoid it worsening exponentially and costing even more to fix later.

While Smith enjoys the restoration work, he also relies on the aid of others to restore the ships. Local watermen who have time to spare outside of the fishing season are a huge help for Smith when his work schedule limits his free time.

Also, Smith says that because of the length of the boat, the standard "belly bands" used to remove boats from the water to do repairs might make Miss Mac snap in two. Instead, Miss Mac requires a railway which supports a boat along its entire hull, without which the restoration of longer boats would be impossible, Smith said.

To Smith, the restoration of boats is really tied to the restorers themselves. Sure, a boat already in good condition will be easier to restore. But, other factors of a ship's reparability are directly related to the repairer's age, health, funds, attachment to the boat, and time they can devote to



A Chesapeake Bay ship yard.

working on it. Physical health and age were mentioned by Smith, but the current factors he has to worry about are time and resources. He said that if he were 10 years younger and had the health to match, he would jump right in to restoring the Egg Harbor wooden boat that has fallen into disrepair at the dock next to his own.

Restoration isn't the only thing that Smith does on the Chesapeake Bay during his free time. He also runs a small marina for himself and his boating neighbors at Tracey's Landing, Md. He says he would someday like to transform the marina into a vintage boat museum.

Smith not only restores the boats, he sails them too.

"Today I don't use the old lady as a working boat. She's a fine easy-goer to enjoy cocktails on a sunset cruise, or maybe catch an occasional fish or two," Smith explained.

However, Smith says that he wants to start using the boat for its intended purposes within a year and open a small-scale crabbing business on the Chesapeake Bay.

Smith is a member of the Chesapeake Bay Foundation. He says participating in the Voices of the Bay seminar last winter was a fantastic experience, and participating with the Advocates of Herring prompts him to do his part to ensure that the bay is brought to a healthy state. Because states from New York to Virginia use the bay, and even more states have their watersheds flow into the bay, Smith says that it is important that everyone gain an appreciation for the bay and make an effort to preserve and clean it up.

He relates the duties of caring for the Chesapeake to DESC's pursuit of alternative fuels.

Smith calls the bay a national treasure. He says preserving the bay helps to preserve our history and the quality of our future, just as the repair of old boats is a preservation of local history. Smith says that vintage boats and their restoration ensure that the past is protected and our history carries into the future. The health of the bay forms a bridge between the past, present, and future, allowing the next generation to appreciate the bay and the vintage crabbing boats that symbolize its history.



The Defense Energy Support Center Facilities and Distribution Management Commodity Business Unit's Optimization Specialist Jim Smith restores old boats and promotes Chesapeake Bay preservation.



Jim Smith's restored 44-foot Chesapeake Bay crabbing boat, the Miss Mac, rocks next to the dock in Smith's Tracey's Landing, Md., marina.

Terminal operation service shapes

By Rick Iwanski and Jim Smith
DESC Executive Agent Office

Representatives from across the Department of Defense bulk petroleum community met recently on Fort Belvoir, Va., at the Civilian Personnel Advisory Center to begin work on Terminal Operation Service Basic Module, an Executive Agent initiative.

The Defense Logistics Agency was designated the Defense Department Executive Agent for Class III(B) Bulk Petroleum in 2004. Execution authority for this mission was subsequently granted to the director of the Defense Energy Support Center by the DLA director. The DESC Executive Agent Office was established in December 2004 with the mission to support the EA effort, and its associated Component Steering Group, with an emphasis on improving efficiency and standardization across the military services. Efforts are divided into four broad categories: quality, information management, equipment and training, and end to end distribution.

The End-to-End Distribution Program team has been making progress on its initiatives by adopting standard definitions of three important terms relating to the Class III (B) supply chain. Each of these terms; terminal operation services, capitalization decision points, and point of sale, will be addressed individually to develop a joint, standardized definition.

Terminal operation service is defined as the aggregate of services performed at bulk fuel facilities where DLA/DESC funds and/or operates an intermediate Defense Fuel Support Point. Examples of locations are government owned-contractor cooperated facilities and contractor owned and operated facilities. Such services are site dependent and vary from place to place.

The purpose of the TOS Basic Module initiative is to obtain a standardized document that contains common terminal operation services that would be provided under a contract or agreement across the DoD, including the military components. Such a template would provide a standard basic document for terminal services thereby reducing costs and avoiding unnecessary redundancies. As the EA for Class III(B), DESC is mandated to provide TOS services at capitalized locations. This module is intended to assist with ensuring that certain, minimum required services are included in each service contract awarded.

“This is going to go a long way with helping us to define our capitalization model and standardize how we procure services at these types of facilities across the DoD,” said Bill MacLaren, director of the DESC Executive Agent Office.

The broad outlines of this effort were first developed at the 2006 World-wide Energy Conference, when the EA Component Steering Group identified the need to define terminal operation service and directed the End-to-End team to conduct preliminary work in researching commonalities associated with GOCO and COCO terminal contracts.

Ten facilities’ contracts worldwide were randomly selected and examined for common services performed. They were analyzed for clauses that indicated elements common to both types of contracts. The table below shows the results of the survey indicating that many services were indeed common requirements at all terminals.

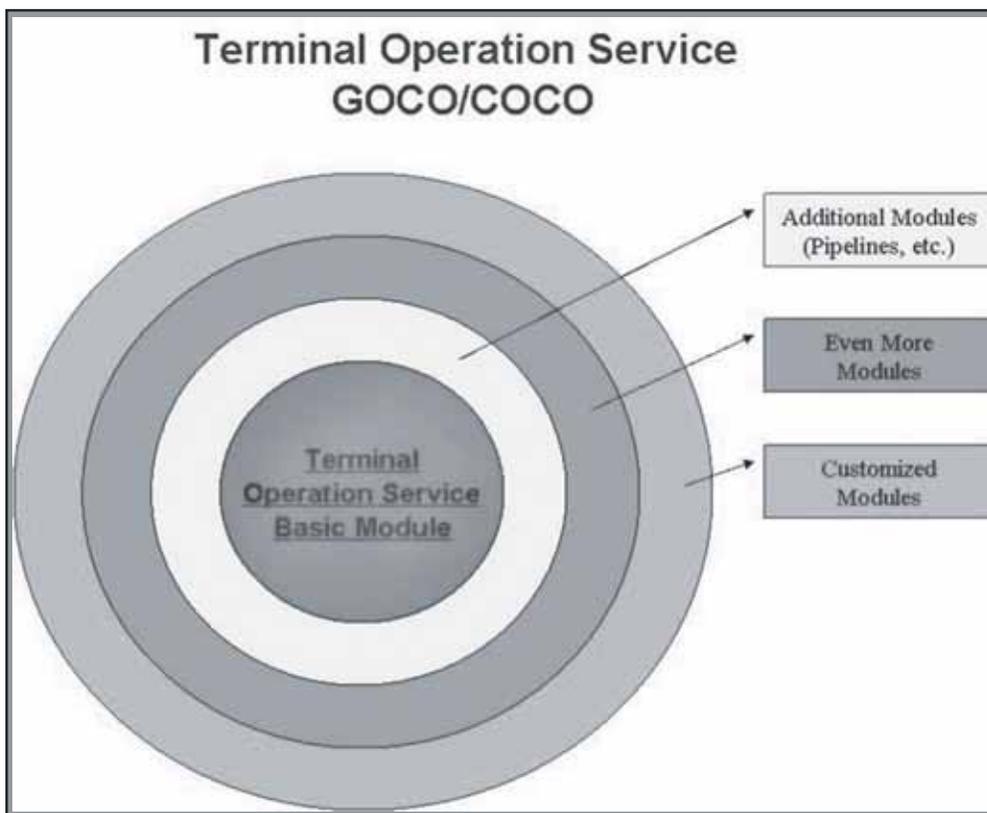
Service Provided	GOCOs	COCOs
Security and Fire Protection		✓
Removal of Water Bottoms		✓
Sampling and Testing of Petroleum Products		✓
Contractor Responsibility for Risk of Loss or Damage	✓	✓
Quality Control Plan	✓	✓
Inspection and Cleaning of Bulk Petroleum Storage Tanks		✓
Responsibility for Supplies	✓	✓
General Receiving and Storing Conditions		✓
Determination of Quantity		✓
Contract Billing and Invoice	✓	✓
Guard Service	✓	✓
Government Property	✓	✓
Responsibility for Govt –Owned Petroleum Products	✓	✓
Inventory Control Records and System of Records	✓	✓
Demurrage		✓
Environmental Protection	✓	✓

Table 1 Survey Results of Common Services at GOCOs and COCOs (Apr 06)

up with Basic Module workshop

The TOS Basic Module is the first of several follow-on efforts to this original study and is the number one initiative approved by the Component Steering Group under the End to End Distribution Program.

What will the Basic Module look like? A graphical representation in the illustration below shows how Terminal Operation Service, Basic Module consists of those basic services provided at bulk petroleum terminals at both GOCO and COCO locations.



The subgroup consisting of various subject matter experts and stakeholders within the military bulk petroleum community was formed in January 2007 to explore options and report back to the End to End Distribution integrated process team with recommendations. Jim Smith of the Facilities and Distribution Management Commodity Business Unit's Facilities Optimization Division volunteered to lead the subgroup on behalf of the End to End Distribution IPT.

The subgroup met several times during January and February to determine a way forward for the project. After reviewing a number of options, the decision was made to pursue the development of a standard Terminal Operation Service performance work statement and to provide an implementation tool designed to apply the PWS not only at Defense Working

Capital Fund bulk fuel facilities but also across the military services.

The effort was further divided into two distinct tasks. While the subgroup concentrated on the PWS exclusively, the EA office would pursue the implementation documents by securing an annex to existing logistics performance-based agreements between the various service components and DLA. That effort is moving forward, in coordination with the DLA Supply Chain Integration Office and the DLA Customer Support Office (Air

Force), beginning with an AF/ DLA annex to the overarching performance based agreement.

Meanwhile, the subgroup sponsored a Terminal Operation Service, Basic Module Workshop from April 10-12 and invited subject matter experts from across the Defense Department. An expert facilitator, Rowena "Ro" Prentice of ESI, Intl., was asked to assist with the workshop and help guide the participants to a PWS deliverable which would represent the consensus of the DoD bulk fuels community on a basic Terminal Operation Service.

Twenty four participants attended the workshop for three days to work out the details of a common Terminal Operation Service, Basic Module providing for a truly joint perspective. Fourteen members were from DESC Fort Belvoir, three representatives were from three DESC regions. Several representatives from each of the Service Control

Points and a headquarters DLA representative attended.

The TOS Workshop, Basic Module produced a document addressing Section 5 of a standard PWS denoting commonalities of GOCOs and COCOs which is going to lay the foundations of a true standardized Terminal Operation Service that can be used across the DoD. Commonalities were found in three basic areas of services provided: fuel operations, support operations and management and administration. Within each of these areas, performance areas were further defined down to level three and, in some cases level four, of a work breakdown structure.

The next steps are to review and finalize the Basic Module, coordinate it with stakeholders and subject matter experts, present the final product to the CSG for approval, continue to

Continued on page 20.

Basic Module

cont'd from page 19

pursue implementation tools with DLA and the Services and assess value-added for follow-on efforts such as alongside

aircraft refueling, tankers and pipeline modules.



Terminal Operation Service, Basic Module Workshop, participants pose during a break in the action. The group met in April. In the front row, from the left, are Reggie McCaw, Jim Smith, Lee Edwards and Herb Proksch. In the second row, from the left, are Douglas Collins, Rachael Dunlap, Jorge Tavarez, Rowena "Ro" Prentice, Ron Roof, Madeleine Lynch, Roger Custard, Mike Young and Gabe Tatango. In the third row, from the left, are Walt Riddlehoover, Jerry Baxley, Jerome Davis, Brian Delong, Charles Shipp, Rick Iwanski, Bob Koeller, Master Sgt. Ed Ludwigsen, Tom Ashman and Marshall Gore. In the back row, from the left, are Cindy Smith and Dave Corbin. (Photo by Lawrence "Robbie" Robinson.)

San Antonio team nominated



Defense Energy Support Center Director Sandy Sanders met with the Aged Receivables Collection Team, part of DESC's Financial Operations Retail Management Division, during a recent visit to San Antonio. The team is DESC's nominee for this year's Small Team of the Year in the Defense Logistics Agency's 40th Recognition Awards. In the front row, from the left, are Sanders, Pat Canales, Kathy Menchaca, Sylvia Gonzales, Mary Ann Villanueva, Mary Ann Schwarz, Gilbert Flores, Heather Huhn, Stephanie Houston, Alma Borrego, Natalie Rodriguez and Dave Lawson. In the back, from the left, are Ron VanDyke, Ron Barnes, Jon Maxwell, Rodney Eubanks, Emma Thompson, Ted Burkey, Tom Kershner and Leon Brinkmeier.

DESC supports Romania mission

By DLA Europe Office and
Susan Declercq Brown
DESC Public Affairs

Defense Logistics Agency representatives from DLA Europe and the Defense Energy Support Center Europe arrived July 9 at Mihail Kogalniceanu Air Base, Romania, to imbed with the Headquarters Element of Joint Task Force East. This was another critical step as the transition continues with U.S. military operations taking place in the former eastern block nations of Romania and Bulgaria.

Initial activities include ensuring U.S. soldiers, sailors, airmen, and civilians are supported with food and fuel so they can accomplish their missions, many including their Romanian and Bulgarian counterparts. Deliveries of bottled water and MREs arrived on site prior to troop arrival.

Fuel support was arranged with local fuel providers including Air BP.

DLA Europe deployed David Porter, warfighter support representative to the 21st Theater Support Command in Kaiserslautern, Germany, to remain with JTF-E and ensure support continues throughout this year's series of exercises and deployments.

Air Force Capt. Joseph Muhlberger, a fuels operations officer, and Army Master Sgt. Edward Hand, quality assurance representative, deployed from DESC Europe to ensure smooth

initial set-up of fuel support. DESC-EU representatives would remain long enough to stand up a U.S. European Command-appointed Sub-Area Petroleum Office.

"We are taking advantage of this opportunity with JTF-E to pave the way for future success in the region," said DESC Europe Commander Army Col. James Foster.

"We have learned over the last few years through previous military exercises and operations that providing bulk fuel support in this region requires in-depth planning and close attention to detail during execution. The infrastructure is limited, and supporting U.S. forces is new for many of the local sources of support," he explained.

"When you combine that with an understanding of the critical role these two allies have assumed through recent agreements made between our nations, then it becomes clear why we are committing the resources to make this work, now and in the future," Foster concluded.

The DLA Enterprise team met with JTF-E leaders and contractors to make sure logistical support is off to a successful start. Deploying representatives from DLA-E and DESC-EU matches DLA Director Army Lt. Gen. Robert T. Dail's vision for DLA support to our warfighters.

From left, Defense Energy Support Center Europe Quality Assurance Representative Army Master Sgt. Edward Hand, Air BP Managing Director Cristian Savuica, Defense Logistics Agency Europe Warfighter Support Representative David Porter, and DESC-EU Operations Officer Air Force Capt. Joseph Muhlberger get together to arrange Jet Propellant-8 fuel support to the Joint Task Force East.



DESC hosts Small Business roundtable in Corpus Christi

By Shelia McClain and Tyler Parker
DESC Small Business Office

The Defense Energy Support Center and the Port of Corpus Christi Business Development Department hosted a small business roundtable conference June 25 at the Bayfront Omni Hotel, in Corpus Christi, Texas.

Eighty-seven representatives from 53 companies and 22 representatives from various economic development centers attended the event. Three goals were established for the conference: enhance small business participation in federal acquisitions with companies capable of providing energy commodities and services required to support the warfighter and its other government customers; meet requirements of Executive Order 13423 for the reduction of fossil fuel usage and the promotion of alternative sources of energy; and seek the engagement of large businesses willing to participate in the Department of Defense Mentor-Protégé program.

The Port of Corpus Christi, as co-hosts to the conference, represented a strategic business partner for DESC, as many local suppliers of alternative fuels such as E-85/biodiesel operate in and around the Corpus Christi business sector. Many of these suppliers could play a pivotal role in supporting DESC's customers in meeting the requirements of Executive Order 13423.

As a precursor to the conference, an informal networking session was held June 24 which allowed vendors to engage representatives from DESC's contracting community. Many businesses used this opportunity to discuss future business possibilities with DESC.

In the opening ceremony, Mayor of Corpus Christi Henry Garrett presented DESC Director Sandy Sanders with the key to the city and praised DESC for its efforts to increase opportunities for small businesses. Sanders followed with a welcoming address highlighting the purpose of the conference and thanked the mayor for his support of DESC's efforts. He also expressed his gratitude to the Port of Corpus Christi for its partnership in this effort.



Defense Energy Support Center Director Sandy Sanders addresses Corpus Christi business people at a small business conference sponsored by DESC.

Presentations led by the DESC Small Business Office, the Corpus Christi Procurement Technical Assistance Center and DESC's Center Senior Procurement Official were aimed at increasing knowledge and understanding of how to do business with the government, potential opportunities under the DoD's Mentor Protégé Program, and functions/assistance provided by PTAC centers. . DESC commodity business units Aerospace Energy, Bulk Fuels, Direct Delivery, Facilities and Distribution Management, and Installation Energy each made presentations highlighting their commodities and unique requirements for meeting DESC's mission to support the war fighter.

The conference concluded with breakout sessions conducted by CBUs with interested suppliers to answer questions one-on-one and to further discuss DESC's desire to partner with industry. Representatives from the Corpus Christi PTAC and Small Business Administration participated in breakout sessions with DESC's Small Business Office and CSPO Office representatives. They addressed small business concerns such as the DoD Mentor-Protégé program, set-asides, and 8(a) contracting.



Participants listen to a presenter at the Defense Energy Support Center's Small Business conference in Corpus Christi, Texas.

Agreements promote one fuel provider on the battlefield

By DESC Europe Office

International agreements are critical to the U.S. military's success overseas.

The Defense Energy Support Center provided more than 185 million gallons of fuel to U.S. foreign military allies in fiscal year 2006. Nearly 145 million gallons of that fuel were provided to our allies in the U.S. European Command area of operations.

The DESC International Agreements team in the European region and in the International Agreements Division of the Facilities and Distribution Management Commodity Business Unit has put in place and are putting the finishing touches on international agreements that cover more than 80% of that 144 million gallons of fuel sales. They've done it with a lot of help from other offices throughout DESC Fort Belvoir and DESC-EU. That's a lot of money with fuel prices at record highs.

What about the other 20 percent, you ask? Well, the team is working on those agreements too. The 20 percent covers a large number of foreign militaries who require smaller quantities of fuel.

Why are the agreements so important?

Well, written international agreements are required as part of the Chief Financial Officers Act auditability requirements. But just as importantly, they just make good business sense. They add value for the customer by improving and standardizing fuel sales and acquisition processes.

A specialized type of international agreement called fuel exchange agreements improves cost effectiveness by offsetting

purchases and sales, thus minimizing price differences. FEAs also standardize the way fuel transactions are processed.

In Europe, that means our U.S. military customers and our NATO partners now have another option when it comes to getting fuel, and that helps to make the concept of having just one fuel provider on the battlefield or for exercises a much easier thing to do.

DESC also has international agreements in Europe valued at more than \$50 million annually that cover critical pipeline and storage operations. Examples include the Turkish NATO Pipeline System, the Government Pipeline in the United Kingdom, the Northern Italian Pipeline System and storage facilities like those at Souda Bay on the Island of Crete, Greece.

Accomplishing international agreements is a challenging and interesting job, said Richard Sninsky, chief of the International Agreements office in DESC Europe.

"What we do isn't like the normal buying and selling of fuel that the core DESC enterprise is familiar with, where relatively immediate results are the norm," Sninsky explained.

After several years of work, countless negotiations and rewrites, agreements are finally reached. "It's more like running ten marathons all at once with some small sprints, like amendments, at the same time. Sometimes it's hard to see the finish lines, but we know they are there. We've crossed a lot of them lately," said Sninsky.

Corpus Christi businessmen and women network during a break in the small business conference the Defense Energy Support Center hosted in the city in June.



Team converts Jet A1 fuel to JP8 at ‘tip of the spear’



Defense Energy Support Center Middle East Quality Assurance Representative Jeff Feltner checks pump operations at the Supreme Bulk Fuel Installation in Kabul, Afghanistan.



Quality Assurance Representative Jeff Feltner readies a sample for density, temperature, Fuel System Icing Inhibitor and conductivity testing.

Air Force Reservist Tech. Sgt. Richard Moore checks the results of a Fuel System Icing Inhibitor test.

By DESC Middle East Office

Recently, the DESC Middle East Quality Department was given an urgent tasking in Kabul, Afghanistan. The task required a highly-qualified quality assurance representative with the following experience – an excellent fuels quality background, a master at teamwork, special project logistics ability, a lot of patience, endurance on the job, perseverance, with a “go anywhere, do anything” attitude. They found just the right person in Jeffery Feltner, a QAR in the DESC-ME office.

The mission was to immediately report to Kabul and link up with the folks from contractor Supreme Fuels at their new facility. But what ‘new facility’ really meant was it had not been completed yet. The operation would be based out of a bare bones base location.

Feltner was to set up equipment and procedures, train on-site personnel, and run an operation to convert Jet A1 fuel into on-specification JP8.

The instructions given to Feltner from headquarters were these – “This important mission needs to be a success because the fuel is urgently needed in Afghanistan to support the warfighter. We need you to work closely with the contractor.” So with that in mind, Feltner departed Bahrain for Kuwait, and then on to Bagram Air Base and Kabul via military aircraft. When he arrived in Kabul, he was greeted by U.S. Embassy security drivers and was transported to the Supreme Bulk Fuel Installation. He quickly performed a site survey of the facility, held a meeting with the Supreme Fuels Manager, and quickly took the reins on this project.

The project itself was to devise a process to efficiently and quickly blend approximately 1.8 million gallons of Jet A1 fuel containing Static Dissipater Additive with the required additives of Fuel System Icing Inhibitor and Corrosion Inhibitor, and



by doing so, turn it into JP8 at this Supreme facility. Then, the JP8 was to be delivered to its final destination, on specification.

The equipment available for the project had been purchased just three days before Feltner's arrival. At that time, none of the equipment had been put into place except for four brand-new 45,000 gallon fuel holding tanks.

A team of 10 Supreme workers who were newly assigned to fuels and Feltner constituted the new team. Then it was off to the races as the team began to assemble the required equipment and set up the physical process flow.

The physical process flow included a download capability rated at only 300 gallons per minute maximum, half the usual rate, which meant this was going to be a very slow process. Additionally, one download point was also an upload point; so that would further retard the process. The physical set up of the downloading process (into the four 45,000 gallon tanks) and blending of the fuel with the additives were the initial hurdles cleared. Once the facility was ready, the mixing plans had to be verified and quality checked.

When the Jet A1 fuel trucks from Pakistan began to arrive at the Supreme BFI location, Feltner began training the Supreme personnel for both day and night shift responsibilities. The team would be field testing and gauging the fuel in the tanks and also in the outgoing trucks. And one team member was trained as the manager of all associated paperwork.

After the training was complete, field testing of the fuel in trucks and tanks began, per contract requirements. According to Feltner, the new 'fuelies' quickly grasped their responsibilities associated with the download and mixing process. After this, the uploading of the 'new' JP8 product began. Feltner and his team tested, gauged the trucks and sealed the tanks.

The DESC-ME contractual requirements method for conducting business was new to the Supreme employees. They had to learn it quickly for the newly-defined process for mixing Jet A1 into JP8 to succeed.

"Once we overcame equipment failures and non-availability of the correct equipment, the process flowed smoothly," said Feltner.

Once Feltner proved the process would work, he handed over the reins to Air Force Reserve Tech. Sgt. Richard Moore to complete the job.

When Feltner first arrived in Afghanistan, the task looked formidable to him.

"But, excellent planning, training and teamwork made this mission a success for the DESC Middle East Region and for our country's efforts in the Global War on Terror," said DESC-ME Commander Army Col. Mark Olinger.

Olinger praised his team, saying, "The DESC-ME Quality Department came through once again; continuing the flow of fuel forward to the warfighters at the tip of the spear!"

Quality Assurance Representative Jeff Feltner checks tank seals.



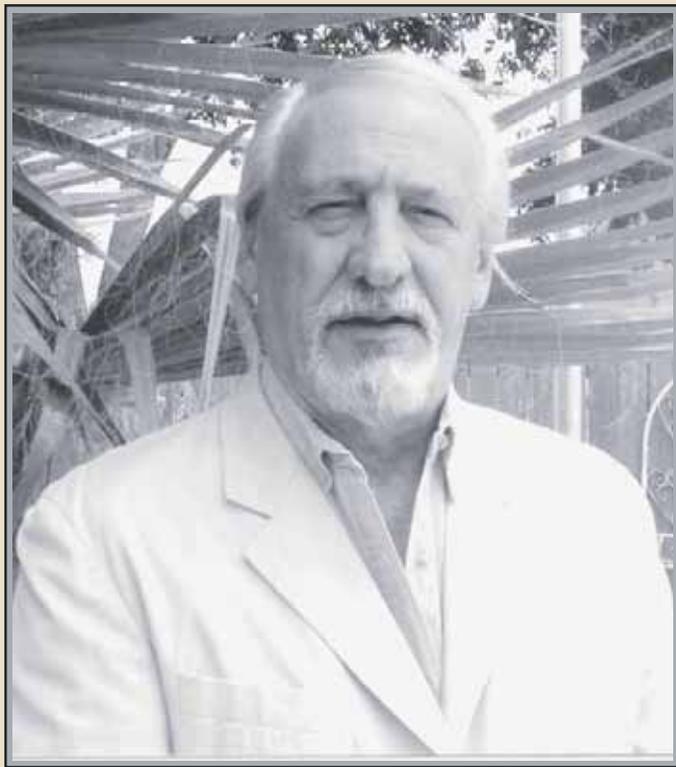
Air Force Reserve Tech. Sgt. Richard Moore trains a Supreme employee in proper lab procedures.



QAR Jeff Feltner trains a Supreme employee in field lab testing.



'Fuelie' may have retired, but he hasn't run out of gas yet



Jerry Snodgrass

By Susan Declercq Brown
DESC Public Affairs

Jerry Snodgrass had spent nearly 50 years working in the petroleum field, much of it in the Defense Energy Support Center and supporting DESC contracts, when he retired for the third time in 2005 and decided to write a novel. His first book, *Frontier Justice*, was published by Xlibris Corporation, earlier this year.

After 20 years in the military, 15 of them working as an Air Force petroleum specialist, 25 years in civil service, and nearly four years as a petroleum industry consultant, Snodgrass said he finally figured it was time to spend some time around the house and with his family. So, he hung up his gauge line and strapping tables, for the last time, and settled into his home office in Kileen, Texas, to pursue another life-long interest. Snodgrass finally had the time to write.

Snodgrass' fuels career began in 1962 when he joined the Air Force as a petroleum specialist after having served five years as an Army paratrooper.

"I'd done some petroleum work in the Army when I was an injured paratrooper," said Snodgrass.

Twenty years later, after several tours in Southeast Asia, and assignments in the United States, Korea and Europe, Snodgrass retired. He began his civilian career the same year, accepting a GS-9 Quality Assurance Representative posting in Pasadena, Texas, where ships were being loaded with fuel. Within two years, Snodgrass was off to Naples, Italy, with his wife Elizabeth,

Black assumes command of Pacific Region

The Defense Energy Support Center Pacific Region welcomed a new commander July 20, as Navy Capt. Ronald Black assumed command at a ceremony at Camp Smith, Hawaii. DESC Director Sandy Sanders officiated.

Black comes to the new command from the Joint Forces Staff College and Command Leadership School. In March, he graduated with distinction from the Naval War College where he earned a Master of Science degree in National Security and Strategic Studies. Black's previous assignments include supply officer of the nuclear aircraft carrier USS Dwight D. Eisenhower (CVN 69) and deputy director of Customer and Weapons System Support at the Defense Logistics Agency's Defense Supply Center Richmond.

Sanders welcomed Black to the command and highlighted the Pacific Region's long history of providing superb world-class support to the warfighter.

Black praised DESC Pacific's dedication to customer support and professionalism. He also expressed his optimism in the DESC Pacific family's ability to successfully meet future challenges.

Black's wife Kathy attended along with their two daughters, Kristie and Kelli, and son Ron.

DESC Pacific is a regional activity of DLA, under the command of DESC headquartered at Fort Belvoir, Va. It is commanded by a centrally selected Navy captain and is manned by U.S. soldiers, airmen, and Defense Department employees.

DESC Pacific's mission is to provide world-class bulk petroleum supply, transportation, and management for United States Pacific Command. It is responsible for petroleum support over 50

a daughter recently graduated from high school, and a son still in high school. Moving with the frequency and speed of an active-duty member, Snodgrass and his family cycled through England, Italy, Germany, Greece, and another tour in England before returning to the United States in 1989 when both his and Elizabeth's parents were ill.

The overseas assignments were terrific, said Snodgrass. "My daughter completed her associate degree through the University of Maryland at Munich, and my son learned the welding skills he uses today while we were assigned in Naples. Elizabeth and I took the assignment in Athens [and the follow-on to England] while the kids were in college in the States," he explained.

Snodgrass worked as a staff specialist for the Defense Contract Management Agency in St. Louis where he was responsible for the training of QARs handling DESC accounts in 10 states. A series of promotions and moves followed as he gained more responsibility for larger regions; Snodgrass moved to Denver for four years where he also made use of his coal certification, Dayton, Ohio, and on to Fort Belvoir, Va., in 1996, where he was the DCMA lead agent for petroleum world-wide.

In 1997, he moved to Weisbaden, Germany, as the international fuels manager for Europe, Africa and the Middle East. He retired from this job as a GS-13 in April 2002 with more than 45 years of government service under his belt

Back in Texas, Snodgrass started his own consulting firm, doing work in Greece and in Iraq with Halliburton, as well as working with Maytag Aviation for whom he wrote proposals. But, in 2005, Snodgrass was ready for something new.

"I'd always wanted to write my life story and personal memoirs, and now seemed like the time." Working from a home office decorated with memorabilia from Air Force One and his "petroleum days" at DESC and DCMA, Snodgrass completed the project in time to present it as a gift on his brother's 80th birthday in July 2006. "My wife and kids and the rest of the family said keep on writing," said Snodgrass, "so I decided to write a novel."

Frontier Justice was published in February. It is the story of a Texan who leaves his ranch in San Saba in 1878 for the adventure of the Texas frontier. "He joins the Texas Rangers and his adventures make Texas and American history. His family faces the dangers of the frontier at the hands of the Indians, Outlaws, and Bandits," said the book jacket.

"As a little boy, I lived in the country in Iowa. I had a horse, and I'd ride that horse and pretend I was Roy Rogers or Gene Autry. As a child, and throughout my life, I read the novels of Zane Grey, Louis Lamour and all the western books. So, I decided it was going to be a Western, said Snodgrass.

Snodgrass takes pride in the historical accuracy of his book.

"I really research my books," he explained. Snodgrass said the movies often show inaccurate views of frontier life. "In my book," he said, "the characters eat the right foods, and my research on the Buffalo soldiers means I've got the colors of their guidons right, too."

Snodgrass spends his days researching and writing.

"My wife has to remind me to leave the office to take a swim in the pool we have right in our backyard. I'm not playing much golf, but I'm swimming most days," he said.

He is searching for a publisher for his second novel, an international thriller called Forgotten Honor. The book follows the adventures of a private investigator as he travels the world to discover the truth about the suicide of an old friend from his days in Vietnam.

In addition to his research, Snodgrass relied on his travel experiences in 80 countries and almost as many airports to bring authenticity to the story.

He is scheduled for a September book-signing in Indianola, Indiana, the weekend of his 50th high school reunion.

"Not bad for a guy who got kicked out of high school English for singing in class," said Snodgrass.

percent of the earth's surface, across 27 countries and territories. DESC Pacific manages over 967 million gallons of fuel at 73 Defense Fuel Supply Points.

Navy Capt. Ronald Black assumes command of the Defense Energy Support Center Pacific Region July 20 as DESC Director Sandy Sanders fastens the U.S. Navy command pin to Black's uniform.



San Antonio teams greet director



During his walk-through in the Aerospace Energy Contracting Division, DESC Director Sandy Sanders shares a laugh with Barb Peterson, Liquid Propellants contracting officer.

The Defense Energy Support Center's four nominees for the GS 7-12 Category of the Top Ten Defense Logistics Agency Personnel of the Year pose with DESC Director Sandy Sanders during his town hall meeting in San Antonio Sept. 20. From the left are Linda Lorillard, Maria Ng, Betty Hoge, and Patty Barrios. All four are from the Aerospace Energy Commodity Business Unit.

The Defense Energy Support Center organizations in San Antonio welcomed DESC Director Sandy Sanders Sept. 20-21, during his inaugural visit to the units.

Sanders conducted a town hall meeting in which he presented numerous awards, and recognized special achievements and service of eight individuals. Sanders also walked through each organization, meeting every DESC San Antonio employee. Employees in the Aerospace Energy Commodity Business Unit, the DESC Financial Operations Directorate's Retail Management team, and the Directorate of Information Operations explained the projects they were working on and shared some personal stories.

Sanders also received a series of formal briefings. Dave Lawson briefed him on the four branches within the Retail Management division and the CBU's division and branch chiefs presented briefings on various re-engineering initiatives, as well as the status of several critical programs by which they provide direct support to the warfighter.



The Aerospace Energy Commodity Business Unit's N204 Team poses after receiving the 2007 Defense Logistics Agency Green Products and Services Award from Defense Energy Support Center Director Sandy Sanders in September. On behalf of the team, Sanders accepted the award from DLA Director Army Lt. Gen. Robert T. Dail during an April senior leaders meeting at Fort Belvoir, Va., and presented it Sept. 20 during his first visit to DESC organizations in San Antonio. Pictured from the left, in the front row, are Joe Bresnok, Maria Ng, Sylvia Urias-Vallejo, Ida Elizondo, Mary Helen Martinez, Rose Dominguez, Evelyn Salisbury, Janie Gallegos, Andy Avila, Joe Beach, Alix Gayton, the CBU Director Sharon Murphy, and Sanders. In the back row, from the left, are Rod Fischer, Robert Gloria, Charlene Smoot, Gene Ramirez, Melanie Mueller, Cathy Mokry, Jerry Guzman, and Ken Grams.

Additional photos from the visit can be found throughout this issue.

DESC Americas supports record-breaking fuel exercise

By Air Force Capt. Joshua Strakos
Operations and plans officer
DESC Americas

More than 3 million gallons of Defense Energy Support Center-owned fuel were issued as part of the world's largest petroleum and water distribution exercise, held in June. Participants set a record, distributing more than one and a half times the amount of fuel issued in previous exercises.

The Quartermaster's Liquid Logistics Exercise is an annual training event. Under the command and control of the U.S. Army Reserve's 475th Quartermaster Group, more than 2,600 soldiers, mostly reservists, conducted "wartime" fuel operations June 9-22.

"The exercise was a huge success," said then DESC Americas Commander Army Col. Dan Jennings.

"Participants actually issued over 50 percent more JP8 [aviation fuel] than in last year's exercise – during only a week and a half," he said.

"The success of this exercise speaks volumes about the teamwork between the 475th, DESC and all the units participating," Jennings explained.

DESC fuel specialists supported the exercise from the DESC Americas office in Houston and with quality assurance representatives in DESC field offices across the continental United States.

More than 240 Army tanker trucks with fuel capacities of 5,000 or 7,500 gallons each were needed to transport and distribute the fuel. DESC-owned fuel was issued from seven different Defense Fuel Support Points and 33 DESC customers across the United States.

The thousands of troops involved trained on various aspects of their wartime missions including loading, transporting, storing, and issuing fuel. Wartime capabilities for distributing water were also part of the exercise.

Whatever it takes



Aerospace Energy Commodity Business Unit Transportation Specialists Robert Gloria, right, and Andy Avila, left, check the paperwork and shipping labels at Tinker Air Force Base, Okla., for the 1125 government-furnished cylinders being shipped to Global Gases in Dubai, United Arab Emirates, for manufacture of 45 high-pressure cylinder assemblies. Once completed, the HPCAs will be used to deliver bulk helium in the Army's Persistent Threat Detection System Aerostat Program in Afghanistan. Avila is pictured in the warehouse among pallets of the cylinders. Gloria is pictured inspecting an opened shipping document packet. "True to form, Robert and Andy volunteered to travel to Tinker on May 10 to assist the Air Logistics Center in this huge undertaking. Once again, they showed they were willing to do whatever it takes to support the customer," said CBU Director Sharon Murphy.

Air Card celebrates 10 years

By Deborah L. Van Kleef
AIR Card program manager

The Defense Energy Support Center recently celebrated the 10th anniversary of its most visible and recognized symbol, known worldwide as the Aviation Into-plane Reimbursement Card Program.

In May 1997, DESC Specialty Fuels Division, Into-Plane Branch awarded the first-ever AIR Card contract, providing aircrews with a new payment mechanism to purchase aviation fuel and ground services at commercial airports worldwide. Little did anyone know that this step to “extend the enterprise” would revolutionize the way DoD aircraft ordered fuel and ground services.

To fully appreciate the benefits the AIR Card brought to the warfighter, it is important to see from where the need came. DESC had enabled government aircraft to order fuel from its into-plane contracts using the Form DD 1898 (Identaplate). However, the DD1898 could not be used for purchasing needed ground services or fuel at non-contracted airports. Government aircrews had to use the Standard Form 44 or a service derivative as a means for payment.

Vendors were often unwilling to accept these forms because once the aircraft flew away, the merchant often experienced difficulty getting paid. This led to a scenario where overseas



A fuels specialist refuels a military helicopter in Afghanistan.

the majority of the non-contract payments were being made by the U.S. Embassy finance office, and the DoD incurring significant “surcharges” as a result. Additionally, DESC into-plane specialists were often called by angry merchants in possession of incomplete paperwork seeking assistance, despite the fact that neither non-contract fuel nor ground service sales were part of the DESC business. One major oil company took a suitcase of unpaid invoices to the Pentagon to inform DoD officials that they would no longer refuel government aircraft based on the inability of the government to pay. It was time for a change.

The AIR Card, similar to a commercial credit card in how it used, started with a test phase; a select few military squadrons using their new AIR Cards at commercial airports that did not have a DESC into-plane refueling contract. The Army, Navy and Air Force Service Control Points were appointed as Contracting Officer’s Representatives on the contract. They and DESC closely monitored the test for three months and deemed it a complete success.

By October 1997, the decision was jointly made to distribute AIR Cards to all remaining DoD aircraft, and other federal agency aircraft soon followed. Program instructions were given out with the cards to explain how to process payments back to the AIR Card contractor for charges incurred using the AIR Card. An additional benefit of using the AIR Card was DESC’s ability to leverage the AIR Card contractor to negotiate price discounts from posted airport prices. In the first year alone, the AIR Card recorded a cost avoidance of \$2.3M.

The success of the first phase cascaded to a second phase of the program one year later, mandating the use of the AIR Card at DESC into-plane contract locations. Government aircrews were using the AIR Card at DESC into-plane contract locations and non-contract locations in lieu of the Jet Fuel Identaplate. The blue and white Jet Fuel Identaplate (DD1896) and the purple AVGAS Identaplate (DD1897) were phased out for use at commercial airports.

Not only was the billing process simplified for the merchant, pricing benefits obtained, and greater geographic coverage realized, the AIR Card Program now gave wing commanders real time direct oversight on their flying hour program. Additionally,



An airman refuels a visiting aircraft. (DoD photo.)

the reporting capabilities helped DESC identify potential future into-plane contract locations to further contract coverage and into-plane program savings.

DESC further realized it had a winner — positive comments were received from into-plane contractors, the aviation community, and the fixed base operators (fuel providers) at commercial airports. One comment in particular appeared to sum up the support and embrace the card received. DESC partnered with Kropp Holdings, Inc., doing business as AVCARD for the first eight successful years of the AIR Card program.

The government representative from Exxon-Mobil said, “The AIR Card is the best thing to happen in the aviation world since the invention of jet engines.”

The AIR Card quickly became a payment mechanism that suppliers relied upon for reimbursement and customers could count on for worldwide acceptance.

The formula of success for the AIR Card appears deceptively simple – give the aviators an easy to use fuel procurement tool and the merchant a commercially recognized financial instrument (i.e. a “card”). While those two things are clearly true, the larger DESC corporate success of the program comes from the sophistication of the tool itself. The data that the AIR Card transaction must process is detailed. Product, lift date, unit, aircraft, and billing date are just some of the elements necessary for DESC to operate into-plane as a working capital fund process. These data elements are not standard “credit card” processes. Additionally, amongst other details, the AIR Card contractor must be able to distinguish contract products from non-contract products, filter out any potential duplicate transactions that the merchant may have inadvertently entered, and ensure correct unit of measure (liters vs. gallons). Also, while ground services are authorized to be procured with the card, these purchases are “split-billed” directly to the acquiring unit, adding another layer of complexity.

This is the true testament of the cards success – extend the enterprise to the warfighter and commercial partners with a simple, commercial-type business model while simultaneously efficiently managing the “behind the curtain” complexity and nuances of the Defense Working Capital Business Process. DESC has been successful because of the strong program support provided by the Direct Delivery CBU, the DESC Office of Counsel, and DESC Financial Operations.

With the AIR Card program, contractor negotiated savings resulted in more than \$64 million in cost avoidance over posted airport prices; more than 2 million aircraft refuelings supported at commercial airports; card acceptance at more than 7,000 locations and over 190 countries, eliminating the need for pilots to carry cash when merchants wouldn’t accept the “paper IOU” of an SF44 or Air Force Form 315; processing more than \$1 billion annually in DESC capitalized fuel sales at Air Force installations, and soon to become the singular card used at Army and Navy bases as well.

A new AIR Card contract was awarded with performance beginning Jan. 1, 2005. Multi Service Corporation became the DESC AIR Card partner. Increased emphasis was added to negotiated price savings at non-contract locations. Last year, DESC realized its largest cost avoidance – over \$9 million. This year it is on track to set an even higher milestone – \$12 million.



AIR Card fuels record savings

By the Fuel Card Program Office

The AIR Card Program, part of the Defense Energy Support Center’s Fuel Card Program Office, recently reached a major cost avoidance milestone.

The Fuel Card Program Office has targeted two of DLA’s areas of focus – warfighter support and stewardship – in its implementation of the AIR Card Program.

The AIR Card supports the total global aircraft refueling requirements of the Department of Defense – warfighter support. But, many people are surprised to learn that the Fuel Card Program Office also leverages its AIR Card provider, Multi Service Corporation, to stretch the DoD budget – stewardship.

MSC obtains price discounts at commercial airport fixed-base operators, where no Defense Energy Support Center into-plane contracts exist. These efforts resulted in the AIR Card recently reaching a major milestone in the third quarter of fiscal year 2007.

A total quarterly savings from posted airport prices topped \$4.66 million, for the 7,159 aircraft refueling transactions posted during the quarter. This represents the largest quarterly savings in the 10-year history of the program.

“I extend my appreciation to all the people who support this program” said Fuel Card Program Office Director Frank Pane. “In reaching this milestone, we also worked together to extend the logistical legs of the DoD.”

In a recent visit to DESC, DLA Vice Director Air Force Maj. Gen. Arthur B. Morrill III told a gathering, “Give them more than they expect.”

“The AIR Card program will continue striving to do just that,” said Pane.

This taxpayer stewardship comes with no degradation of warfighter support. A DESC Fuel Card Program Office was established, with the AIR Card as one of its crown jewel programs.

Carrier Air Wing follows Roosevelt's favorite adage

By the DESC Japan Office



An Atsugi fuels specialist and U. S. Forces Japan Sub-Area Petroleum Officer Vic Madaris, inspect receipt pipeline at Iwo Jima.

President Theodore Roosevelt made famous the Western African adage “Speak softly and carry a big stick; you will go far.” The U.S. Navy’s Carrier Air Wing 5 (CVW 5) tries to do just that.

To reduce noise complaints in the Atsugi, Japan, area, the wing conducts night landing operations at the far away island of Iwo Jima. And, the Defense Energy Support Center ensures they have the required fuel where and when they need it.

It has been said that a carrier landing is like landing on a postage stamp in the middle of the ocean. Compound that by landing at night, and you’ll understand why night carrier landing practice is so important. Landing on an aircraft carrier is a dangerous and highly perishable skill with specific qualification requirements that all of Atsugi’s CVW 5 pilots must complete on land before their first carrier landing at sea. One of those requirements is to be night qualified before every deployment of the USS Kittyhawk, stationed at nearby Yokosuka Naval Base.

An unfortunate side effect of this vital training is the intense noise generated from the aircraft, which are required to land at full throttle and roar off in full afterburner, just as they would on the carrier. During the daytime, the noise can be tolerated in a busy city environment, but nighttime is another matter.

As a way to mitigate the noise concerns of the densely populated surrounding community, the government of Japan and United States Forces Japan agreed to move night landing practice to Iwo Jima, now called Iwo-To by the Japanese, a remote island about 650 miles south of Tokyo. The island is inhabited only by Japanese military and contract support forces and provides the ideal environment for unrestricted flying operations.

In order to get the fuel to Iwo Jima, Japanese defense representatives work with USFJ, who in turn coordinates with DESC Japan, for the scheduling of a barge to transport the fuel. DESC Japan ensures the desired amount of fuel will be on hand when it is time to load the barge and provides quality assurance expertise as required.

As part of the night landing practice agreement, Japan pays the fuel transportation costs, saving DESC an average of \$120,000 annually. After reaching Iwo Jima via a Japanese-chartered barge, the fuel is stored in dedicated tanks provided by the Japanese for use by Naval Air Station Atsugi fuels personnel in support of the night landing training mission. Except for the fact that the fuel is physically at Iwo Jima, it is treated exactly the same as if it were at NAS Atsugi.

Atsugi fuels personnel are on hand for each arrival of the barge and lab personnel ensure the fuel delivered is on-spec



Fuels specialists at Iwo Jima refuel an F/A -18 Hornet.

Scenes from the Iwo Jima night landing training



Overhead of NAS Atsugi showing population encroachment



The view from a Carrier Air Wing 5 aircraft on final approach to the landing strip at Iwo Jima.

and ready for issue. They also are responsible for the monthly inventory reporting. And of course, during the night landing practices, they issue the fuel to the Navy jets of CVW 5.

The latest night landing practice operation supported hundreds of CVW 5 landings and used 476,000 gallons of fuel.

October 2007

That's a lot of noise removed from the Atsugi vicinity, which is helpful in maintaining a positive relationship with the local community. At the same time, the arrangement helps ensure the combat power of CVW 5 is ready when needed to support operations in the Pacific.

Open sea, open sky

Vast Pacific provides unsurpassed training

By Susan Declercq Brown
DESC Public Affairs

One of the largest air and sea exercises ever held in the Pacific theater concluded eight days of flying operations Aug. 13. During Exercise Valiant Shield 2007, three aircraft carrier groups, two Pacific Air Force bases, and several stateside units joined forces to conduct joint operations in the vast open sea of the Pacific Ocean. The exercise brought together nearly 22,000 sailors, Marines, airmen and Coast Guardsmen.

In support of the exercise – a test of the military’s ability to rapidly bring together joint forces in response to any regional contingency — the Defense Energy Support Center supplied



Above and below, Navy F-18 Hornets from the Naval Air Station’s Joint Reserve Base in New Orleans arrive to take part in the Valiant Shield exercise Aug. 6 at Andersen Air Force Base, Guam. During the exercise being held Aug. 6 to 13, Airmen will participate in integrated joint training with Navy and Coast Guard forces. Air Force aircraft and personnel from stateside bases and Kadena Air Base, Japan, will comprise part of an expeditionary air wing based at Andersen AFB. (U.S. Air Force photo/Senior Airman Miranda Moorer)



nearly 33 million gallons of fuel to forces in the DESC Pacific region.

Nearly 25 million gallons of marine diesel F76 were required to keep the 30 ships participating in the exercise supplied. And with nearly 3,000 sorties flown, the air power contingent required more than 4 million gallons of marine jet fuel JP5 and 3.7 million gallons of JP8 jet aviation fuel, according to Sheri Miyasoto-Aribon, DESC Middle Pacific inventory management specialist.

Aerial refuelers like the KC-135 Stratotanker and KC-10 Extender aircraft offloaded nearly 3 million pounds of fuel to airborne aircraft, said Lt. Col. Toni Kemper, a 13th Air Force spokesperson.

“The exercise demonstrates to our friends and allies in the Asian-Pacific how important the security of the region is to the United States,” said Navy Capt. Matt Loughlin, deputy chief of staff for the exercise joint task force.

Thirteenth Air Force at Hickam Air Force Base, Hawaii, was the overall lead agency for planning the joint exercise and served as the joint force air component command during the exercise. The JFAAC provides the command and control that allows a synchronized air effort including all flying forces to operate successfully with the surface, sub-surface and space forces in one overall campaign.

“During Valiant Shield, we were able to validate our capability to work through tough tactical and operational level problems in a joint construct,” said 13AF Commander and Valiant Shield JFACC Commander Lt. Gen. Lloyd S. Utterback.

“The complexity level mixed with the scale of the field-training exercise, along with the command and control, makes Valiant Shield unmatched [as a training opportunity],” Utterback said.

“For example, bombers coming out of the continental U.S. base were integrated with aircraft launching from aircraft carriers and more than 60 aircraft based on Anderson AFB, Guam, into one scenario,” he explained. “The integration of global capability has taken us to a new level in this exercise.”

Exercise planning had to incorporate long flight times and transit times for surface vessels. It had to integrate communications, space capabilities and intelligence that provide warfighters the information necessary to achieve success on the battlefield. Command and control elements of the JFACC also needed to coordinate their efforts with the joint force maritime component command in San Diego. And, success required comprehensive calculations of the types and quantities of fuel required by each participant.

Airman 1st Class Geoffry Schultz looks out over the Pacific from a KC-135 Stratotanker during Valiant Shield Aug. 9.

During the exercise, Air Force aircraft and airmen from stateside bases and Kadena Air Base, Japan, comprised part of an expeditionary air wing based at Andersen Air Force Base, Guam. These forces participated in integrated joint training with Navy and Coast Guard forces. Schultz is a boom operator with the New Hampshire Air National Guard. (U.S. Air Force photo/Senior Airman Miranda Moorer)

Aviation and maritime commanders said the joint operations exercise was invaluable in preparing the forces to respond when needed to promote regional peace and stability. Whether providing humanitarian assistance or fighting the war on terrorism, today's operations are joint efforts.

"You train as individual [military] services and individual units within that service to build your core competency which enables you to come into a joint arena," Utterback said. Joint training enables the forces to create a "synergistic effect," he said.

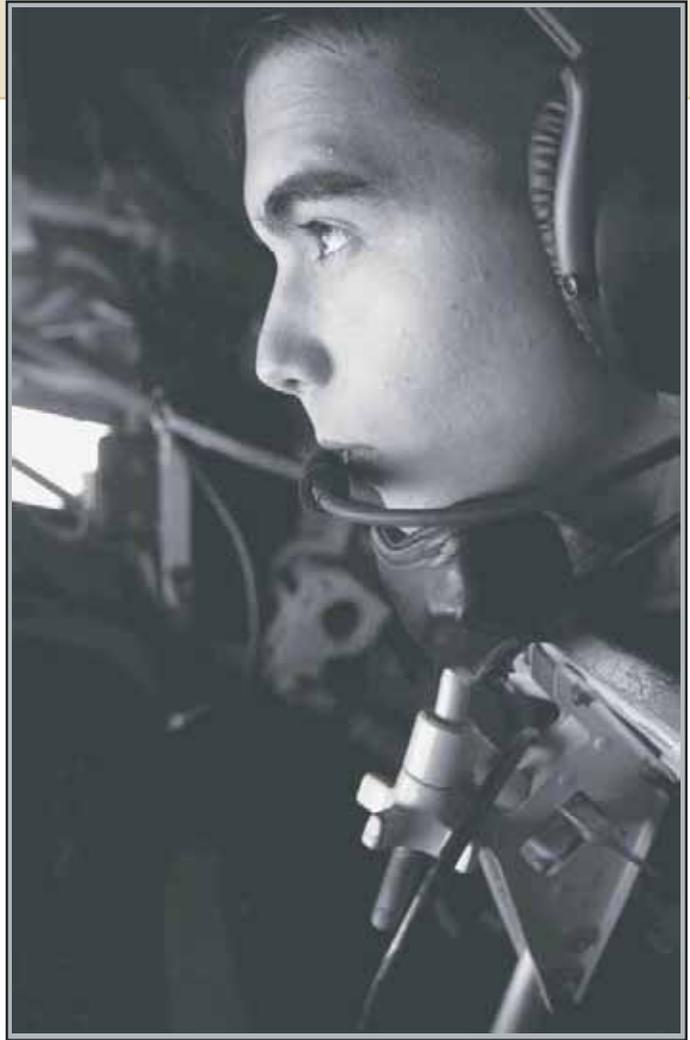
Participants gain proficiency in sustaining joint forces and in detecting, locating, tracking and engaging units at sea, in the air, on land and in cyberspace.

The Pacific theater provides an ideal training location for a large-scale exercise. The open airspace and open water create hundreds of square miles of training area in each direction of the battlespace.

Three carrier strike groups, the Stennis, the Nimitz and the Kitty Hawk, gained experience operating together, something they rarely do in training or real-world operations.

"What was very striking to me was how well we were able to bring together three separate carrier strike groups and integrate them into a carrier strike force," said Rear Adm. Kevin M. Quinn, commander of Carrier Strike Group 3. "It's difficult enough to integrate all the elements of a carrier strike group into one cohesive fighting force. It's another order of magnitude to do that with three strike groups."

"Valiant Shield showed the flexibility of a carrier strike group," said Navy Capt. Christopher Murray, deputy commander of Carrier Air Wing 9. "When we need to get in close to support ground troops, we can do that, and we've done that.



This exercise showed another area of our expertise; our ability to conduct operations in the open sea."

Guided missile destroyer USS Pinckney also participated in a search and rescue exercise, simulating the rescue under hostile conditions of an Air Force survival, evasion, resistance, and escape specialist.

The exercise "was very much a shift in focus compared to when we're providing close-air support for ground troops,"

Continued on page 36.

An F-15 Eagle flies toward the boom of a KC-135 Stratotanker during Exercise Valiant Shield Aug. 9. The F-15 is from the 44th Fighter Squadron at Kadena Air Base, Japan, and the KC-135 is from the New Hampshire Air National Guard. During the exercise, Air Force aircraft and airmen from stateside bases and Kadena AB comprised part of an expeditionary air wing based at Andersen Air Force Base, Guam. Andersen AFB was the bed-down location for more than 90 Air Force and Navy aircraft, in addition to transient aircraft. (U.S. Air Force photo by Senoir Airman Miranda Moorer)



Open sea, open sky

Cont'd from page 35.



From the left, the USS Nimitz (CVN 68), USS Kitty Hawk (CV 63) and USS John C. Stennis (CVN 74) Carrier Strike Groups transit in formation during a joint photo exercise during Exercise Valiant Shield 2007. A B-52 Stratofortress leads a formation of Air Force and Navy F-16 Fighting Falcons, F-15 Eagles, and F-18 Hornets from the carrier strike groups. The strike groups are participating in Valiant Shield 2007, the largest joint exercise in the Pacific this year. Held in the Guam operating area, the exercise includes 30 ships, more than 280 aircraft and more than 20,000 service members from the Navy, Air Force, Marine Corps, and Coast Guard. (U.S. Navy photo by Mass Communication Specialist Seaman Stephen W. Rowe.)

noted pilot and operations officer Marine Corps Maj. James Erwin. “In Valiant Shield we practiced attacking and defending ships. For a Marine squadron, our typical focus is supporting ground troops. However, being integrated into a carrier air wing, we are expected to expand our skill sets to cover all the operations carrier air wings will participate in,” he explained.

Exercise Valiant Shield 2007 provided that training opportunity.

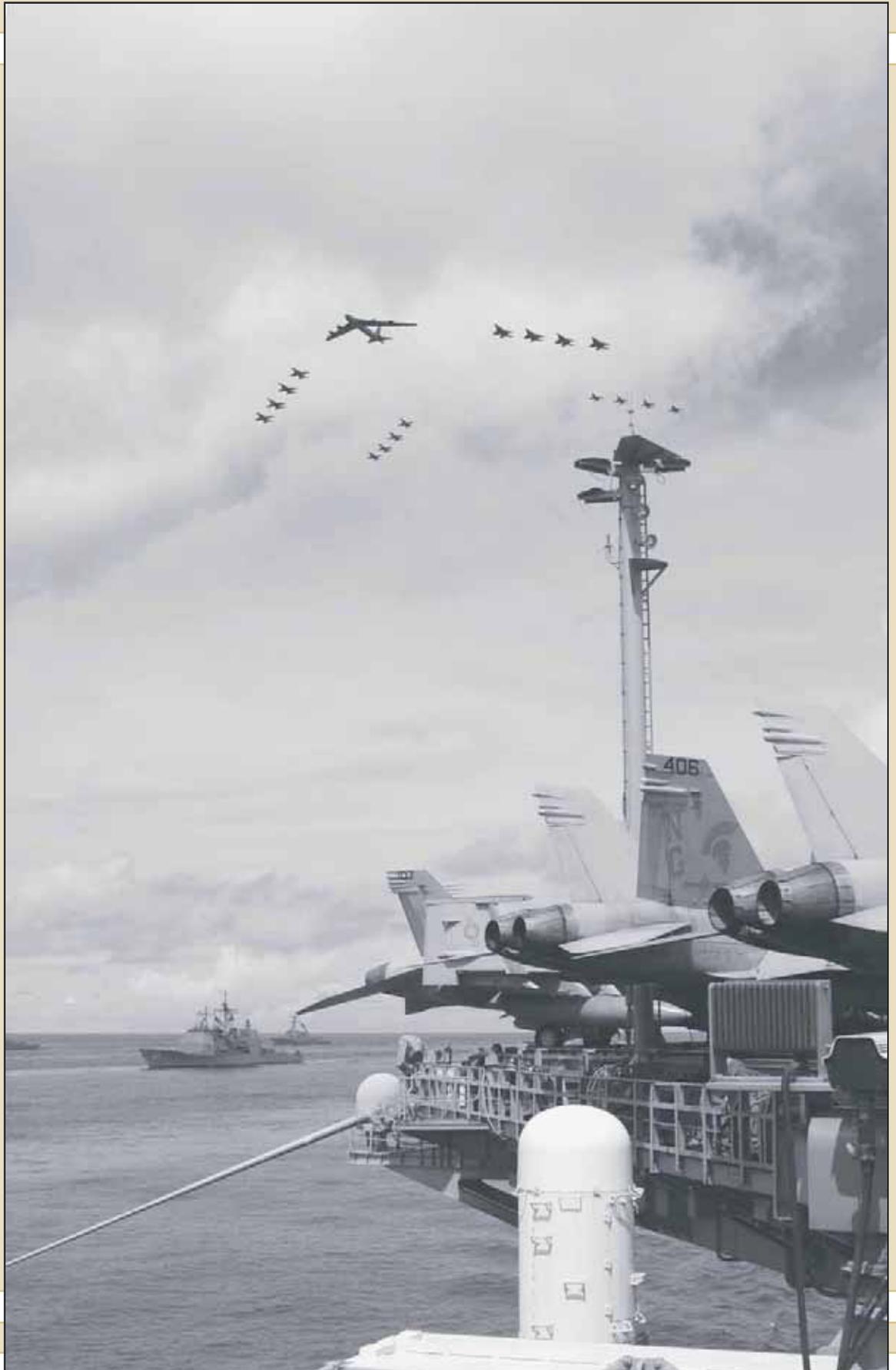
B-52 Stratofortress, F-15 Eagle, F-16 Fighting Falcon, KC-135 and E-3 Sentry aircraft flew defensive counter air, electronic attack, suppression of enemy air defense, intelligence, surveillance and reconnaissance, aerial refueling, air interdiction, and anti-surface warfare missions in the vicinity of Guam.

“The tremendous capacity at Anderson to accommodate steady state operations as well as a significant number of exercise forces demonstrates the strategic importance of Guam for operations in the Pacific,” said Utterback. “Forward operating bases such as Anderson, along with our global strike capability, enable the United States to launch a bomber from the continental United States, participate in flying operations in the Pacific theater and land at Guam some 22 hours later.”

“This exercise is the latest example of how well we can work as a cohesive and seamless unit,” said Rear Adm. John Terence Blake, the Nimitz Carrier Strike Group commander.

This is the second year the United States has conducted Exercise Valiant Shield. The first was in June 2006.

A B-52 Stratofortress leads a formation of Air Force and Navy F-16 Fighting Falcons, F-15 Eagles, and F-18 Hornets over the carrier strike groups USS Nimitz (CVN 68), USS Kitty Hawk (CV 63) and USS John C. Stennis (CVN 74) during Exercise Valiant Shield.





The Big Picture

Yorktown system restored after 11-month electrical outage

By **Bill Campbell**
Deputy fuel officer, FISC Norfolk

When Tropical Storm Ernesto passed through Yorktown, Va., Sept. 1, 2006, it brought moderate winds and heavy rain. It also did extensive damage to the electrical system throughout York County. Not until June 2007 was the Defense Fuel Support Point Yorktown's electrical system up and running again.

So how has DFSP Yorktown stayed open for business? With the help of the Defense Energy Support Center and others.

After the storm, the entire Yorktown area was without power for three days, but the impact on the DFSP was greater. The electrical distribution system at the DFSP was destroyed by water intrusion, and many customers were relying on DFSP Yorktown for their mission-essential fuel.

The DFSP, one of five Fleet Industrial and Supply Center Norfolk's fuel terminals, is located adjacent to the Yorktown battlefield and stores 16.8 million gallons of JP8. The customers include: Langley Air Force Base, DFSPs Burlington, Anacostia, and Port Mahon, as well as Forts Eustis, Lee, Pickett, and A.P. Hill, Marine Corps Base Quantico and other Department of

Defense activities in the Middle Atlantic Region. The facility's annual throughput of fuel is 75.5 million gallons.

The DFSP's electrical system was more than 50 years old at the time of the storm. The water caused extensive damage to the entire system. Once the extent of the damage was determined, the DFSP obtained emergency funds from DESC to rent large generators to keep the facility operational.

Generators were in place within a week so commercial barges could be loaded as scheduled on Sept. 9.

An initial investigation revealed that the system would require new switch gear and a new transformer as well as new cables and wiring. The cost to restore the system was calculated, and again DESC provided emergency Sustainment, Restoration and Maintenance funds to repair the system.

The repairs were delayed several times because the switch gear and transformer were in high demand since they were the same units being used to rebuild the Gulf Coast as well as in Iraq. After much frustration and long delay the equipment arrived in mid-June and power was restored on June 28.

The repair of the Yorktown electrical system was a team effort by the staff of the FISC Norfolk, the government-owned and contractor-operated facility's contractor LB&B, Inc., the Navy Operational Logistics Support Center Petroleum and DESC.



A new transformer is in place at DFSP Yorktown, Va., to replace one damaged in a storm last year.

Navy exercises in joint oil spill drill

By J. Overton, commander
Navy Region Northwest Public Affairs
Office

“I have been talking frequently about the need to bring together an international 1,000-ship Navy, not just grey hulls flying the U.S. flag, but a network of international navies, coast guards, maritime forces, port operators, commercial shippers and local law enforcement — all working together. A fleet-in-being, if you will, comprised of all freedom-loving nations, standing watch over the seas — standing watch with each other.” — Chief of Naval Operations Adm. Mike Mullen

Navy personnel participated in a multi-agency, multi-national oil spill response drill near Blaine, Wash., June 12-14, providing an example of how Chief of Naval Operations Adm. Mike Mullen’s vision of an international naval force is becoming a reality in Navy Region Northwest.

The annual event, referred to as CANUSPAC because it exercises procedures for a joint response as outlined in the Pacific operational annex of the Canada/U.S. Spill Response Treaty, is organized by the U.S. Coast Guard and Canadian Coast Guard.

This year’s exercise scenario involved the collision of two commercial ships in the heavily-trafficked and environmentally-sensitive waters near the border between Washington State and British Columbia. In the scenario, one of the vessels called the U.S. Coast Guard for assistance and to report that the damaged ship was leaking petroleum. The U.S.C.G. then notified other responders in the United States and Canada, and all involved began deploying people and equipment to contain and recover the spilled product.

During this year’s drill, participants focused on improving communications between the different response agencies, and practiced deploying containment booms from the various response platforms. In addition to the Navy, U.S.C.G., and Canadian Coast Guard, personnel and equipment from the Defense Canada and several private corporations involved in shipping and spill response also participated.

CANUSPAC wasn’t just about technological compatibility; it was also about building relationships. “Our partnership with the Canadians is the critical part,” said Scott Knutson, of the 13th Coast Guard District’s Response Advisory Team. “We all know each other. Navy, Coast Guard, Canadian forces, salvage companies, we all have a piece of the puzzle [in responding to oil spills].”

From left, Navy spill response team members Taylor Gower, Rodney Elgen and Tammy Brown, operate an S/99 work boat from Puget Sound Naval Shipyard and Intermediate Maintenance Facility during the CANUSPAC oil spill exercise. (Photo by Patty Masino)



United States Coast Guard Cutter Fir (WLB 213), from Astoria, Ore., deploys an oil containment boom in conjunction with a spill response barge, tug and small boats during the CANUSPAC oil spill response exercise near Blaine, Wash. (Photo by J. Overton, Navy Region Northwest Public Affairs)

“Interacting with our Canadian counterparts is imperative to maintaining the critical, ongoing, and important mission of oil spill response,” said Cmdr. Chris Woodley, external affairs officer for 13th Coast Guard District.

“It was great to work with the Canadian Navy, as they have two barges in close proximity that we could access in a spill in the strait,” said Tammy Brown, Navy on-scene coordinator program manager for Navy Region Northwest. Brown spent most of the drill aboard United States Coast Guard Cutter FIR (WLB 213), the largest vessel involved in the exercise.

“We tested offloading our skimmer to their barge. We learned a lot about the [U.S.] Coast Guard’s response capabilities also, and we had great support from the Cutter Fir and the Canadian Coast Guard’s hovercraft.”

CANUSPAC provides an annual venue for ensuring that should an oil spill happen in the Pacific Northwest waters, responders of whatever organization or nationality will be ready, “...standing watch over the seas — standing watch with each other.”



SECAF certifies Fischer-Tropsch

By Senior Airman James Hernandez
95th Air Base Wing Public Affairs and
Susan Declercq Brown
DESC Public Affairs



Staff Sgt. Joe Wallis, 31st Test and Evaluation Squadron, and Johnny Sniderhan, 912th Aircraft Maintenance Squadron, reveal the Fischer-Tropsch synthetic fuel certification logo painted on the side of a B-52H. (Photo by Jet Fabara.)

The U.S. Air Force announced Aug. 8 that a Fischer-Tropsch synthetic fuel blend has been approved for use in the B-52H Stratofortress following a series of demonstration tests and flights. Secretary of the Air Force Michael W. Wynne announced the synfuel blend's certification in a signing ceremony at Edwards Air Force Base, Calif., where the demonstration flights were conducted.

The signing ceremony certified that the blended FT and JP8 fuel is safe for operational use in all B-52H aircraft and marked the formal conclusion of testing.

"Significant scientific testing shows the synthetic fuel blend to be cleaner burning and environmentally sound; it has been fully evaluated and proven to be operationally safe, suitable and effective for use as an alternative fuel for the B-52," the ceremony program said.

"The demonstration approach approved by Secretary Wynne in April 2006 identified five execution steps," said Air Force Maj. Gen. Curtis Bedke, Air Force Flight Test Center commander. "The final execution step began on Sept. 19, 2006. A B-52 was flown at Edwards with two engines running synthetic fuel and the remaining six engines on JP8 fuel. On Dec. 19, 2006 the B-52 was flown with all eight engines on the FT blend."

The B-52H was chosen as the test platform because of key advantages such as its eight engines, the general said. The B-52H fuel system can without modification simultaneously isolate, carry, and manage both a test fuel and the standard JP8 fuel.

Wynne lauded several members of the B-52 Synthetic Fuel Initiative team, including the Air Force Petroleum Office, for their contribution to the project.

The Air Force has announced plans to test and certify every aircraft type to fly on a domestically produced synthetic fuel blend by early 2011.

"For too long our nation has been dependent on foreign oil. And this dependence leaves us more vulnerable to hostile regimes, and to terrorists – who could cause huge disruptions in oil shipments, raise the price of oil, and do harm to our economy."

-- George W. Bush



Fuel Line

synthetic fuel blends for B-52

“This is the tip of the spear for national energy independence and cleaner energy,” Wynne said, explaining that the nation and the Air Force’s reliance on foreign fuel must be lessened. Every time the price of fuel goes up \$10 per barrel, it costs the Air Force \$600 million, he said.

“It causes angst to know that we’re faced with a commodity that some might use against us,” said Wynne. The Air Force wants to help the nation and numerous researchers move forward to find alternatives, “whether it is ethanol, switch grass, biomass, or Fischer-Tropsch,” he said, a solution is required.

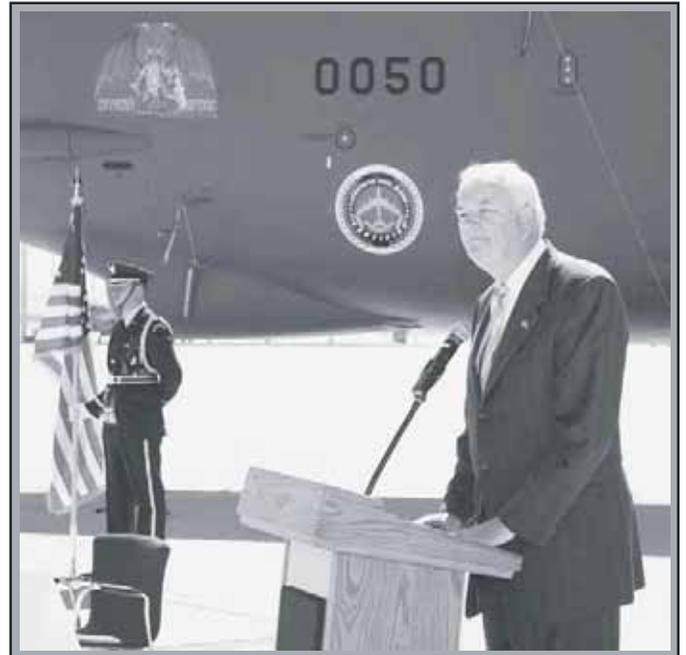
One of the alternatives researchers are looking at, he said, is a clean coal-to-liquid manufacturing process.

“It may involve several manufacturing steps to essentially neutralize carbon usage and get us to what we want....a synthetic blend that won’t interrupt the flow of fuel in our aircraft and airfields and will be a viable substitute,” said Wynne.

“So the question is ‘How do you bring this all to fruition?’” he said. “For many years into the future, it’s going to be very difficult to get more than 50/50 blend on a real basis and not in a laboratory.”

“This will be a bridge into the commercial arena,” Wynne explained. “We are being watched by many of our airline colleagues who are not only partnering with us, but researching our data. We have developed a rigorous process to qualify this fuel and any other manufactured, processed synthetic fuel and blend.”

The C-17 Globemaster and the B-1 Lancer are next to be tested and certified with the blended fuel. The Air Force has ordered 280,000 gallons of synthetic fuel for use in the tests. Some of that fuel will go to NASA which is also interested in testing some of its engines.



Secretary of the Air Force Michael W. Lynne fields questions from the media during a ceremony at Edwards Air Force Base, Calif., Aug. 8, certifying Fischer-Tropsch synthetic fuel blends for use in the B-52H. (Photo by Jet Fabara.)

Below, a B-52 Stratofortress takes off Dec. 15, 2006, from Edwards Air force Base, Calif., on a flight-test mission using a blend of synthetic fuel and JP8 in all eight engines. This was the first time a “Buff” flew with the blend as the only fuel aboard. (U.S. Air Force photo by Tech. Sgt. Eric M. Gill.)



To the left, this refueling truck, used for B-52H Stratofortress alternative fuel certification tests at Edwards Air Force Base, Calif., used the same Fischer-Tropsch and jet fuel JP8 blend the B-52 used. (U.S. Air Force photo by Staff Sgt. Mark Woodbury.)



Message to the DLA team

BRAC '05 implementation begins

By Lt. Gen. Robert T. Dail, DLA director

On Oct. 15, 240 employees at the Warner Robins Air Logistics Center, Warner Robins, Georgia, transferred in-place from the Air Force to the Defense Logistics Agency. This transfer was part of the implementation of BRAC 2005 legislation — the first of 13 BRAC 2005-directed transfers over the next several years.

These employees will provide supply, storage and distribution support to the maintenance activities at the Air Logistics Center.

This is a major milestone in the partnership that continues to grow between the United States Air Force and the Defense Logistics Agency. I am thankful for the leadership provided by Gen. Bruce Carlson at Air Force Materiel Command and his outstanding team of professionals, both at Wright-Patterson and Robins Air Force Bases.

This is first and foremost about sustaining, and then improving, our support to the Warner Robins maintenance depot and the United States Air Force.

This transfer of mission directs DLA to operate in a supply chain segment well beyond our traditional wholesale boundaries. Beginning today, DLA employees are at the Warner Robins ALC commander's side, serving as his sole SS&D support activity right up to the point of materiel hand-off to aircraft production line artisans. These new team members are extending DLA's supply chain enterprise while improving support.



Along with our new mission come new business imperatives. With this step, we accepted responsibility for ensuring Warner Robins production lines do not stop for lack of material.

Fortunately, the great employees we welcomed today from the United States Air Force bring these processes, skills, and experience with them. Importantly, these new DLA employees will help change the culture of the agency. We will all learn from them.

As we forge ahead into this new business terrain today, we should remember that DLA has a long history of excellence in the integration of new missions and workers to the DLA team. I am confident we will again demonstrate this at every level of the organization.

As always, I appreciate your support for the agency's evolving mission and for your direct contributions to the men and women in uniform who count on you every day.

Thank you for what you do for the nation.

Commander breaks new DLA ground

By Debra Bingham
Defense Supply Center Richmond Public Affairs

Air Force Col. Madeline Lopez is broke new ground Oct. 14 when she became the first commander of Defense Logistics Agency Warner Robins at Robins Air Force Base, Ga. Lopez served as the director of the C-17 Aircraft/ System Support Management office at Warner Robins Air Logistics Center since September 2004.

DLA Warner Robins evolved out of BRAC 2005 supply and storage decisions aimed at reshaping the Department of Defense infrastructure through consolidation, realignment and restructuring to optimize military readiness. Under the BRAC mandate, all supply, storage and distribution functions now being done at military service-run maintenance depots, industrial sites and shipyards will be transferred to DLA. DLA Warner Robins is the first site to transition to DLA under the

BRAC 2005 supply and storage decisions.

The change means an in-place transfer of employees to DLA. They will still be physically located at the same military site, but their organizational authority will align under DLA.

By law, all 2005 BRAC decisions must be implemented by Sept. 15, 2011.

Lopez will serve as DLA's "single face" to the WR ALC commander, its wings and other tenant units at the base, overseeing a civilian work force of more than 260.

"This whole effort is truly about warfighter focus and bringing the capabilities that DLA has to offer to the customer—and save resources and consolidate and leverage the efficiencies of the logistics process," Lopez said.

DSCC leads the way on MRAP

By Dan Bender
DSCC Public Affairs Office

The Defense Supply Center Columbus, Ohio, is playing a prominent role in one of the highest-priority Department of Defense acquisition initiatives in years.

DSCC is home to the Defense Logistics Agency's project office for the Mine Resistant Ambush Protected vehicle, a truck-like vehicle designed with V-shaped hulls to deflect blasts from underneath, providing the troops inside with greater protection against roadside bombs.

The MRAP, which is heavier and larger than the up-armored High Mobility Multi-purpose Wheeled Vehicles, or humvees, currently in use by troops, is Defense Secretary Robert Gates' highest priority in the war effort.

"The only requirement that's important to me now is to produce as many of these vehicles and to get them into the field as fast as possible; to ramp up, make selections and get the production under way and get these things into the field," Gates said in May.



The Cougar Mine Resistant Ambush Protected vehicle shown here at Camp Fallujah, Iraq, is the newest defense against the improvised explosive device. MRAP vehicles feature a V-shaped hull, which deflects, rather than absorbs, the blast of an IED. (U.S. Marine photo by Sgt. Tracee L. Jackson)

Helping the world through CFC

By Jonathan Stack
DLA Public Affairs

The 2007 Combined Federal Campaign got off to a running start at Defense Energy Support Center Fort Belvoir, Va., Oct. 13.

This year, Defense Logistics Agency headquarters and co-located field activities like DESC's employees have just 14 days to reach the \$400,000 contribution goal and live up to this year's theme, "Be a Star in Someone's Life."

CFC promotes and supports generosity in the workplace through a program that is employee focused, cost-efficient and effective and improves the quality of life for all, according to the U.S. Post Office CFC web site.

"DLA has a strong tradition of giving in the past," said Air Force Maj. Gen. Arthur Morrill III, DLA vice director, at the kickoff ceremony. "[The agency] has always met its goal and DLA is a major player in helping people."

Morrill hopes that despite employee's individual circumstances that they find a way to give.

"I am not just talking; I am walking and talking," he added. "I have always been a strong supporter of CFC ... my pay stub tells you that." At the conclusion of the ceremony, Morrill handed his pledge card to the CFC coordinator.

CFC is the world's largest and most successful annual workplace charity campaign, with more than 300 CFC campaigns conducted throughout the country and internationally each year to help raise millions of dollars. Employee pledges support eligible non-profit organizations that provide health and human service benefits across the globe.

October 2007

"Every year through CFC, federal employees demonstrate how compassionate they are to those less fortunate," said Paul Ryan, Defense Technical Information Center administrator. "CFC gives us all a chance to make our world, with all the conflicts and strife, a better place to live."

Ryan urged the employees to continue to be generous in their contributions to organizations and causes that are meaningful to them, but to keep in mind America's wounded veterans when selecting a charity.

"Remember all those brave service men and women who serve our nation everyday in dangerous places around the world," he said.

Sheila Cash-Carter, from the U.S. Postal Service, talked to DLA employees about her personal experiences with CFC, describing three instances in which she was in need when charities from the CFC came to her aid and helped her.

Employees were urged to participate by a Washington D.C. area news anchor.

"If you want to help... get involved; it will make such a big difference," she concluded. "Be that light, that star in the darkness that lights someone's way to happiness. Even if it's just once a week, once a month or once a year make a difference in the life of just one other human being that we share this planet with."



Way greased for new fuel demonstration

By Susan Declercq Brown
DESC Public Affairs

Leftover grease and fat from beef and chicken processing plants will soon be converted into jet fuel for a Department of Defense demonstration project. Alternative jet-fuel supplier Syntroleum will supply 500 gallons of jet fuel made entirely from animal fats. The company has partnered for the contract with Tyson Foods of Arkansas.

Last year, Syntroleum produced from natural gas a synthetic fuel blend derived through the Fischer-Tropsch conversion process. The fuel was used to power Air Force B-52 bombers in a successful test program to evaluate and certify the fuel.

The company wants to introduce a simpler conversion process for creating renewable fuels. The process is called "biofining," in which by-products from animal fats are cold- and hydro-treated to produce a suitable fuel for jet engines.

The first goal is to show the validity of biodiesel-based jet fuel produced from renewable sources, such as animal processing waste products. In the long term, the company hopes to convert all forms of biomass into jet fuel using the more sophisticated Fischer-Tropsch process.

The Air Force plans to certify alternative fuels for all of its aircraft types by 2010. The department also hopes to power all jet aircraft using a 50:50 blend of oil and synthetic fuel by 2016.



Joint Reserve leadership conference fosters collaboration



Defense Logistics Agency Joint Reserve Force Director Rear Adm. Hank Tomlin kicks off the Joint Reserve Force Leadership Conference June 1 at McNamara Headquarters Complex, Fort Belvoir, Va. Panels, presentations and discussions led by key active duty and reserve leaders were aimed at increasing general awareness and understanding of military service cultures, knowledge of various DLA organizations, and general administrative issues affecting personnel readiness, training and mobilization. More than 60 officers, senior enlisted and civilians representing each of the services, the Defense Distribution Center, the Defense Reutilization and Marketing Service, the Defense Energy Support Center, DLA Central, DLA Europe and the Defense Supply Centers in Columbus, Ohio, Philadelphia and Richmond, Va., participated in the conference. In closing the conference, Tomlin noted the significant contributions reserve personnel make every day to DLA in support of the warfighter. (Photo by DLA's Senior Chief McCullough)

Deployed DLA team receives new housing

Moving on up ...

By Jonathan Stack
DLA Public Affairs

After years of living in tents and semi-permanent wooden structures called B-huts, members of the Defense Logistics Agency Contingency Support Team - Afghanistan have recently moved into more comfortable accommodations at Bagram Air Base, Afghanistan.

Once completed, the new containers supplied each person with creature comforts like a television, DVD player, microwave, refrigerator, cable TV and Internet connectivity.

"The new living containers are similar to those used for housing throughout the [area of operations]," said Air Force Lt. Col. Darlene Sanders, DCST-AF commander. "The containers are metal and house two folks ... with a shared indoor bathroom facility."

There were a number of drawbacks to living in the B-huts, said Sanders, and the new containers represent a step-up for the team. The plywood B-huts were like garden sheds and housed between four to eight people per room. Although some B-huts had dividing walls for privacy, people used sheets to separate the area in those without the walls.

The B-huts also lacked indoor plumbing (showers or latrine), and occupants had to live with their roommate's preference for room temperatures as well as use ear-phones when watching TV, said Marian Hunter, DCST-AF operations officer.

"We all had to walk further than we would have liked to in order to shower and use bathroom facilities," Sanders said.

According to Sanders, the team had to make some adjustments because of the change in housing, but it was worth it.

"Some duty hour changes were made since there is now a commute from one side of the air base to the other," she said. "However, the indoor plumbing and the privacy far outweigh any minor inconveniences of driving versus walking to work."

Although the move is a step in a positive direction for standards of living, there are some quality of life issues with the containers.

"The biggest issues with the new containers are the dust and the noise," said Hunter. "The living compound is located next to the flight line, so sleeping is more difficult there than it was on the other side of the base where the B-huts and the work areas are located."

"Feelings about the living containers are mixed," Hunter said, who has lived in both the B-huts and the new living containers. "Everybody is very happy to have their own private space." She believes people feel that it is a little like having their own apartment.

The containers are part of a much larger living complex that was recently constructed on the air base. The compound contains a Morale, Welfare and Recreation facility with computers, telephones, a large screen TV, a paperback book exchange program and exercise equipment.

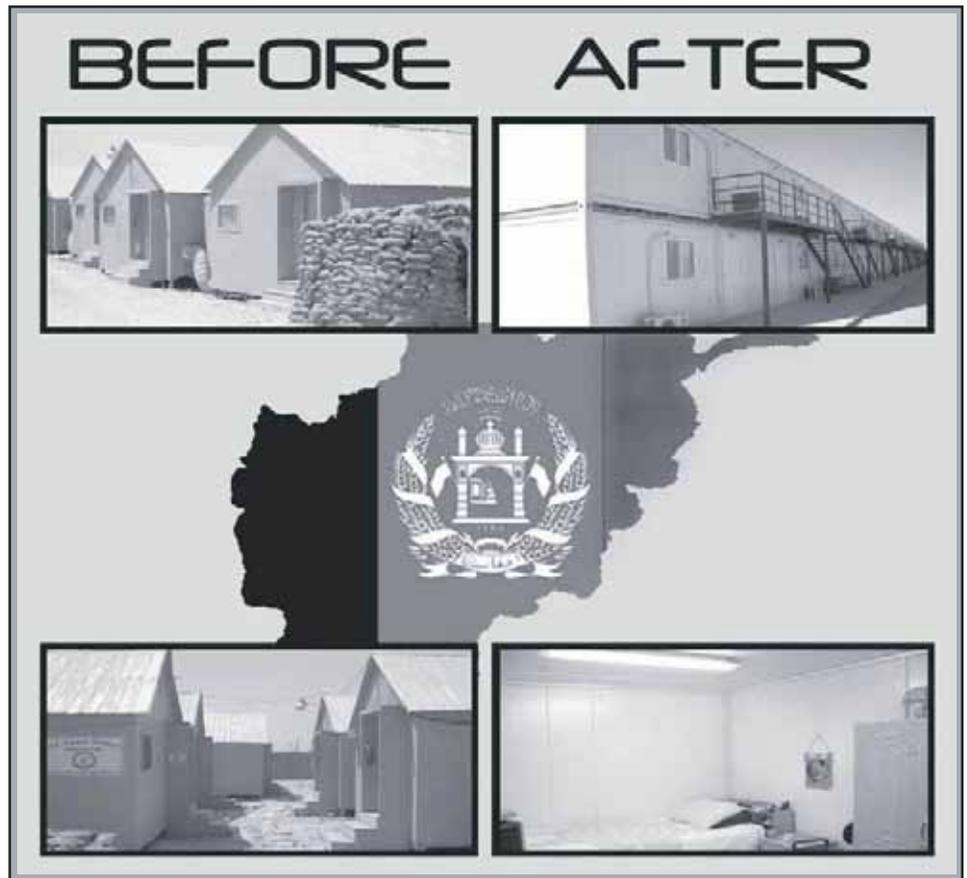


Photo illustration by Jonathan Stack

DLA presents check to DoD

By DLA Public Affairs Office

Defense Logistics Agency Director Army Lt. Gen. Robert Dail presented a “check” to the Honorable Kenneth Krieg, Under Secretary of Defense for Acquisition, Technology and Logistics, June 26, representing \$458 million of DLA cost savings.

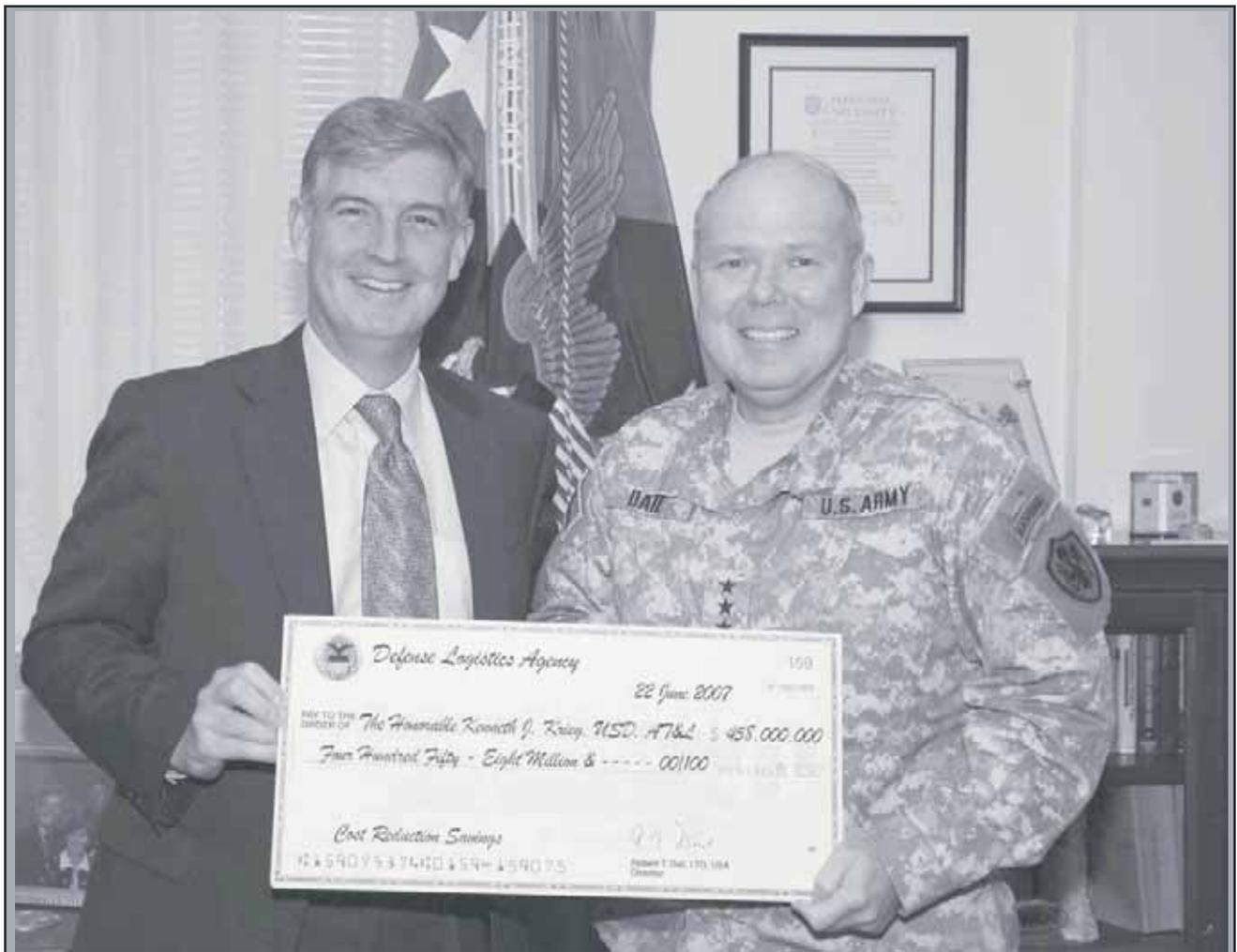
The \$458 million in savings is the latest installment in DLA’s total savings commitment of \$2.5 billion since fiscal 2007.

The savings are a result of recently identified projects and initiatives to reduce Agency costs from fiscal 2008 through fiscal 2013. Projected reductions in future sales necessitated these cost cutting measures.

Of the \$458 million, \$284 million will be in the form of cost reductions to the agency, including information technology, contracts, travel, transportation, personnel and capital investments. The remaining \$174 million will result from reengineering

enterprise Information Operations (J-6), Financial Operations (J-8) and the Defense Logistics Information Service schedule to pursue management reduction initiatives earlier in the Fiscal Year Defense Program.

As the USD(AT&L), Krieg is responsible for advising the Secretary and Deputy Secretary of Defense on all matters relating to the Department of Defense Acquisition System, research and development, advanced technology, developmental test and evaluation, production, logistics, installation management, military construction, procurement, environmental security, nuclear, chemical, and biological matters; as well as logistics policy matters to assist the end-to-end logistics process in delivering materiel to warfighters.



Defense Logistics Agency Director Army Lt. Gen. Robert Dail presents a “check” to the Honorable Kenneth Krieg, Under Secretary of Defense for Acquisition, Technology and Logistics, representing \$458 million of DLA cost savings.

Columbus flies Star flag

By Tony D'Elia
DSCC Public Affairs

An effort that began more than 400 days earlier culminated in a significant milestone Aug. 1, when the Defense Supply Center Columbus raised the Voluntary Protection Program flag on the center's flagpole in Columbus, Ohio.

The flag was presented to DSCC in recognition of an extraordinary level of achievement in the safety arena.

Defense Logistics Agency Vice Director Air Force Maj. Gen. Arthur Morrill III told employees, "You have done something remarkable. You are remarkable, and you ought to be proud, very proud."

Sandra Taylor, deputy regional administrator for the Occupational Safety and Health Administration's Chicago Regional Office, presented the center with the VPP Star flag and a plaque commemorating the center's new world-class status in safety.

Mandated by the Department of Defense, VPP sets performance-based criteria for a managed safety and health system. The "new culture" approach to safety and health is guided by an arrangement between installation leadership, employees and OSHA.

OSHA verification came after an application review and a rigorous on-site evaluation by a team of experts.

"I'm elated to be speaking to the Number 1 and first Star work force in the Defense Logistics Agency," DSCC Deputy Commander James McClaugherty said. "You've worked hard and you've reached for the VPP Star."

McClaugherty noted that since VPP began at DSCC, the accident rate has dropped by 50 percent on the installation. All DLA tenants on the installation are included under VPP.

"You took one of the toughest challenges from the Department of Defense, and to achieve that level of accomplishment is just remarkable," added Morrill, who called to the stage for special recognition Amy Manbeck, the VPP manager, and Dan Leasure, then director of the Environmental, Safety, and Occupational Health office.

"This is about people; this is about taking care of each other; this is about taking our workplace, where we spend the majority of our time each day, and making it a safe, comfortable place to work. As we say in the Air Force, being each other's wingman," Morrill said.

"Most of the Department of Defense is just starting to think about this process," he added. "It takes special people to be pathfinders like that."

October 2007



"Meet the Leaders" video series

Watch the next "Meet the Leaders" desktop video series featuring Defense Logistics Agency Vice Director Air Force Maj. Gen. Arthur Morrill III.

The "Meet the Leaders" video series lets DLA employees get up close and personal with the Agency's senior leaders in a series of candid conversations. Key leaders in the DLA enterprise talk about timely topics such as new strategies and initiatives, major system and process changes, organization and personnel items. The series is one way DLA leaders strive to better communicate across the Agency to enhance service to customers.

In his interview with moderator Dawn Dearden, Morrill discusses the future of DLA, including BRAC, the Agency's focus on the customer, and his leadership views.

You'll find it at the following url.

http://dlavideoprograms.hq.dla.mil/videos/MTL_Morrill_Aug07.wmv

In the Limelight

Smith named DESC Employee of the Quarter (3rd Qrtr)

By Susan Declercq Brown
DESC Public Affairs

Emma Smith has been named Defense Energy Support Center Employee of the Quarter for the third quarter of fiscal 2007. Smith is a contract specialist in the Bulk Fuels Commodity Business Unit. In announcing the award, Defense Energy Support Center Director Sandy Sanders lauded Smith's tenacity, dedication and hard work.

Smith is responsible for acquisition of the Defense Department's military specification petroleum products, managing several types of jet fuels, diesel fuels, bulk lubricants and crude oil for delivery into government-furnished storage tanks at various military installations. She deals with installations in several regions; Inland, East, Gulf Coast, Rocky Mountain, and West Coast. Nearly 70 percent of DESC's total fuel requirements are purchased via Bulk Fuels program buys. Smith is responsible for more than \$3 billion of those contracts.

Smith was the lead buyer for Fischer-Tropsch Iso Paraffinic Kerosene, the fuel the Air Force recently certified as suitable for use in its B-52 H aircraft. FT-IPK is a new commodity for DESC.

The Air Force is committed to certifying FT-IPK for use in all its aircraft to help reduce the service's dependence on foreign oil.

To support the Air Force's FT-IPK test program, Smith worked closely with representatives from the Office of the Secretary of Defense, the Department of Energy, the Defense Logistics Agency, the Department of Defense, the Air Force and the Navy to determine the availability of aviation synthetic fuel and a mechanism to supply FT-IPK to the Air Force and NASA.

The biggest challenge in working this program was finding domestic producers of the synthetic fuel, said Smith.

Use of synthetic fuel in military applications is still in the test and development stage. The Air Force required immediate synfuel to further its demonstration flights and tests to certify a 50/50 blend of synthetic fuel and JP8 for use in the B-52H. The FT-IPK procurement is highly sensitive and politically visible.

Following extensive coordination to finalize the requirement, Smith issued a solicitation to purchase 215,000 gallons of FT-IPK. She subsequently issued a modification to increase the quantity to 315,000 gallons at the last minute request of the



Col. David Rohrer

Ops director retires

By Susan Declercq Brown
DESC Public Affairs

Defense Energy Support Center Operations Director and Commander of the DESC Americas Region Army Col. David Rohrer began a new chapter of his life June 22. Rohrer's retirement orders were read in a ceremony officiated at Fort Belvoir, Va., by U.S. Army Deputy Chief of Staff for Logistics Lt. Gen. Ann Dunwoody. The retirement was effective Sept. 30.

Rohrer's service to the nation spanned 27 years. A logistician from the start, his first assignment in 1980 was to the 240th Quartermaster Battalion at Fort Lee, Va., followed by a tour as petroleum officer, and later company commander, to a support battalion in Germany.

He has served in the European and Pacific theaters as well as in a variety of assignments in the continental United States. Rohrer was the petroleum officer for the National Guard Bureau in the late 1980s before being selected for the Army's Training with Industry Program

customer. The fuel will also be used for C-17 ground and flight tests and testing vehicle motors, generators, and other equipment, said Smith.

As the lead negotiator, Smith was instrumental in coordinating discussions between the DESC negotiation team and the various company representatives. Her persistence and perseverance led to an award of contract on June 6. Despite stringent time constraints, Smith's superior performance and knowledge of procurement processes allowed for timely award to Shell Oil Product.

The FT-IPK program took up most of Smith's time during the critical negotiations. But, during this same time period, she continued to execute her responsibilities as lead buyer for the Rocky Mountain/West Coast procurement program. To do so, she worked extended hours and weekends to ensure uninterrupted fuel support to the customer.

In spite of the additional workload, she still found time to serve as lead contract specialist working on the OSD Clean Fuel initiative and Joint Battlefield Use Fuel of the Future a unique synthetic fuel. One of the most innovative contracting arrangements being considered, according to the nomination.



Emma Smith,

a contract specialist in DESC's Bulk Fuels Commodity Business Unit, was recently named the DESC Employee of the Quarter.

"In the long run, the synthetic fuel program will prove to be rewarding because it will strengthen our economy and improve the environment," said Smith.

"Ms. Smith exemplifies the dedicated and conscientious DESC employee," said Bulk Fuels CBU Director Army Col. Shawn Walsh. "She tenaciously fosters and stimulates opportunities for both small and large businesses. She is an inspiration to her supervisor and peers," Walsh said.

after 27 years on point

where he gained valuable experience with Sun Refining and Marketing Co. in Philadelphia.

Rohrer has served as a sub-area petroleum officer, chief of a division Material Management Center, commander of a battalion operating a petroleum pipeline and terminal, and on the logistics staff of the Defense Logistics Agency. He served as director of DESC's Bulk Fuels Commodity Business Unit from 2004 to 2006 and assumed duties as the DESC Americas commander in 2005. When he stepped up to the director of Operations in 2006, he continued to command the Americas region.

Rohrer holds two masters degrees and numerous decorations including a Bronze Star and the Defense Superior Service medal. He was awarded the Legion of Merit upon retirement.

"Colonel Rohrer's leadership was directly responsible for sustained superior petroleum, oil, and lubricants support during Operation Enduring Freedom and Operation Iraqi Freedom by providing over 1.7 billion gallons of fuel to the warfighter during his tenure," said the award citation. "His daily interaction with supported units, combatant commands, suppliers, and representatives within both the United States and foreign governments was instrumental in the continuous support provided worldwide operations."

Rohrer's wife, Patsy, pinned the retirement pin on his collar. She was lauded for her 27 years of sacrifice as a quartermaster's wife. The colonel's mother, Rosalie, and sons Jon and Matt also attended. Nieces Jennifer, Lauren and Julia Bevington sang the national anthem during the ceremony.

DESC Pacific team garners seven Federal Executive Board

By Susan Declercq Brown
DESC Public Affairs

Defense Energy Support Center Pacific offices and personnel won in seven of the eight award categories at the Honolulu-Pacific Federal Executive Board 2007 Award ceremony held June 1 in Honolulu. The annual awards event honors employees and organizations whose achievements are documented as “best practices.”

There are 70,000 civilian and military employees in the Honolulu-Pacific region. For the eight categories, nearly 160 nominations were submitted from more than 90 federal agencies located throughout the Pacific. The DESC Pacific region, one team and five individuals were honored.

DESC Pacific was named Employer of Choice; DESC Alaska received the Team Excellence award; DESC Alaska Commander Air Force Lt. Col. Bruce Bartholomew was named Federal Supervisor/Manager of the Year; Sheri Miyasato-Aribon, DESC Middle Pacific inventory management specialist, was named Federal Employee of the Year – Technical; Chin Son Kim, DESC Korea transportation assistant, won Federal Employee of the Year – Clerical and Assistant; Walter Humko, DESC Japan inventory management specialist, won for Exceptional Community Service; and Air Force Maj. Christopher Boone, DESC Korea operations officer, was named Leader, Mentor, Coach of the Year.

The awards were presented at what FEB officials called the largest-ever gathering of federal employees at the 51st annual

ceremony in recognition of the employees “exemplary work and leadership.” Award winners were presented plaques and announced in front of nearly 2,000 guests.

Employer of Choice

DESC Pacific greatly improved employee trust, competence and satisfaction in 2006. The organization was noted for “hiring the best and the brightest staff,” focusing heavily on employee training, and involving staff in developing core values.

Team Excellence

In selecting DESC Alaska for the award, the FEB noted the team’s 100 percent on-time delivery record, extraordinary productivity and a successful response to a coal tower explosion at Fort Wainright, Alaska.

Supervisor/Manager of the Year

Superior leadership and decision-making skills won Bartholomew recognition. The FEB noted his response to pipeline closures and power generation plant failures, saying his expertise and knowledge were critical to the decision-making abilities of senior leaders.



Defense Energy Support Center Pacific team members pose at the Honolulu-Pacific Federal Employee Board 2007 June 1 award ceremony. In the back row, from the left, are Christine Gasper of DESC Pacific, Lt. Col. Doug Bugado of DESC Middle Pacific, Maj. Chris Boone of DESC Korea, Walter Humko of DESC Japan, Lt. Col. Bruce Bartholomew of DESC Alaska, Karnie Lisle and Sarah Shiroma of DESC Pacific. In the front, from the left, are Boone’s wife, Maj. John Smith of DESC Pacific, Sheri Miyasato-Aribon of DESC Middle Pacific, and Walter Riddlehoover, Annette Cravalho and Lynne Yoneda of DESC Pacific. DESC Korea award winner Chin Son Kim was unable to attend. She is pictured in a separate photo.

awards

Employee of the Year – Technical

In selecting Miyasato-Aribon, the board said she was instrumental in resupplying Wake Island after the Super Typhoon Ioke and in developing meaningful metrics.

Employee of the Year – Clerical and Assistant

Kim's nomination package cited her expert coordination of distribution for nearly 40 million gallons of bulk fuel via truck and rail.

Exceptional Community Service

The FEB said Humko epitomized leadership in volunteerism and community service. They noted his work with the Yokota Air Base Striders Running Club fundraising events, as historian for an American Legion post, and as Santa Claus at a local elementary school.

Leader, Mentor Coach of the Year

Boone was lauded for identifying clearly for his employees how each individual supports the overall mission and for focusing on wartime requirements. Under his tutelage, Boone's team developed the most comprehensive fuel requirement computations to date and highlighted the demand for a comprehensive supply chain management model.



Chin Son Kim

Jacobs retires



Patricia Jacobs, right, a contract specialist in the Defense Energy Support Center's Facilities and Distribution Management Commodity Business Unit, celebrates her September retirement with Catherine Draper. *Jacobs began her career in 1977 as a clerk stenographer for the Army. After a tour in Germany, she served as a purchasing agent for the Humphreys Engineer Support Center before joining the Defense Fuel Supply Center, the forerunner of DESC. Jacobs was assigned to DESC for more than 20 of her 30 years in service.*

Going, going, gone



Pope hits 30 years

Chuck Pope, a retail fuels specialist in the Retail Management division of the Defense Energy Support Center's Financial Operations Directorate, receives his 30-year certificate of federal service and a director's coin from DESC Director Sandy Sanders during a September town hall meeting. Sanders visited DESC organizations in San Antonio Sept. 20-21.

Alaska bids farewell to Payne after 40 years

Defense Energy Support Center Alaska Commander Lt. Col. Bruce Bartholomew (left) presents the Meritorious Civilian Service Award to bulk fuel specialist Jack Payne at an informal retirement party in June. Payne retired with more than 40 years of federal service — 20 years in uniform and 20 as a civil servant. Payne served with DESC from August 1991 to June 2007. "We wish Jack and his wife Jean the best as they transition to their retirement," said Bartholomew.



Mokry retires after 29 years

Cathy Mokry displays the U.S. flag and certificate she received in honor of her retirement from federal service in September. Mokry retired from the position of chief of the Aerospace Energy Commodity Business Unit's Materiel Support Branch after 29 years of service to the government. Most of her career was spent in Aerospace Energy. Defense Energy Support Center Director Sandy Sanders presented the flag to Mokry during a September visit to San Antonio.

Suarez retires with 23 years

Banez assumes command of Alaskan Army Guard group

By Susan Declercq Brown
DESC Public Affairs

Army National Guard Col. J. Randy Banez assumed command of the 207th Infantry Group (Scout) July 3 at Fort Richardson, Alaska. He has also been nominated for brigadier general. As a Department of Defense civilian, Banez is the deputy of DESC Alaska.

Banez, who deployed to Kuwait earlier this year, said he was proud to command a unit with a critical mission and distinguished past. The 207th was constituted in 1964 but sprang from rural Native Alaskan scouts who patrolled the western coastline of Alaska in World War II and afterward.

It is the primary troop and maneuver unit, comprising five subordinate battalions -- three identical scout battalions, a newly reorganized aviation battalion and a support battalion with two companies in Alaska and two in California. Of the 74 armories in Alaska, only six are accessible by road. Scouts currently patrol ice floes in the Bering Straits, monitor movements on the tundra, and perform search and rescue missions. The scouts are the only members of the National Guard who serve a continuous active duty mission.

“In support of the federal mission, our soldiers and units must meet the same tough objective readiness criteria as the



Dina Banez, holds flowers received during her husband's assumption of command July 3. The new commander's sons, from left, Matthew and Brandon, 10 and Andrew, 12, listen.

active Army – in personnel, training, maintenance and worldwide deployability,” said Banez.

The Alaska Army National Guard has deployed more than 1,600 soldiers in direct support of the Global War on Terrorism to Iraq, Afghanistan and Kuwait.

The commander's wife, Dina, and sons Andrew, Matthew and Brandon attended the ceremony.



Army Master Sgt. Jose Suarez, Defense Energy Support Center Korea, displays a shadow box presented to him at a ceremony recognizing his retirement from military service. Suarez retired Sept. 30 after 23 years of service.



Brig. Gen. Thomas Katkus passes the 207th Group's organizational colors to Col. J. Randy Banez as Banez assumes command of the unit July 3 at Fort Richardson, Alaska.



AGEing in San Antonio

From the left, Army Lt. Col. Phillip VonHoltz, Defense Energy Support Center Americas East commander, and Army Col. Shawn Walsh, DESC Americas commander, take a break with Glen Gonzalez, president of AGE Refining, during a September visit to the San Antonio AGE facility. They were accompanied by DESC Director Sandy Sanders who visited the DESC supplier for both JPTS and JP8 during a two-day visit to DESC San Antonio units Sept. 20-21.



Interns no more

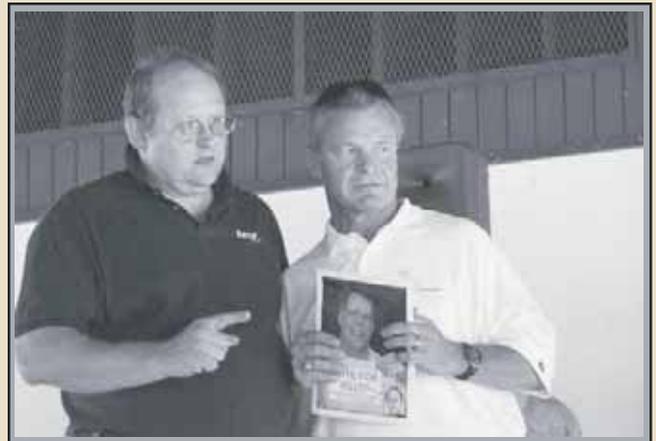
Group II of DESC's Federal Career Intern Program participants were honored for completing the program at a ceremony July 24. From the left are Director of the Center Senior Procurement Office Gabby Earhardt, Anita McKeehan, intern program coordinator, interns Georgia Dotson, Brian Nuckols, Alberto Williams Jr., Sean Turner, Mary McAuliffe and DESC Director Sandy Sanders. Michael Bissig also completed the program. Group II's internship began in early 2005.

**DESC Fort Belvoir annual picnic
Sept. 6**

Photos by Idella Fletcher



Let's just say there was dancing and leave it at that.



The pie-in-the-face competition was fierce. Picnic committee chairman Bill MacLaren and DESC Director Sandy Sanders keep a wary eye on the competition while Sanders displays one of the competitors dirty campaign tricks.



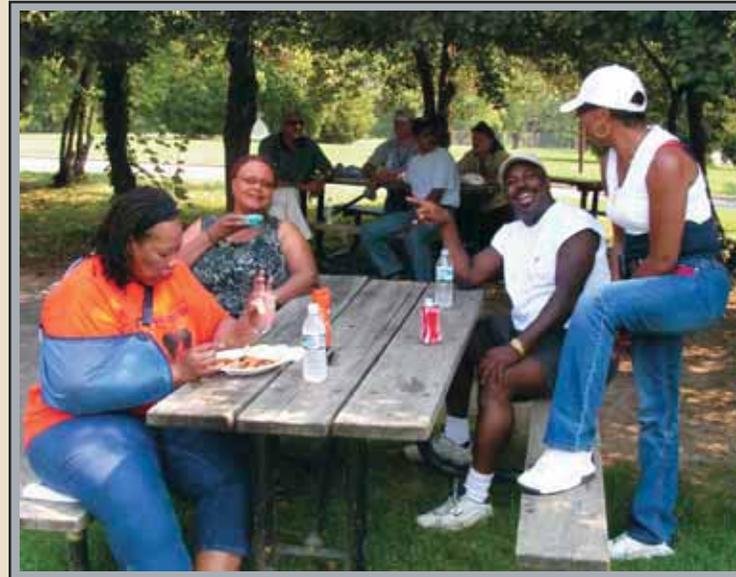
Lula Manley, chief of the Small Business Office, lights up for the camera.



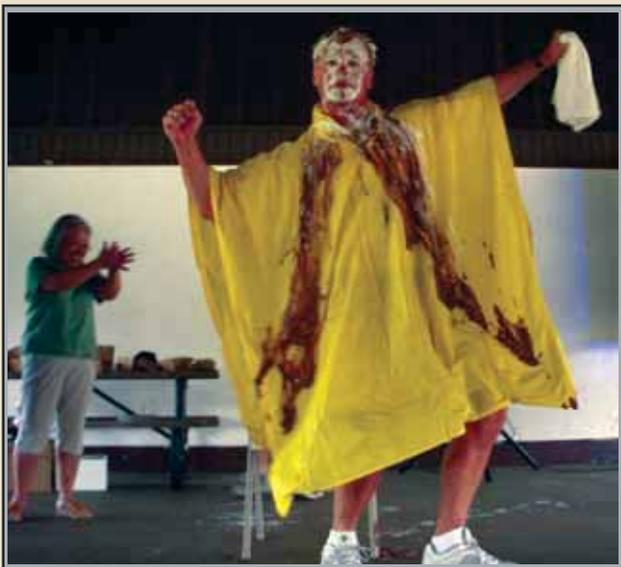
DESC Director Sandy Sanders shows he has a nose for fun.



After jumping through hoops all week, Bob Short, Lee Oppenheim and John O'Donovan, all of the Environmental and Safety Office, take a break.



Must have been a good one. From left, Shyletha "Bunny" Williams, Veronica Jones, Charlie Tiggs and Robin Matthews enjoy a laugh.



Let them eat cake. DESC Director Sandy Sanders proudly sports his pie-in-the-face while picnic committee member and pie deliverer, Emilia Studer, applauds.



Elizabeth Harris-Stanton keeps a lid on it.

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