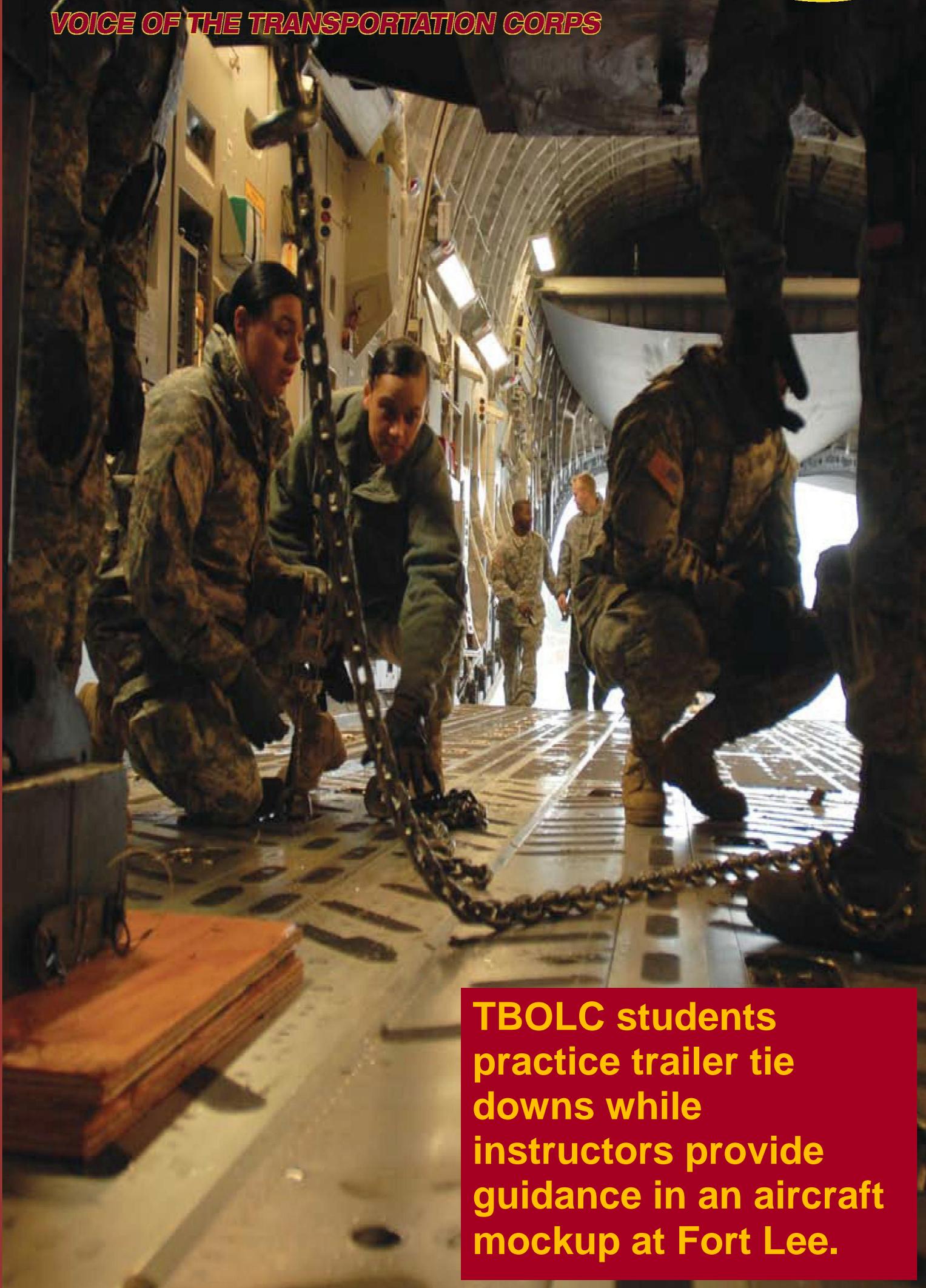


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SUMMER 2011

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ON THE COVER

Soldiers and Airmen work to tie down and Army flatbed trailer to the cargo deck of a C-17 on McChord Field April 14 during an exercise where the 593rd Sustainment Brigade's prototype deployable sustainment task force is in the planning stages.

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EDITORIAL SUBMISSIONS

The TCRA welcomes feature article submissions for the *Spearhead*. Article length should be about 2,500 to 3,000 words and should be written as a professional article. Photographs, artwork, and visual aids may accompany the article—if emailed they should be at least 300 dpi. Cover photographs emailed must be 5x7 at 600 dpi. A biographical sketch of the author, along with contact information, is also appreciated. Direct questions regarding specifications to Carden Jennings Publishing. The Regimental Association reserves the right to review and edit all submissions. Please submit articles to:



**Chief of Transportation
COL Stephen E. Farnen, USA**

*Hello and Happy 69th Birthday
Team Transportation!!!*

I cannot begin to tell you how proud and privileged I feel to have the honor to serve as your 26th Chief of Transportation. By way of introduction, I'm glad the timing worked so my first SPEARHEAD magazine edition was synchronized with our first Transportation Symposium Activities to be conducted at Ft Lee, Virginia. Of course, Ft Eustis will remain in the sweet spot for all us Transporter/Logisticians for years to come, but as we move forward from here we want to smartly integrate our Transportation History into Ft Lee, the Combined Arms Support Command (CASCOM), and the Sustainment Center of Excellence as well. This way, the Army and all logisticians can connect with our unique history, and experience the integrating power we bring to support sustainment operations, deployment, distribution, and warfighting.

Our theme for this year's Transportation Symposium is *"Spearheading Logistics into the Future"*. We will use that context to embrace the change and transition we are experiencing now within our Corps, and more importantly, point to the vision and initiatives we have ongoing that are designed to help us shape the future and keep our Regiment, *relevant* and *ready*, moving forward.

Though I know we are all busy, I truly hope you will find the time to join us for this year's Transportation Symposium as we write a new chapter and legacy into our history books! One thing is for certain, it will take all of Team Transportation's (active

OUR TRANSPORTATION CORPS VISION IS:

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duty, reserve component, DA civilians, and retired professionals) vigorous and engaged support to help keep our azimuth pointed in the right direction. I am eager and anxious to lay out our current State of the Corps, the challenges we are facing, the direction we are heading, and where we could use your help . . . then let's let the dialog begin . . .

Since assuming COT duties and responsibilities in April 2011 I am still in the midst of my first 100 days assessment. One thing is for sure, we have a lot going on across our Corps and we have a lot of talented professionals both within our ranks and as partners that are helping us shape the future. I have been extremely impressed and proud of everyone's efforts. Since our Symposium will take place on or about my 100th day in the seat, that will provide me a unique opportunity to share my perspectives with you, discuss where I think we are heading, and get your input as well. One thing is certain; change is definitely a core competency for us. Yet, based on what I've seen to date and the talented professionals we have on our team we have every reason to look forward with strength, confidence and optimism!

PICK A CATEGORY:

. . . from tactical wheeled vehicle strategies to our evolving Army Watercraft stance; from movement control doctrine to deployment and distribution operations and what that should look like "Beyond OEF"; from rail capabilities to PLS/Flatrack rebalancing; from brick and mortar training to integrating new applications to leverage distance learning, virtual training concepts, SMART training, and the Army Learning Concept; from Leader Development and the Profession of Arms discussions to Regimental Induction Ceremony's and keeping our identity and heritage as we morph into a logistics branch; from Red Ball Express to MSR Tampa; from modernization to transformation; to solving immediate gaps in current operations—to painting the landscape

and setting the conditions for "beyond OEF" (2017 ++); from force mix to force design; and of course, from Ft Eustis to Ft Lee . . . We are a Corps in transition, a Corps at a crossroads and pivotal point in our history, and without doubt, we are a Corps in a perpetual state of motion!

This bodes well for us, because in times of great challenges, change, and turmoil come great opportunities—and that is what I see before us now. Though we are in a period defined by tough budget constraints and force cuts we cannot allow the current climate to dampen our spirits, or more importantly, restrict our creativity and imagination . . . now more than ever we need to out-think our challenges and use this time to start envisioning the future and in some cases reinvent, modernize, and transform ourselves to help shape that future. This is our time to define and shape the future and not let current circumstances and conditions we cannot control shape us . . . I'm urging all in the Corps to put your thinking caps on, embrace an entrepreneurial spirit, and serve as ambassadors to help educate and promote who we are and where we are going to those in your operating environment, while helping us get there in the process. Let the good ideas flow and better yet, be part of the process and part of the conversation.

Our Sputnik Moment has come—it's time to set the conditions for the next 69 years! Happy Birthday Transportation Corps...I look forward to seeing you during our Transportation Symposium . . . but if you cannot make it, send us your thoughts/inputs via Facebook or Sustainment Knowledge Online and we'll connect that way—we are going to look at leveraging technology better as we continue to engage and dialog moving forward. Until then, remember

"Imagination is more powerful than knowledge."

—Albert Einstein

To SPEARHEAD means to LEAD . . . it is time to SPEARHEAD Logistics into the Future!

I look forward to our paths crossing in the battle space, and again, I am immensely proud, privileged, and excited to be your COT! **s**

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BG Barbara Doornink, USA (Ret.)

On 11 March 2011, Brigadier General (Retired) Barbara Doornink succeeded MG Fred E. Elam as the Transportation Corps' Honorary Colonel of the Regiment, and President of the Transportation Corps Regimental Association. A native of Prosser, Washington, BG Doornink is a member of the Transportation Hall of Fame and the Defense Logistics Agency Hall of Fame.

Her Army career began in 1973, when she received a direct appointment following graduation from Washington State University with a Bachelor of Arts degree in political science. Her initial assignment was as a Platoon Leader and later Executive Officer, 104th Transportation Company (Medium Truck), Fort Devens, Massachusetts. She then served at the United States Military Academy as an Assistant Protocol Officer and then Tactics Instructor/Operations Officer, Department of Military Instruction.

In 1980 she was assigned overseas and became a Movements Officer, 25th Transportation Battalion (Movement Control), Eighth United States Army, Korea. During her distinguished career, Brigadier General Barbara Doornink served in a variety of key positions to include Commander 100th Transportation Company and also served

as the S-3 (Operations) and the Executive Officer in the 6th Transportation Battalion, 7th Transportation Group, Fort Eustis, Virginia. Other key assignments were Division Transportation Officer, 9th Infantry Division (Motorized), Executive Officer 99th Forward Support Battalion, and later S-3 (Operations) Officer, 9th Division Support Command Fort Lewis, Washington. From 1991 to 1993, Brigadier General Doornink commanded the 53rd Transportation Battalion, 37th Transportation Command in Kaiserslautern, Germany where the unit participated in the completion of the redeployment of US nuclear weapons from Germany.

She graduated from the Industrial College of the Armed Forces, Fort Lesley J. McNair, in 1994 and assumed command of the 507th Corps Support Group (Airborne), XVIII Airborne Corps, Fort Bragg, North Carolina. In 1996 she was assigned to the United States European Command, Germany where she served as the Chief, Operations Division, J-4, and then Vice Director, J-4, Logistics and Security Assistance Directorate. During 1998, she spent six months deployed as Deputy Commanding General, Stabilization Force Support Command, OPERATION JOINT GUARD, Bosnia- Herzegovina with duty in Zagreb, Croatia.

She became the Commanding General of the Defense Distribution Center, Defense Logistics Agency, in July 1998. In 2000 she was then assigned to the Army Staff as Director, Strategic Plans & Operations, Office of the Deputy Chief of Staff for Logistics (G-4). Her final assignment was as Deputy Commanding General/Director of Operations, Military Traffic Management Command, Fort Eustis, Virginia, in August 2001. In this last role she orchestrated the surface deployment and sustainment of US Forces to Afghanistan and Iraq. Brigadier Gen-

eral Doornink retired in from active duty after 30 years in 2004.

After retirement, BG Doornink was the Vice President of Operations for IntelliTrans, before joining SAIC, where she currently serves as Senior Vice President, Operations Manager for Joint Integrated Logistics & Transportation Solutions Operation. Brigadier General Doorn-

**On 11 March 2011,
Brigadier General (Retired)
Barbara Doornink succeeded
MG Fred E. Elam as the
Transportation Corps' Honorary
Colonel of the Regiment, and
President of the Transportation
Corps Regimental Association.**

ink's education includes: the Women's Army Corps Officer Basic Course; the Transportation Officer Basic and Advanced Courses; the United States Army Command and General Staff College; the Industrial College of the Armed Forces; and an MS from University of Southern California in Systems Management.

Brigadier General Doornink's awards and decorations include the Distinguished Service Medal; the Defense Superior Service Medal (with Oak Leaf Cluster); the Legion of Merit (with Oak Leaf Cluster); the Defense Meritorious Service Medal; the Meritorious Service Medal (with 4 Oak Leaf Clusters); the Army Commendation Medal (with Oak Leaf Cluster); the Parachutist Badge; and the Army Staff Identification Badge. **s**

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CW5 Thomas J. Wilson, USA

Fellow Transporters,

It is my honor and privilege, to address you as the third Transportation Corps Regimental Warrant Officer. I took over this position on the 8th of April 2011. It has been a busy two months since taking over. In this time we have also had Change of Command, as COL Stephen Farmen took over as our new Chief of Transportation. Congratulations, COL Farmen.

As I view the Warrant Officers of the Transportation Corps a few things come to the forefront about our future. As the Army starts to

draw down in both Iraq and Afghanistan, things that we take for granted will change. The deployments will start to scale back and the garrison Army will return. Most of you have noticed some of the changes, the change in funding, the increase requirements in recruiting and the drawdown of the total size of the Army. As many of our Senior leaders have stated, we need to get back to the basics.

One of the biggest impacts to our Corps will be in the form of promotions. The 2011 promotion board has met and we are all waiting for the results, which should be released the beginning of August. It is too late for this board, but I want to emphasize back to the basics for future boards. The simple things will help you in the future. Make sure your records are up to date along with your photo. Professional Military Education (PME) will be a big factor in future boards. It is imperative that we all attend our PME in a timely manner.

We have served over the past 7-8 years where PME was not linked to promotion and have benefited from incredible promotion rates. As we drawdown the force, I believe the promotion rates will decrease and be more competitive. This is where PME can help you out. I cannot stomp

my foot or kick the podium enough to emphasize the importance of PME. It is part of our professional growth to attend these schools. You owe it to yourself and to the Corps to make sure you complete these milestones. In the future, PME will be a requirement for certain assignments.

I would also ask commanders at all levels to look at your Warrant Officer population and check their professional development. In order for the Warrant officer to grow, they need to attend school, just like a CPT, MAJ, SSG or SFC. You may have to "push" a Warrant to attend school or you may have to do without a Warrant so they can attend school. In the end, we all win.

When is the best time to grow a CW5? Actually it was about 20 years ago. When is the second best time? Today! We need to ensure that we are recruiting the best and the brightest to become our future Warrant Officer leaders. We all know some stellar NCO that would make outstanding Warrant Officer. We owe it to the Corps to actively talk to these Soldiers and mentor them on their career. We are having trouble with the 880A and 881A MOSs and would ask

continued on pg. 30



CSM Dwayne B. Perry, USA

Greetings to the Regiment!!

Since we are all pretty busy this year we sometimes miss notable events that take place at the Regimental Headquarters to which I want to take a minute of your time. In March the Regimental Headquarters completed the transfer of responsibility between two great Chief Warrant Officers as CW5 Michael Keith relinquished responsibility as Chief Warrant Officer of the Regiment to CW5 Thomas J. Wilson. Almost simultaneously in April GEN Petreaus handpicked Brigadier General Edward F. Dor-

man III to lead the logistical effort in Afghanistan prompting a Change of Command between Brigadier General Edward F. Dorman III, and Colonel Stephen E. Farman—our new Chief of Transportation. As you would suspect the Regiment executed the change of leadership along with the second order effects just in time for the Transportation Symposium. As such, the Transportation Symposium (aka TC Week) is the culmination of a year's work on behalf of our Corps which brings structure, equipment, leadership and school initiatives together to foster the Regimental climate. This critical event breathes fresh energy into our Corps as the Operating Force and Generating Force come together to maintain the operational dialog critical to our warfighting function and it is vitally important for our senior leaders to carve out time to attend.

On another note, the Transportation Corps "Spearheaded" two culminating significant events on behalf of our Soldiers this year. The first is the 88 CMF Regimental Page within the Army Career Tracker (ACT) and the second is a Transportation Logistics Army Correspondence Course Program (ACCP) for enlisted personnel. It's critical that all CMF Soldiers and NCOs engage ACT. Imbed-

ded in ACT you will stay connected with the Proponency Office and Regimental Headquarters, have access to online handbooks such as the Afghanistan and Convoy Protection handbooks, have access to APPs under development and will stay current on promotional trends and the way ahead as you move up within the ranks. Equally important is the ACCP initiative created to hone a Transportation Logistician. Idea is to eliminate time wasted on topics that does not lend itself to building the functional Transportation Corps professional. When you engage ACCP your will find that the only Correspondence Course that will award credit for 88 CMF Soldiers is the Transportation Logistics Course (three phases). That's not to say you can't take other correspondence courses for educational purposes but the Regiment is saying that you won't get promotion point credit for them any longer.

During the symposium we will have a breakfast update for Senior NCOs which will cover the ACT, ACCP, AR 600-25, APPS, as well as discussions on Force Design Updates which will dovetail into the Chief Of Transporta-

continued on pg. 30

837TH SETS HIGH STANDARD During WRSA-K

by MAJ Gary Whittacre

The 837th Transportation Battalion, stationed in Busan, Republic of Korea, executed its largest retrograde ammunition operation to date from Oct. 25 to Nov. 4 in Chinhae, ROK.

“The Kargo Kings of the 837th Transportation Battalion and all the participating units have every reason to be proud of their accomplishment of executing this retrograde operation under less than optimal conditions. The Korean/U.S. battle cry of Katchi Kapsi Da (We Go Together) was truly exhibited throughout this historic operation,” said Lt. Col Kristian Rogers, commander of the 837th.

As the single port manager for the Korean peninsula, the 837th “Kargo Kings” play a lead role in WRSA-K. During its third War Reserves Stockpile for Allies, Korea (WRSA-K) operation, the 837th and its team, comprising various units’ ROK and U.S. soldiers, civilians, and contractors, had to perform the mission with winds blowing between 30-40 knots, and using only one working gantry crane because of electrical problems with a second crane at the pier.

In spite of these obstacles, the team loaded 1,250 twenty-foot ocean-shipping containers containing more than 19,592 short tons of WRSA-K ammunition destined for U.S. ammo depots onto the Motor Vessel Black Eagle four days ahead of schedule.

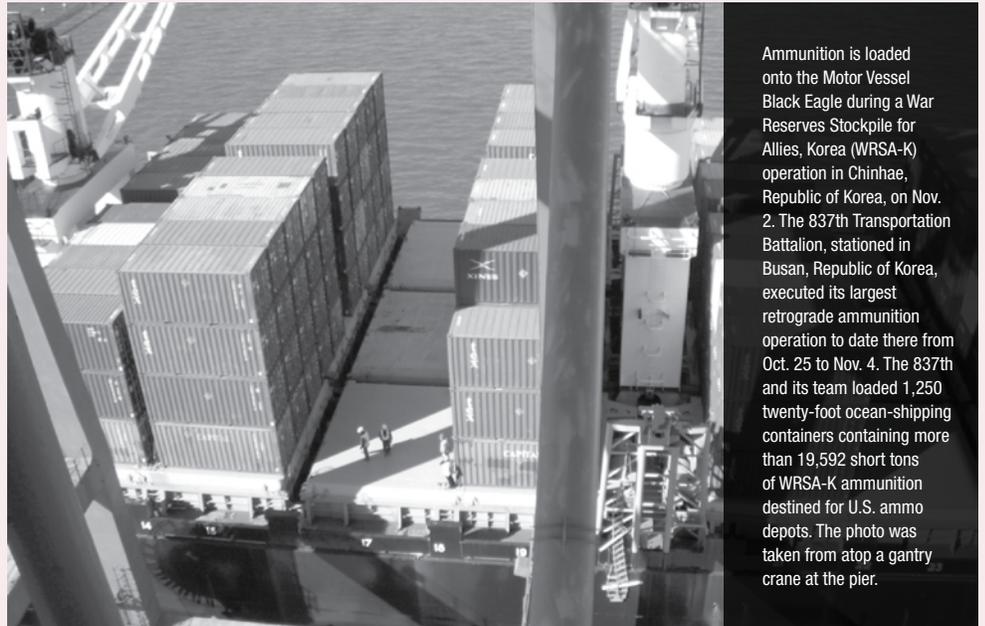
The U.S. Forces Korea WRSA-K retrograde initiative is a congressionally sponsored program that allows outdated and excess ammunition stored in Korea to be shipped back to United States, where it will be recycled. Under the accelerated retrograde initiative, the current goal is to send back 136,000 short tons of conventional ammunition over the next five years. The ammunition is no longer needed because of its useful life limitations and the technological upgrading of weapons. Modern logistics concepts and the military synchronized distribution network also eliminate the need to store large inventories.

Chinhae’s ROK Port Operation Group Ammunition Pier is normally a quiet location handling small amounts of ammunition shipped into and out of Korea. However, on Oct. 6, long ammunition trains loaded with containers filled with high explosives began to arrive on the pier in a well-sequenced multiday schedule. Sixth Ordnance Battalion representatives ensured all containers were properly received, documented, and met all weight requirements. The 837th’s ensured all containers had working radio frequency iden-

tification tags and were staged properly according to weight, compatibility, and consignee by Port Operation Group soldiers.

The 837th spearheaded the operation, conducted with the 6th Ordnance Battalion, 25th Movement Control Battalion and the ROK Port Operation Group. The 6th Ordnance Battalion personnel procured, inspected, spotted, filled and weighed 20-foot ocean shipping containers; the

the ammunition for shipment was underway. The cargo documentation and the terminal operations sections developed a pre-stow plan to ensure the ammunition was loaded and stored on the vessel safely and compatibly. The sections built the manifest through this detailed process and submitted it to the MV Black Eagle, owned by Red River Shipping and captained by John Baron. This was the third time this vessel had been used



Ammunition is loaded onto the Motor Vessel Black Eagle during a War Reserves Stockpile for Allies, Korea (WRSA-K) operation in Chinhae, Republic of Korea, on Nov. 2. The 837th Transportation Battalion, stationed in Busan, Republic of Korea, executed its largest retrograde ammunition operation to date there from Oct. 25 to Nov. 4. The 837th and its team loaded 1,250 twenty-foot ocean-shipping containers containing more than 19,592 short tons of WRSA-K ammunition destined for U.S. ammo depots. The photo was taken from atop a gantry crane at the pier.

The key to coming in ahead of schedule under adverse conditions lay in good communications and coordination, and the positive relationships between units.

25th Movement Control Battalion arranged for rail transportation; and the ROK Port Operation Group conducted the vessel upload and the movement of the ammunition from various locations across the Korean Peninsula.

The first phase of the operation began months before the MV Black Eagle arrived at Chinhae. Once the containers for shipment were loaded and the information sent to the cargo documentation section of the 837th, the process of preparing

for this type of operation, and the company had invested in improvements that made loading the containers onto the vessel easier.

The key to coming in ahead of schedule under adverse conditions lay in good communications and coordination, and the positive relationships between units.

Each day began with a joint operational and safety meeting at 8 a.m. to discuss after-action comments from the previous day and to review operational plans as well as force protection and medical evacuation procedures. At 3 p.m. a daily production meeting was held to look at load rates and plan the next day’s operations.

“Being part of a unit whose mission provides soldiers the opportunity to plan, coordinate and execute ammunition missions like WRSA-K; alongside with their peers, U.S. and Korean, DA [Department of the Army] civilians, and Korean

continued on pg. 30

History OF Transportation Corps Aircraft Maintenance

by COL(R) Ted A. Cimral

It was so simple back then...

Back in World War II, when the Army decided it couldn't rely on the Army Air Force to provide responsive support to combat units, the Army placed two-seat fixed wing aircraft with artillery units for observation and adjusting fire support. The concept was simple: an easily maintained L-4 or L-5 airplane, capable of short field operations, combined with one pilot and one mechanic. It soon became obvious that this same airplane could also transport a VIP, critical messages, and urgent supplies. Everybody wanted their own L-4, and so Air Sections were authorized for Army, Corps, and Division Headquarters; for field artillery from group down to battalion, and for cavalry and recon squadrons. With each aircraft came a mechanic, MOS 747.

With the creation of the US Air Force in 1947, one would think aviation activities would be severed, with each Service going its own way. Not so. The Air Force continued to procure Army aircraft and to train Army pilots. Aircraft maintenance was transferred to the Army's Ordnance Corps because maintaining a helicopter or airplane is pretty much the same as maintaining a truck—right?

General Order 76, Department of the Army, dated 11 August 1952, transferred a major portion of aviation logistical responsibilities from the Ordnance Corps to the Transportation Corps. Organizational maintenance became the responsibility of the using unit with techni-

cal supervision from the Transportation Corps. The Army activated theater army aviation maintenance (TAAM) companies specifically to provide helicopter maintenance support. One company was normally assigned per corps for a total of three companies per field army. TAAM companies also recovered aircraft from the combat zone and provided replacement aircraft to using units. By 1974, helicopters had accounted for the recovery of over 10,000 aircraft, both fixed and rotary wing, valued in excess of \$2.5 billion.

In the beginning (1952), maintenance was divided into categories and echelons. The Organizational maintenance category consisted of first and second echelon maintenance. These are the levels performed by the aviation unit. The Field maintenance category consisted of third and fourth echelon maintenance. The TAAM company performed third echelon Field maintenance.

The next higher unit in the logistical chain was the Transportation Corps' new heavy maintenance and supply (HMS) company. This company provided backup support to the three TAAM companies in the field army and up to 1,000 aircraft. The HMS company performed fourth echelon Field maintenance. Depot category maintenance was also 5th echelon maintenance, previously performed by the Air Force but now a TC responsibility.

Field maintenance detachments were attached to separate tactical transportation aviation companies to perform third echelon Field maintenance.



U-1 Otter

As early as 1958 extensive discussions were held on the Army Staff about moving logistics-related aviation training from Fort Eustis to Fort Rucker in order to consolidate Army aviation training at one installation.



OH-13 Sioux



CH-25 Mule



OH-23 Raven

In 1953 the Transportation Corps established the Aviation Field Service Office in St. Louis to oversee Army aircraft acquisition and supply. This office became the forerunner of the Aviation Systems Command (AVSCOM), a two-star TC command.

The August 1955 Army Directory and Station List showed:

- Two TC aircraft maintenance battalions (40th at Sandhofen, Germany and the 41st at Tokyo, Japan)
- Five TC TAAM Companies (25th, 29th, 30th, 93d, and 246th)
- Four TC HMS Companies (45th, 48th, 247th, and 582d)
- Eleven TC maintenance detachments

The Transportation Aircraft Test and Support Activity (TATSA) was established at Fort Rucker in 1956 to ascertain reliable methods to guide purchasing spare parts. This involved predicting the kinds, numbers, and intervals of parts and services new Army aircraft would need.

By August 1957 the Army Directory and Station List showed:

- Two TC aircraft maintenance battalions (40th has moved to Ft. Eustis)
- Nine TC TAAM aircraft maintenance companies.
- Two TC HMS aircraft maintenance companies
- Twelve TC Cargo Helicopter Field Maintenance Detachments

As early as 1958 extensive discussions were held on the Army Staff about moving logistics-related aviation training from Fort Eustis to Fort Rucker in order to consolidate Army aviation training at one installation. Opposition was strong, so enlisted aviation logistics training remains at Fort Eustis, as does the Aviation Applied Technology Directorate, an important R&D activity.

In 1959 the Army placed a TC aircraft maintenance unit as an organic element of each division, responsible for 3d echelon Field maintenance.

VIETNAM AND RAPID EXPANSION OF AIRCRAFT MAINTENANCE UNITS

“Necessity is the mother of invention.” The rapid expansion of Army aviation to meet the demands of combat in Vietnam meant new tactics, techniques, and technology to fight a stubborn enemy. Aircraft increased in speed, load carrying capabilities, models, and cost. Gone were the simpler days of peacetime with fewer models of more easily maintained aircraft.

The three maintenance categories and five echelons were replaced with four levels of main-

tenance: Organizational, Direct Support (DS), General Support (GS), and Depot.

When the 57th Transportation Company (Light Helicopter) (H-21) received its orders to move from Fort Lewis to Vietnam on 8 November 1961, those orders included the 98th Transportation Detachment (Cargo Helicopter Field Maintenance). The two assigned OH-13 Sioux helicopters were replaced with O-1 Bird Dogs for recon and route planning. By January 1962 three H-21 companies were in Vietnam along with a variety of fixed-wing aircraft and the 45th Transportation Battalion (Transportation Aircraft) was activated. In February the 339th Transportation Company (DS) was the first aircraft maintenance company in Vietnam, locating at Nha Trang. In October 1962 the 611th Transportation Company (DS) arrives at Vung Tau. In April 1963 the 330th Transportation Company (GS) also arrives at Vung Tau.

The August 1962 Army Directory and Station List showed:

- Three TC Aircraft Maintenance Battalions (40th, 41st, and 55th)
- Two TC Aircraft Maintenance Companies (DS)
- Seven TC Aircraft Maintenance Companies (GS); one at Sharpe Army Depot and another at New Cumberland Army Depot
- Thirty-five TC Aircraft Maintenance Detachments

By 1 January 1965 the total number of Army aircraft in Vietnam had grown to 510 and a single TC aircraft maintenance and supply battalion, the 765th, was responsible for providing direct, backup, and general support to every Army aircraft. The President decided more forces were needed, and the rapid buildup of combat forces commenced with the result that by September 1969 the Army had 4,228 aircraft in-country.

The August 1965 Army Directory and Station List showed:

- Four TC Aircraft Maintenance Battalions
 - 1st Aircraft Maintenance Battalion (Depot) (Seaborne) at Corpus Christi, Texas
 - 15th Aircraft Maintenance & Supply Battalion, assigned to the 1st Cav Division at Fort Benning
 - 55th Aircraft Maintenance & Supply Battalion in Korea
 - 765th Aircraft Maintenance & Supply Battalion at Vung Tau, RVN
- Thirteen TC Aircraft Maintenance Companies
 - Four in Germany (29th, 48th, 245th, & 582d)
 - Two in divisions (101st w/ 101st and 102d w/ 82d)

- Three at Army Depots (524th & 540th at Atlanta; 539th at New Cumberland)
- One in Alaska (568th)
- One in the Canal Zone (528th)
- One at Fort Hood (79th)
- One at Fort Riley (388th)
- Thirty-three TC Aircraft Maintenance Detachments
 - Fifteen in Vietnam
 - Three in Korea, Alaska, Germany
 - Fifteen in CONUS

On 17 January 1966 the 34th General Support Group (GSG) was activated to provide direct and general support maintenance to over 79 aviation companies in Vietnam. The 34th consisted of two depot companies, five general support companies, eleven direct support companies, four aviation electronics companies, and the Aviation Materiel Management Center (AMMC). The 34th was the largest TC aviation unit in Vietnam. The 1st Transportation Battalion was a depot maintenance unit placed aboard a Navy ship, the *Corpus Christi*. This Floating Aircraft Maintenance Facility (FAMF) could be relocated as needed to any deep water port along the coast of Vietnam.

Other battalions in the 34th GSG were:

- 14th Transportation Battalion “Reliables” was headquartered in Nha Trang and had five companies: 79th (DS); 604th (DS); 608th (DS); 540th (GS); and the 614th Light Equipment Maintenance (LEM) (GS) provided avionics support.
- 58th Transportation Battalion “Vikings” was headquartered at Red Beach, Danang and had three companies: the 142d (DS), the 610th (GS), and the 263d LEM (GS).
- 520th Transportation Battalion “Sustainers” was headquartered in Phu Loi and had five companies: the 539th (GS), the 165th (DS), the 20th (DS), the 605th (DS), and the Aviation Electronics Company, Central (Provisional). The “Pipesmoke” Recovery Section was the only consolidated recovery section in the US Army and recovered over 3,500 aircraft.
- 765th Transportation Battalion “Straight Arrows” was headquartered at Vung Tau and had five companies: the 330th (GS); the 388th (DS); the 611th (DS); the 56th (DS); and the 317th LEM (GS).

The 34th GSG provided backup direct support, general support, and depot maintenance to the two divisional aircraft maintenance battalions, the 5th Transportation Battalion with the 101st Airmobile Division and the 15th Transportation Battalion with the 1st Cavalry Division.

The 34th Group served throughout the

remainder of the Vietnam War, providing support to the entire theater, including the Royal Australian Air Force, the Republic of Korea Air Force, the US Navy, the US Air Force, the US Marines, and the Vietnamese Air Force during “Vietnamization” (the transfer of US Army helicopters to the Vietnamese Air Force). The outstanding performance by approximately 5,000 military and 2,000 civilian contractors led to the award of the Meritorious Unit Commendation for three consecutive years (1967-1970).

In 1969 the cost to procure Army aircraft to fight a low intensity war increased significantly since the World War II days of Organic Army Aviation and the L-4 parked outside the artillery headquarters. For example:

- Fixed-Wing Aircraft

| | |
|-----------------|-------------|
| O-1F (Bird Dog) | \$31,489 |
| U-21A (Ute) | \$287,625 |
| OV-1C (Mohawk) | \$1,083,000 |
- Rotary-Wing Aircraft

| | |
|------------------|-------------|
| OH-6 (Cayuse) | \$106,482 |
| OH-58 (Kiowa) | \$103,572 |
| UH-1H (Iroquois) | \$307,500 |
| AH-1G (Cobra) | \$456,720 |
| CH-47C (Chinook) | \$1,518,000 |
| CH-54 (Tarhe) | \$2,070,000 |

In 1973 as the war in Vietnam was winding down, the Army decided to compress aviation maintenance into three levels. The first level was Aviation Unit Maintenance or AVUM, performed within the using unit and incorporating some of the work previous done at the DS unit. Aviation Intermediate Maintenance (AVIM), performed by TC units, combined DS and GS maintenance. The depot level remained what it had been. The differences rested on the cost and sophistication of the tools, test equipment, and skills of people at each level.

In October 1988 command of the Army Aviation Logistics School at Fort Eustis was transferred to Fort Rucker, even though the school remains at Fort Eustis. The training of Aviation Maintenance Officers (AMOC) and Maintenance Test Pilots has been transferred to Fort Rucker; only enlisted training remains.

SUMMARY

The Transportation Corps provided the Army with nearly four decades of unequalled aviation expertise, first with fixed and rotary wing transportation units and then with outstanding maintenance and supply support for thousands of Army aircraft during a major conflict that lasted 14 years and involved millions of soldiers. We can take pride in our accomplishments during the Vietnam War, working day and night, seven days per week to “keep ‘em

flying.” Aviation Branch operators in today’s Army need to remember that as our aviation fleet grows more sophisticated, those aircraft need more maintenance support. Perhaps the real heroes of Iraq and Afghanistan are the aviation logisticians who ensure their aircraft are ready for the next mission. In past years we ensured a career path that extended into the general officer ranks; how many aviation logisticians wear stars today?

“Still—Above The Best”



This document is dedicated to my brother, John Jeffrey Cimral, who as Webmaster for TCAA, has worked above and beyond the call of duty. A former Signal Corps Major and Military Academy graduate, John left the Army to become a software, information technology, and artificial intelligence CEO. This document has been written as a summary of information gleaned from numerous sources. It is not intended to be complete, for each of us who worked in aircraft maintenance have our own stories to tell. ■

COL(R) Ted A. Cimral, President of the Transportation Corps, Aviation Association, is a retired Transportation Corps officer who served on active duty for 27 years. COL(R) Cimral is the former President of the Washington, D.C. Chapter of the National Defense Transportation Association (NDTA). He was selected to become a Distinguished Member of the (Transportation Corps) Regiment (DMOR) in 2002.

In the rush to embrace multi-functional logistics, FORSCOM is doing away with the majority of functional Transportation battalions as if it paid little attention to the war in Iraq let alone the previous wars, where the lack of transportation assets was always a problem from the outset. In North Africa during World War II, Eisenhower had to convert anti-aircraft artillery battalions into truck battalions. After taking Naples, the Transporters had to rehabilitate what rail rolling stock they could out of what the Germans had not completely destroyed. In the South Pacific, the need was watercraft. With a shortage of transportation assets in the future, Transporters will need to be just as innovative as their predecessors.

Right after the Army created the Transportation Corps in 1942, the Engineers gave up the rail and harbor craft but kept the assault landing craft mission. The Army's solution to amphibious landings and resupply across bare beaches was landing craft and amphibious trucks, code named DUKWs. Since the Quartermaster Corps had kept the trucks during World War II, most amphibious trucks likewise belonged to the Quartermaster Corps. The landing craft and amphibious trucks were rolled up under the newly formed Engineer Special Brigades (ESB) and the 1st and 2nd ESBs would not be operational until the summer of 1943. General Douglas MacArthur, however, wanted to go on the offensive and take back New Guinea in the summer of 1942. He would find his solution from a rather unusual source.

John Sheridan Fahnestock and Adam Bruce Fahnestock, from a privileged New York family and friends with President Roosevelt, originated the idea of creating a unit of small sailing ships crewed by adventurous civilians and Soldiers with sailing experience to deliver supplies to the beleaguered defenders of Bataan in the Philippines. Both had participated in two famous South Seas explorations expeditions aboard the 130-foot 3-masted Grand Banks fishing schooner *Director II* in 1934 and 1940. Their experience convinced them that small craft would be necessary for any war in the Pacific. Their dislike for the discipline and stuffiness of the US Navy inspired them instead to join the Army's navy. In December 1941, they began work on "Mission X" to find a way to relieve the defenders on the Philippines using small watercraft purchased in the Pacific that would in theory sail unnoticed by the Japanese. Continued advances made by Japa-

nese forces, however, ended any hope of relieving the Philippines and the defense of Australia became the primary goal of MacArthur's Southwest Pacific Area Command.

In January 1942, the Fahnestock brothers recruited former members of their old *Director II* crew, Phillip W. "Phil" Farley and Bob Wilson from

with him. COL Harry Cullens was recalled to active duty to process the acquisition paperwork and was joined by MAJ Reford P. "Mike" Shea. Neither knew anything about ships, but knew the Army administration system. MAJ Gordon Evans joined the unit as the personnel officer and formed the nucleus of the Water Branch of the Transportation Service in SWPA. The Small Ships initially established its headquarters in the Melbourne but moved into the Grace Building on the corner of York and King Streets in Sydney, Australia in September 1942.

After the move to Sydney, MAJ George P. Bradford joined them and was given command of the Small Ships. He had been the president of the Everett Steamship Corporation with its head offices in Shanghai, China and the main port and corporate headquarters in Manila, Philippine Islands. The hard-working commander disdained military brass but wanted to get the war over and recover his fleet in the Philippines. MAJ Shea became the executive officer and CPT Sher Fahnestock became the Operations Officer. Heath Steele and Frank Sheridan, both brother-in-laws of the Fahnestocks but not former members of the *Director II*, enlisted as sergeants. Karl Kortum and Chet Juday later joined the Small Ships in Australia.

To assemble the fleet of Small Ships, the USASOS purchased what was locally available, but also requisitioned ships from the United States, and started construction of ships in Australia and New Zealand. The original officers of the Small Ships split up upon arrival to find adequate vessels with Phil Farley going to New Zealand, Bob Wilson to Adelaide, and Bruce Fahnestock to Sydney. Laddie Reday and Sher Fahnestock went to Hobart, Tasmania followed by Gub Glover where they made arrangements with the Australian Army and Navy.

Using the reverse Lend Lease Program, they purchased, or commandeered with promise to pay, any sailing craft they needed; but they needed a qualified eye to ensure they acquired serviceable watercraft. So they hired John B. "Jack" Savage of the JJ Savage and Son Boat Builders of Victoria. He would thoroughly inspect the boats and determine their appropriate value. The vessels ranged in any size, shape and age, some powered by motor or sail including several built in the previous century.

Fishing trawlers made suitable landing craft for the islands because they had shallow draft, a stern anchor and best of all a winch for hauling in nets. The crew could attach the anchor chain to the

SMALL SHIPS SECTION

by Richard E. Killblane

Yale, Dawson C. "Gubby" Glover who had been kicked out of Yale as well as other schools, and 2LT Ladislav "Laddie" Reday, an MIT graduate who was already attending Coastal Artillery School at Fort Monroe, Virginia. Sheridan Fahnestock received a commission as a captain, Bruce as a first lieutenant and the rest as second lieutenants.

In March 1942, the Mission X cadre flew to Melbourne, Australia to create a Small Ship Section of the Southwest Pacific Area, and on 9 April 1942 the US Army on Bataan surrendered. Mission X would become the Small Ships Supply Command, later Small Ships Division, under the Transportation Service of the US Army Forces in Australia (USAFIA). The Small Ships' mission was to deliver ammunition, medical supplies, and perishable food to outlying bases that could not be reached by deep draft ships and assist in tactical operations when required.

COL Thomas G. Plant, former steamship operator of the American Hawaiian Steamship Line, headed up the Water Branch of the Transportation Service in Australia which the Small Ships officially fell under on 29 May 1942. COL Thomas B. Wilson arrived from the Alaska Steamship Corporation to become the Chief of Transportation Division (later Transportation Service) and Deputy Chief Quartermaster for the USAFIA, later US Army Service of Supply (USASOS), in Southwest Pacific Area (SWPA). He supervised the acquisition of the growing fleet and brought MAJ Jack McKinstry

winch and use it to pull the vessel off the beach. The Small Ships then purchased ketches, ideal for hauling supplies over shallow reefs and onto beaches. The 3-masted schooner *Argosy Lemal*, 119x24.5x12 feet, was outfitted with radios to serve as a communications ship anticipating the Japanese would not pay attention to small sailing vessels. The Small Ships also commandeered a few Dutch freighters and even converted a WWI destroyer, *Maysaya*.

Because Australia had to build an army to fight in the Pacific, the Australian Government did not allow the US Army to recruit any man eligible for military service; so consequently, the Small Ships could only recruit old men and young boys, or men physically unfit for military service. These civilian crews initially signed up for six-month contracts and were issued two sets of khakis, shoes and cap. Most wore civilian clothes aboard ships and bought the billed caps with the Army Transportation Service insignia for going ashore and impressing the girls. These Australian sailors were paid American wages, which were considerably higher than normal Australian wages. Upon completion of their six-month contracts, they sailed home to Australia where they could sign up for another six months.

The odd assortment of boats with their motley crews made their way to Milne Bay on the western tip of New Guinea. Milne Bay became the Advance Base for the US Army and initial operational port for the Small Ships. The New Guinea coast had not been charted since the previous century, which meant that these sailors had to face unknown reefs and shallows when bringing supplies and equipment to the Allied forces, to include artillery and light tanks. Local natives, known as "Fuzzy Wuzzies," were hired to unload the boats by hand once they came ashore. In an attempt to avoid enemy air attacks from Rabaul, night runs were common but extremely dangerous and required teaching all boat commanders celestial navigation. But the small ships were the best option for delivering supplies, because of the impenetrable jungle of New Guinea and the few roads and few airstrips were mired by continuous rains. On 24 August 1942, the Japanese Navy assaulted Milne Bay with 1,900 soldiers, but the Australian defenders drove them out on 5 September adding a Japanese landing barge to the Small Ships Section fleet.

Launching out of Milne Bay, the Small Ships delivered the 32nd Infantry Division, a National Guard unit from Michigan and Wisconsin, on

the north coast of the island and supported it in taking Buna. McArthur then leapfrogged units up the coast by amphibious assaults rather than fighting through the jungle. The Bloody Battle of Buna began on 19 November and came to a halt until the Small Ships could replace its losses to Japanese air raids. Then the emaciated 32nd



Soldiers from the Small Ship Unit at a recent reunion

The New Guinea coast had not been charted since the previous century, which meant that these sailors had to face unknown reefs and shallows when bringing supplies and equipment to the Allied forces, to include artillery and light tanks.

Infantry Division finally linked up with the Australians and on 22 January 1943, together took Buna with casualties that exceeded those taken by the Marines fighting on Guadalcanal.

The 41st Infantry Division, another National Guard unit activated from the Northwest states, Washington, Oregon, Idaho, and Montana, replaced the 32nd Infantry Division and with the arrival of the 2nd Engineer Special Brigade (ESB) in May 1943 and conducted its first amphibious landing behind Japanese lines at Nassau Bay with LCVPs and LCMs on the early morning of 30 June 1943. Of the 29 landing craft to participate in the landing, 21 LCVPs were left swamped on the beach due to the inexperience of the operators.

The Small Ships Section continued to sail up and down the coast and up rivers supplying troops or dropping off reconnaissance patrols

because of the ships' ability to navigate the coastal waters. As the war progressed, the ramshackle fleet gave way to a more proper fleet with boats constructed by Australian boat builders. They included the 40-foot and 60-foot tugs, and 112-foot Fairmiles. Ocean lighters and freight supply ships built in the States also arrived but

small sailing vessels were still needed to sail into the remote shallow beaches. By 1944, the Small Ships was turned over to the Army Transportation Service and the crews signed up for one-year contracts, with the option of joining the crews of larger ATS ships.

The amphibious landing at Hollandia on 22 April 1944 completed the conquest of New Guinea and provided the next staging base for the subsequent invasion of the Philippine Islands. This was the last assault landing conducted by the beach landing section of the Small Ships. At first McArthur did not want to use any Australians in

retaking the Philippines and replaced Auzie crews with Americans, but he came to realize he could not do it without the Auzies and let them back on their ships. Later in December 1944, the Australian Government similarly ordered the Small Ships crewed by Auzies could not sail north of the equator, but also had to rescind the order.

These vessels and their crews followed the US Army's advance to the Philippines, provided supply operations with tugs and barges, and operated small ships used for medical evacuation. The growing American military presence brought in larger transports manned by American crews and many Australian small boat crews signed onto these vessels and continued to serve the US Army Transportation Corps until the end of the War.

The Small Ships Section had played a vital role in driving the Japanese out of New Guinea and providing the only assault landing craft capability until the arrival of the 2nd ESB. The Small Ships accomplished with wooden sailing ships and crews unfit for military service what the 2nd ESB and US Army harborcraft units with modern landing craft and steel-hulled vessels would do later. In the future, Transporters will have to find out of the box solutions to make up for the inevitable shortage of transportation assets in theater. Like the Fahnestock brothers, future Transporters will have to make the best of what transportation is available. ■

Richard E. Killblane is the Transportation Corps Command Historian

REGIMENTAL INDUCTION CEREMONY

Instills Teamwork, Sense of History, and Pride in New TC Officers

Although the Transportation Corps has officially moved to Fort Lee, Fort Eustis continues to be a cornerstone of our history and our professional heritage. In keeping with this, the Chief of Transportation, Transportation School and Transportation Museum have established a new tradition over the past few months: The Regimental Induction Ceremony for new Transportation Corps lieutenants and civilians. Designed to be a Rite of Passage into the Transportation Corps, the events include a full day of activities that are both challenging, fun, and focused on preserving the TC heritage and culture in a multi-functional environment. Hosted by the Transportation Museum, the TC Regimental Induction Ceremony begins with six team-building and leadership challenges that take place over 7 ½ mile course developed by the Transportation Basic Officer Leadership Course (TBOLC) Leadership Committee, MAJ Scott McMahon and Lydia Welch. The subsequent formal induction ceremony at the museum puts the “TC Brand” on lieutenants and civilians graduating from TBOLC. The induction process consisted of a tour of the Transportation Museum with retired TC officers who added relevance to the topics taught by the museum staff. After the tour, the lieutenants and civilians were tested on their knowledge of TC history before a board that consisted of the Regimental Warrant Officer CW5 Tom Wilson, Regimental Command Sergeant Major CSM Dwayne Perry, COL (R) Jim Rockey, with COL Larry McColpin as the chairman. This part of the ceremony was conducted in the recently renovated Regimental Room in the museum. David Hanselman, Museum Director, designed the room to resemble a 1920s era regimental room that would inspire pride in the Regiment. Upon correctly answering the questions, the lieutenants and civilians signed the Regimental book and then COL Farnen, the Chief of Transportation, pinned on their Regimental crests. The program concluded with a Regimental punch bowl ceremony and social. Although exhausted, the lieutenants and civilians said this was an experience worth the effort.



Toasting the Corps



The 1920's TC Regimental Room



Waiting for the Board in the remodeled Regimental Room



New TC Lieutenants begin the day early



Of course, you've got to have a little PT . . .



2nd Lieutenant Eric Chapman reporting to the Board



Vehicle Identification the TC way



Seems like there ought to be a truck around here somewhere . . .



One of the challenges of the day



Developing leaders that work as a team



COL Farmen pins Ms. Trish Kirkegaard, a new TC Civilian



Building the team while building the trailer



And they're off!



TC officers love trucks!



TC officers love trucks!



593rd SUSTAINMENT BRIGADE

Building Framework for Groundbreaking Task Force

by SGT Kendra McCurdy, 593rd Sustainment Brigade PAO

“We tried unhooking the MKT, but that didn’t work either,” Tayson said. They were about to give up. “Then a young private came up to me and said if you hit the sand mode [on the central tire inflation system], it will deflate the tires and get better traction.”

A quiet plane cabin quickly turned chaotic with the sounds of clinking chains and barked orders as Airmen and Soldiers worked together to secure a truck to the cargo floor in preparation for take-off on McChord Field, Joint Base Lewis-McChord, Wash. May 25.

The plane’s destination? Five minutes away on Gray Army Airfield, JBLM.

The 593rd Sustainment Brigade is final planning stage of a new project, the Deployable Sustainment Task Force, which would be capable of moving personnel and equipment with just 96 hours of notice, to provide humanitarian relief in the event of a natural disaster.

“The mission was a complete success,” said Capt. Jose O. Laguer-Cancel, who planned and coordinated much of the efforts of various sections from the brigade.

The 593rd SB’s prototype DSTF was alerted to a simulated natural disaster modeled off the tsunami in Japan earlier this year, said Laguer-Cancel. The task force moved all the necessary personnel and equipment to the simulated disaster site, Eco Park located nearby. The Soldiers set up the reverse osmosis water purification unit and began purifying water from the Puget Sound.

“Preventive medicine professionals from outside the brigade tested the water and certified that the water was potable,” said Laguer-Cancel.

“Our brigade commander drank it. Validation was official at that point,” he added.

Now that planning is complete and the DSTF has proven that it can execute a rapid deployment, the 593rd SB will submit a blueprint for the new task force to U.S. Army Forces Command, where decisions could be made to incorporate similar task forces in other large sustainment units throughout the Army.

A month earlier, the DSTF executed a smaller-scale mission.

More than 40 Soldiers were involved in moving the equipment, which included four forklifts, two flatbed trailers, a ROWPU, and a mobile kitchen trailer pulled by a light medium tactical vehicle, from North Fort to McChord where two C-17s were loaded and flown to Gray Army Airfield.

“We simulated landing at an austere environment where we would need to go in and set up our equipment,” said Maj. Lawrence W. Bittner, the 593rd SB’s support operations (SPO) chief, who has been overseeing much of the DSTF planning.

“This training is good because [the Soldiers] get to see the load, see how it’s fastened,” said Bittner.

“We are providing the equipment, [the Air Force’s] loadmasters are getting training, their pilots are getting training,” Bittner said of the joint efforts of the Air Force and Army.

The 593rd SB’s self-sufficient capability to move its own equipment, provide clean drinking water, and keep up sanitation through laundry and field cooking services, makes it an ideal unit for this type of humanitarian effort.

“Right now we are validating the movement portion,” said Sgt. 1st Class Theodore E. Tayson, a transportation management coordinator assigned to the 593rd SPO section.

“You have to make sure you have the right equipment, the right people on the ground, and at the right time,” said Tayson. “Yes, we can load this equipment up, and we can get it there.”

Tayson attributes the task force’s success to team work and good communication between all of the moving parts involved.

“There’s been great corroboration between the task force commander, civilian agencies and the Air Force,” said Tayson. “We have a good rapport with them.”

There was also a lot of synergy between Soldiers of the brigade, Tayson added. At one point, one of the trucks pulling the mobile kitchen unit (MKT) couldn’t get enough traction to drive up the ramp of the C-17. The solution came from a Soldier whose specialty is driving the vehicles, whereas Tayson’s area of expertise is in rigging and moving equipment.

“We tried unhooking the MKT, but that didn’t work either,” Tayson said. They were about to give up. “Then a young private came up to me and said if you hit the sand mode [on the central tire inflation system], it will deflate the tires and get better traction.”

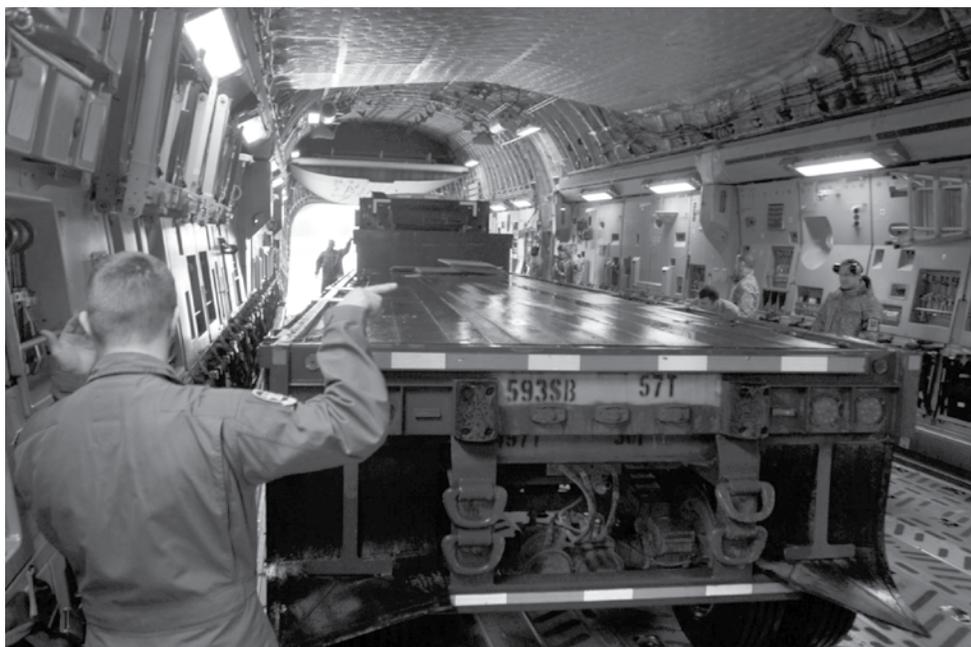
“He didn’t seem to think it was that big of a deal, but he pretty much saved the day,” said Tayson.

The battalions will be conducting their own training, while waiting to hear FORSCOM’s on whether to expand the DSTF to other sustainment brigades.

“It’s a good exercise testing Soldiers’ readiness,” said Bittner. This type of mission requires the brigade to be vigilant and to keep its people and equipment always ready to deploy at a moment’s notice.

“The equipment is operational. The Soldiers are always ready,” said Bittner. **s**

SGT Kendra McCurdy currently serves with the 593rd Sustainment Brigade Public Affairs Office.



Airmen and Soldiers work together to load a flatbed trailer into the cargo compartment of a C-17 on McChord Field April 14 during an exercise where the 593rd Sustainment Brigade’s prototype rapid deployable sustainment task force is in the planning stages.



SFC Tayson attaches a chain to the deck of a C-17 cargo plane using an MB-2 hook during an exercise on McChord Field April 14, where the brigade’s prototype deployable sustainment task force is in the planning stages. The hook and chain can tie down up to 25,000 pounds of equipment for transportation.



Soldiers and Airmen work to tie down and Army flatbed trailer to the cargo deck of a C-17 on McChord Field April 14 during an exercise where the 593rd Sustainment Brigade’s prototype deployable sustainment task force is in the planning stages.



Soldiers assigned to the 593rd Sustainment Brigade load a light medium tactical vehicle up the ramp of a C-17 on McChord Field April 14 during an exercise where the brigade’s prototype deployable sustainment task force is in the planning stages.

HALL OF FAME

MG BRIAN I. GEEHAN

MG Brian I. Geehan began his long career in the US Army as a platoon leader in B Company, 25th Supply and Transportation Battalion in Hawaii in 1975, where he then became the Movement Control Officer of the 25th Infantry Division (Light) in 1976. 1978-1980, he commanded the 62nd Transportation Company at Fort Bliss, TX and then became

Aide-de-Camp to MG John Bruen, the MTMC Commander. 1983-1984, he had the privilege of a second command, B Company, 2nd Supply and Transportation Battalion in Korea. He then became the Division Transportation Officer of the 82nd Airborne Division, 1984-1986 and followed that assignment up as the XO of the 407th Supply and Service Battalion also at Fort Bragg, NC. He then joined the Special Operations community and served as the Transportation and Logistics Plans Officer for US SOCOM at MacDill AFB, FL, 1988-1991. He commanded the 296th Forward Support Battalion in Korea, 1991-1992, and then served as the Assistant Chief of Staff, G-4, 2nd Infantry Division, 1992-1993. After graduating from the Army War College, he served as the G-3 of 1st COSCOM at Fort Bragg, 1995-1996 and again returned to Special Operations as the Commander of the Special Operations Support Battalion (Airborne), 1996-1999. He then served on the Joint Staff as the Chief of Deployment Division, J-4, and then moved over to the Army Staff where he served as the XO to the Deputy Chief of staff for Logistics, 1999-2000. He then served as the Director of Logistics, Engineering and Security Assistance, J-4, US Pacific Command in Hawaii, 2000-2002 and in September 2001, Geehan was promoted to brigadier general. He then commanded 1st COSCOM at Fort Bragg from 2002-2003 and in 2003 became the 21st Chief of Transportation and Commanding General of the US Army Transportation Center and School. During his tenure he took great strides to prepare the Corps for the current war in Iraq and Afghanistan by starting the convoy live fire training, fought to preserve Army watercraft and ensured the success of the TSV. He championed the Corps during a time the modularization of the Army and BRAC. In 2004, Geehan earned his second star and culminated his military career as the Director for Logistics, J-4, 2005-2007.

His awards include the defense Distinguished Service Medal, Distinguished Service Medal, Defense Superior Service Medal, Legion of Merit with two oak leaf clusters, and the Defense Meritorious Service Medal. **s**

COLONEL (RETIRED) JOSEPH ANTHONY TORSANI, JR

Colonel (Retired) Joseph Anthony Torsani, Jr began his long, illustrious, and busy Transportation career as a Private First Class training new leaders in the Transportation Training Center at Fort Eustis, VA, in 1952. He then earned a commission through OCS in the Transportation Corps and mastered his trade with assignments as a platoon leader in the 156th Port Company and

Battalion Assistant S3 in New Orleans in 1954; Port Operations Officer at Goose Bay, Labrador in 1954/55; Passenger Movement Officer at the hectic Idlewild Airport, NY, in 1955/56; then Aide de Camp to MG Evan Houseman; Transportation Officer to the Seine Area command in France, 1960/63; and commanded the 502nd Medium Truck Company at Ft Meade, MD, 1963/65 making improvements in efficiency along the way. He next commanded the Leghorn Port, Italy; and then served a tour of duty in Vietnam with the 4th TRANSCOM in 1966/67, where he was liaison to the 25th Infantry Division and the Philippine Civil Action Group. As the Chief, Personal Property Branch, on DA Staff, 1968/70, he improved Soldier and family morale by presenting Training Symposia worldwide. He then assumed command of the Transportation Terminal Command, Thailand from 1970/71, where his command delivered sensitive munitions to Air Force Bases flying missions into Vietnam. His Command's ports established a new record of tonnage June 1970 and turned in over \$1 million worth of excess equipment during Operation Clean Sweep. As the DSCLOG XO at USARPAC, he was next responsible for retrograding and repositioning equipment from Vietnam, 1971/73. As Commander, Military Ocean Terminal, Bayonne, 1975/77, he improved customs clearance procedures, container utilization factor, which increased savings and reduced terminal transit time. He culminated his military career at DOD DASD (SM&T), 1977/80, where he resolved complex transportation issues attendant to regulatory reform, the energy crisis, and significantly improved industry and labor management relations; improved operating procedures and improved response to transportation requirements of the Military Services.

His contributions to the Transportation Corps did not end after his retirement. He became the Director, Worldwide Port and Terminal Operations, Prudential Lines Inc., New York, NY, 1981/87, participated in National and International Maritime meetings and negotiated port operator and stevedore contracts. He communicated Transportation Corps values and knowledge as a Member of the Naval War College Foundation and participated in the Navy League. As the Chapter President, State Vice President, Regional President, and Chairman of the Council of Regional Presidents, NDTA, he was an active participant in the DC Chapter Mentor/Protégé and Scholarship Programs and participated in panel discussions for Graduate Students at the College of Business, University of Maryland, and many Current Strategy Forums at the Army and Naval War Colleges.

Torsani stayed active with the community with "The Integral Development of Africa Through Library", the Rotary Club, and the Family of the Americas Foundation. He became an educational mentor and advocate for Wounded Warriors at Walter Reed Army Medical Center, an active and teaching member of his Catholic Church and received the Archdiocese of Washington Medal of Merit. **s**

In one of the highlights of the 2011 Transportation Corps Symposium, four distinguished Transporters and two historical units entered the esteemed Transportation Corps Hall of Fame. The Hall of Fame Program recognizes those individuals or units who have demonstrated exceptionally distinctive service to the Transportation Corps. The Hall of Fame Program was established in order to maintain and enhance the legacy of the Transportation Corps and to promote cohesiveness and esprit de corps.

CW5 KENNETH E. GILMAN



CW5 Kenneth E. Gilman began his career as a professional mariner in the Merchant Marines aboard the SS Minot Victory delivering bombs and ammunition in Da Nang Harbor, Republic of Vietnam, and then he was drafted into the US Army. He started his 30-year military career as an amphibious operator on LARC Vs with the 305th Transportation Com-

pany, at Fort Story, VA, 1971-1973; and then a Vessel Master on the 1466-class LCU, and Platoon Leader, 329th Transportation Company at Fort Eustis, VA. In 1973, he then became Mate and Vessel Master of the Large Tugs, LT-529 and LT-536 in the 73rd Transportation Company. He graduated honor graduate of the Harbor Craft Deck Officer Course in 1975. In 1983, he became a Master of an LCU and then Chief Mate aboard the Army's largest vessel and workhorse, Beach Discharge Lighter John U. D. Page, in Hawaii. 1986-1988, he served as Harbor Master, US Army MTMC, Azores, Portugal. In 1988, he became the first Master of the US Army Vessel James McHenry, the heavy lift ship and first Army vessel to install GPS and INMARSAT, and deployed with it to Panama during Operation Just Cause. In 1992, he became the Chief of Marine Systems Branch, 7th Transportation Group at Fort Eustis, VA; and commanded an Army detachment embarked on board the semi-submersible ship MV American Cormorant in support of Operation Restore Hope in Somalia. In 1995, he became the Chief of Maritime Training Office of the Transportation School where he wrote the justification and obtained funding for a multi-million dollar simulator for crew training and mission rehearsal. He led an early clandestine reconnaissance of Haiti seaports to develop safe navigation plan in support of Operation Uphold Democracy; and deployed to Saudi Arabia and Kuwait in support of Operation Vigilant Warrior. CW5 Gilman served in most of the major contingency operations of the post Vietnam era and was instrumental in maritime operations, training and safety.

After the Army, CW5 Gilman has continued to support the Transportation Corps by working in the Computer Sciences Corporation Advance Marine Center and was recognized throughout industry as the premier expert on Army watercraft operations. He became the Honorary Warrant Officer of the Regiment in 2006. His awards included the Legion of Merit, Defense Meritorious Service Medal, and Joint Service Medal (5th award). **s**

CSM PAUL G. TARTER



CSM Paul G. Tarter enlisted in 1958. He served as the first sergeant of HHC, 107th Transportation Battalion in Germany, in 1968. The next year, he deployed to the Republic of Vietnam where he served as the Command Sergeant Major of the 7th Transportation Battalion at Long Binh. The 7th Transportation Battalion had responsibility for eight tractor and

trailer truck companies that delivered supplies throughout III and IV Corps Tactical Zone. Tarter led by example to boost Soldier moral and inspire confidence. Even with the constant risk of convoy ambush, Tarter personally lead four to five convoys a week through hostile territory. With the help of his leadership, his battalion earned the Meritorious Unit Commendation. In 1970, he became the first sergeant of the 594th Transportation Company at Fort Campbell, KY. In 1975, he became the first sergeant of the 66th Transportation Company in Kaiserslautern, Germany and it won the National Defense Transportation Association's Transportation Company of the Year Award. In 1978, he graduated the US Army Sergeant Major Academy and the Command Sergeant Major Course at Fort Bliss, TX. In 1979, he became the first Command Sergeant Major to serve at the newly activated 2nd Battalion, 4th Training Brigade at Fort Leonard Wood, MO where he ensured the battalion established a Transportation Program of Instruction to meet Army standards and support the Transportation Corps requirements for Motor Vehicle Operator Advanced Individual Training. In 1980, he served as the Command Sergeant Major of MTMC Eastern Area, Bayonne, NJ where he supervised the Department of Defense Police. In 1981, he then served as the Command Sergeant Major of the 10th Transportation Battalion at Fort Eustis, VA; and in 1982, became the Command Sergeant Major of the 7th Transportation Group. After 25 years of service, he retired in 1983. CSM Tarter was a top notch Soldier, leader and trainer.

His awards include the Bronze Star Medal with oak leaf cluster, meritorious Service Medal with oak leaf cluster, Joint Service Commendation Medal, army commendation medal with oak leaf cluster and Good Conduct Medal, 8th award. **s**

HALL OF FAME

43RD AMPHIBIOUS TRUCK BATTALION (TRANSPORTATION CORPS)

The Headquarters and Headquarters Detachment, 43d Amphibious Truck Battalion, Transportation Corps was constituted on 30 June 1944 and activated as an African-American battalion at Camp Gordon Johnston, Florida on 5 July 1944. It had three amphibious truck

companies (DUKW); the 471st, 473rd, and 476th. On 21 October, it left Camp Johnston by rail for the Fort Lawton Staging Area, Washington. On 29 October, the battalion boarded the Sea Patridge and arrived at Oahu, Hawaii where it was attached to the Waimanalo Amphibious Training Center on 5 November. On 14 November, the battalion was assigned to the Central Pacific Base Command, where it was assigned to the Transportation Service on 20 November. It was later assigned to the Army Port and Service Command of the Central Pacific Base Command on 27 November. Again it was attached to the Waimanalo Amphibious Training Center on 1 December. The 43rd Amphibious Truck Battalion was then assigned to the US Marine Corps for the invasion of the island of Iwo Jima. The 471st Amphibious Truck Company was attached to the 5th Marine Division, the 476th to the 4th Marine Division, and the 473rd was attached to the Corps Artillery and Antiaircraft Artillery for the amphibious landings on 19 February 1945. The 471st and 476th hauled division artillery and ammunition right behind the initial assault waves and then returned for more ammunition under a hail of enemy fire. The 473rd did not bring in the Corps artillery until early morning the next day. The companies lost several DUKWs due to enemy fire and continued to return to the ships to pick up critical supplies. The HHD, 43rd Amphibious Truck Battalion arrived after the invasion and assumed control over the three companies. Once the island was under control of the US Marines and the US Air Force could begin B29 bombing raids on Japan, the DUKWs performed air-sea rescue missions when B29 crashed in the sea. For their performance during the invasion, the three companies were awarded the Navy Unit Commendation Medal. As a testament to their bravery, the 476th had five Soldiers receive the Silver Star Medals and 17 earn Bronze Star Medals. The 473rd had three Soldiers earn the Silver Star Medals, and there is no list of how many valor medals were awarded to the 471st. **s**

WHITE HOUSE EXECUTIVE FLIGHT DETACHMENT

Formed in 1957 under President Eisenhower, the Army's White House Executive Flight Detachment operated until 1976 under President Ford. The Army's Executive Flight Detachment (EFD) began as the H-34 Detachment in the fall of 1957 at Davison Army Airfield, Fort Belvoir, Virginia. The Marines would soon come on board with Marine Helicopter Squadron One (HMX-1), based at the U.S. Marine Corps Air Station in Quantico, Virginia. That joint mission would be shared for the next 18 and a half years.

WWII veteran Lieutenant Colonel William Howell was the first commander and number one pilot for the Army helicopter unit. Besides emergency evacuation, responsibilities included transporting Eisenhower and other dignitaries to destinations such as Camp David, National Airport and his Gettysburg farm where a strobe light mounted on a barn guided incoming helicopters.

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In the summer of 1958, the Army's H-34 Detachment was renamed the Executive Flight Detachment. By January of 1961, the EFD had flown Eisenhower on more than 100 Presidential missions to include two international goodwill trips. Originally designed for the Navy as a carrier-based helicopter, the Sikorsky CH-34 Choctaw was modified for VIP comfort and safety, to include the installation of flotation devices on the landing gear and then redesignated as VH-34s. The VH-34 helicopters served as 'Army One' from 1958 through 1963 when the Sikorsky CH-3 was introduced soon after President Kennedy took office. Once upgraded, the six-ton CH-3A became a VH-3A—the "V" signifying use by "very important people." Four were assigned to the Army and four to the Marines.

Also known as the "Sea King," the state-of-the-art VH-3A was powered by two 1,500 horsepower T58-GE-83 turbines and could carry a crew of three with up to 16 passengers at a cruising speed of 140 mph over a range of 600 miles.

During the vast majority of the time the Executive Flight Detachment was operational, Army Aviation belonged to the Transportation Corps making the Executive Flight Detachment a member of our proud corps and part of our rich heritage. At its peak, the Army pilots flew more than two-thirds of the "code one" missions and were selected to fly almost all of the high profile missions with the president. They included, but are not limited to, flying President Eisenhower and Walter Cronkite over the beaches of Normandy on the 20th anniversary of D-Day, flying into the Vatican City and landing in St. Peter's Square, flying former Soviet Union premier Leonid Brezhnev to and from Camp David, Maryland and flying former First Lady Patricia Nixon into the middle of a war zone in Vietnam. In addition, the detachment can boast of having the first black presidential pilot on its roster and also of having the first all-black flight crew fly for the president. One of the final and arguably most famous flights of the Army's White House Executive Flight Detachment was flying former President Richard Nixon from the White House to Andrews Air Force Base on the day he resigned.

On June 13, 1976 President Ford made the last flight on Army One. After landing, he turned to Robert Shain, Command Pilot, Army One and thanked him and the entire Executive Flight Detachment for their long and dedicated service to the White House. The Army Executive Flight Detachment was deactivated on September 30, 1976, turning all executive flight operations over to the Marine Corps. **s**

TRANSPORTATION CORPS 2011 AWARDEES

DISTINGUISHED MEMBERS OF THE REGIMENT 2011

| | |
|-------------------------------|-------------------------------|
| BG Edward F. Dorman III | CSM (R) Fred Luttrell |
| BG Paul C. Hurley, Jr | CSM (R) Albert Collins |
| COL (P) Susan A. Davidson | SGM (R) Kenan N. Harrington |
| COL (R) Bruce H. Ferri | SGM (R) Jeffrey E. Skinner |
| COL (R) Brian P. Sundin | SGM (R) Mark Calhoun, Sr |
| COL (R) Christian E. Heibel | SGM (R) Joseph Dumas |
| COL (R) Robert P. Johnson, Jr | MSG (R) Larry L. Lawrence |
| COL (R) Richard B. Burns | MSG (R) Burton C. Keyser |
| LTC (R) John A. Kizler | SFC (R) Gregory A. Dunfee, Sr |
| LTC (R) Todd Robbins | SFC (R) Michael J. Aguilar |
| LTC (R) Gene R. Sullivan | Mr. Heinz Schneider |
| LTC (R) John Hanson | **SSG Kevin J. Kessler |
| LTC (R) Michael D. Frego | **PFC James A. Page |
| CW5 Don Berg | **SPC Matthew C. Powell |
| CW5 Doug Workman | **PFC Matthew E. George |
| CW5 Michael A. Hanten | **PFC Chad D. Clements |
| CW5 Thomas J. Wilson | **SSG Byron V. Adkinson |
| CW5 Linda M. Wahlman | **PFC Jaysine P. S. Petree |
| CW4 (R) Jay P. DeHart | **SPC Andrew S. Muhr |
| CW3 (R) Peter E. Ostrowski | **SPC Joshua R. Campbell |
| CSM (R) Bonny H. Walker | **PFC Amy R. Sinkler |
| CSM (R) Carlton H. Williams | **PFC Russell E. Madden |
| CSM (R) Cephuse Baker | **SPC Joseph A. Buaer |
| CSM (R) Claude McRae | **PFC William B. Dawson |
| CSM (R) Harvey L. Howell, Jr | |

*Posthumous / **TC Soldier Killed in Action

REGIMENTAL AWARD (CALENDAR YEAR 2010)

| | |
|--|---|
| ACTIVE DUTY | RESERVE COMPONENT |
| CPT Paul J. Elliot HSC, 4th Bn, 10th SF Group (ABN) | 1LT Jason A. Smigelski 718th Trans Bn, 1st SBDE |
| CW2 Robert H. Poage GSB, 10th SF Group (ABN) | CW2 Michael J. Byrne 824th Trans Co (HB), 143rd SC (EXP) |
| SFC Carl Ladson 548th CSSB, 10th SBDE | SFC Michael A. Gersch 1244 Trans Co, JLTF 7 |
| CIVILIAN OF THE YEAR | |
| Mr. Chris Zahner USARAF | |

2011 TCRA SCHOLARSHIP AWARDEES

| | |
|---------------------------|------------------------|
| SCHOLARSHIP WINNER | PARENT |
| Stephanie Haas | LTC Peter Haas |
| Kaycie Harmon | COL Victor Harmon |
| Patrick Lewis II | SFC Patrick Lewis |
| Matthew Steadman | COL(R) Daniel Steadman |
| Laura Weaver | COL Walter Weaver |

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Buffalo Computer Graphics is a proud provider of Maritime Training and Simulation solutions to the United States Army Transportation Schools in Ft. Eustis, Virginia, and Mare Island, California. BCG provides both radar simulation and communication simulators to support the training of ship navigation skills. BCG also partners with Computer Sciences Corporation (CSC) to offer state-of-the-art Bridge Simulator systems for Army training.



CSX Corporation, based in Jacksonville, FL, owns companies providing rail, intermodal, and rail-to-truck transload services that are among the nation's leading transportation companies and that connect more than 70 river, ocean, and lake ports, as well as more than 200 short line railroads. Its principal operating company, CSX Transportation, Inc., operates the largest railroad in the eastern US, with a 22,000-mile rail network linking commercial markets in 23 states, the District of Columbia, and two Canadian provinces. CSX serves Ft. Drum, NY; Ft. Stewart, GA; Ft. Bragg, NC; and Ft. Campbell, KY; Military Ocean Terminal, Sunny Point, NC; Bluegrass Army Ammunition Depot, KY; and Letterkenny Ammunition Depot, PA.



Florida Institute of Technology maintains an off-campus site in the ARMY Education Center at Fort Eustis to serve Hampton Roads. It also maintains a site at the U.S. Army Logistics University at Fort Lee to serve the Greater Richmond Area. Graduate degree programs that are offered include Logistics Management, Acquisition and Contract Management, Materiel Acquisition Management, Management, and others. The Hampton Roads Site can be reached by calling 757-887-2488 or by email at dsiegfeldt@fit.edu. The Fort Lee Site can be reached by calling 804-765-4664 or by email at traney@fit.edu.



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Florida Tech at Hampton Roads: More Than Meets the Eye

by Karen Rhine and Denise V. Siegfeldt, PhD



Florida Institute
of Technology

The Florida Institute of Technology you see in Hampton Roads at Fort Eustis and Fort Monroe, and at Fort Lee near Central Virginia is just the tip of the iceberg. Its longstanding history with all five branches of the military, business and industry and public sector organizations is well known. So are its master's degree and graduate certificate programs in a wide variety of management areas that serve the busy schedules of an adult working population.

These programs include an M.S. in Logistics Management and a Graduate Certificate Program in Transportation Management. The M.S. in Logistics Management Program offers a Concentration in Humanitarian and Disaster Relief Logistics. Another highly popular degree program is the M.S. in Management with a Concentration in Transportation Management.

Lieutenant Commander J. Patrick Eiland from the Hampton Roads Site at Fort Eustis is excited about graduating soon with his M.S. degree in Management and a Concentration in Transportation Management and moving ahead to his next assignment. He has served 19 years on active duty in the U.S. Coast Guard and has received orders to report as the Chief of Marine Inspections for the Coast Guard's field command at USCG Sector in New Orleans, La.

LIEUTENANT COMMANDER J. PATRICK EILAND



In 2010, he deployed during the initial stages of the largest oil spill in United States history as operations chief for the Deepwater Horizon MC-252 oil spill in Houma, La. He quickly transitioned to lead the

initial establishment of the first tactical branch operation in Venice, La. This operation became the incident management model for all forward operating branches across a five-state region. Lt. Com. Eiland spent 45 days managing all oil spill prevention and response efforts, which included 1,900 miles of tidal shoreline and two pristine national wildlife refuges. His team of over 4,000 response personnel realized huge success in mitigating the



Florida Tech's Fort Eustis Location is in the Herb Bateman Army Education Center.

unprecedented environmental hazard that threatened the ecologically sensitive areas and wildlife habitats in Louisiana and the Gulf of Mexico.

Melbourne, Fla., is home to the *U.S. News & World Report* Tier One Best National University. However, the university's Extended Studies Division manages graduate degree programs at many sites across the nation and has been serving the Hampton Roads, Virginia Region, for more than 35 years. Evening classes and a distance learning option are available for most programs.

Founded at the dawn of the Space Race in 1958, Florida Tech is the only independent, technological university in the Southeast. With 9,000 students enrolled on main campus, extended campuses and online, Florida Tech is also a research university with \$35 million in current sponsored research contracts. Its graduates have accepted employment in professional positions with organizations including the U.S. Military, Department of Defense, NASA Langley, Pfizer, Lockheed Martin, Northrop Grumman Corporation, and U.S. Special Operations Command, among many other military, industry and government organizations.

Much of the research conducted by Florida Tech is under defense and other military contracts. This includes research on the water, on land and in the air.

For example, ocean engineering Professor Geoff Swain has worked for 25 years to help marine vessels glide more smoothly. His research helps slime, barnacles and other marine growth just sluice off through the biodegradable coatings he tests. In his time at Florida Tech's Swain has received more than \$6 million in funding for his efforts, much of it from the Office of Naval Research.

Looking at better roadways, civil engineering Professor Paul Cosentino is working under a contract from the Florida Department of Transportation (FDOT) with Professor Edward Kalajian to develop new applications for pavement millings. This is the material removed from the pavement surface prior to resurfacing. Cosentino's team is investigating ways to improve the engineering behavior of the material so it may be used as a base in a pavement system, which would significantly increase its usage.

PROFESSOR PAUL COSENTINO



Helping to keep overseas shipping safe is Associate Professor of Physics Marcus Hohlmann. He's adapting an existing technology developed for high-energy particle physics experiments for muon

radiography. Muons are naturally produced by cosmic rays, which arrive from deep space and constantly bombard the Earth's atmosphere. High-energy elementary particles, they are much heavier versions of electrons and are difficult to block by concrete or lead.

Hohlmann applies a novel type of micro-pattern particle detector, a gas electron multiplier (GEM) to measure the deflection of muons and plan to apply it to the overseas shipping arena. "The detectors can be physically installed at the nation's ports, integrated into the actual cargo containers. Or, the detectors can be placed on the ships themselves," said Hohlmann. **s**

Additional information about Florida Tech's Extended Studies graduate program offerings is available online at <http://es.fit.edu>. The Hampton Roads Site can be contacted by phone at 757-887-2488. The Fort Lee Site can be reached at 804-765-4665.

Karen Rhine is Florida Tech's News Bureau Chief, Marketing and Communications

Denise Siegfeldt is the Florida Tech Hampton Roads Site Director, Extended Studies Division

Durable Brigade

Highlights Contribution in

RESPONSIBLE DRAWDOWN

Heavy Lift Donations Arrived at Transportation Corps Museum

by Maj. Davy Godfrey, 1st Sustainment Brigade

As the military operation in Iraq changed from Operation Iraqi Freedom to Operation New Dawn, the 1st Sustainment Brigade, Ft. Riley, Kansas, with the help of 2nd Battalion, 401st Army Field Support Brigade, identified equipment for donation to the Army's Transportation Corps Museum at Ft. Eustis, Virginia, ensuring its place in history as part of this historic mission.

Responsible Drawdown, the largest equipment move since World War II, provided the Durable Brigade both the opportunity to participate and capture mission contributions by ensuring its two heavy lifters, the M1070 Truck Tractor and the M1000 Heavy Equipment Transporter Semi-Trailer, both of which make up the Heavy Equipment Transport System (HETS), and the M915 Truck Tractor with a M872 Semi-Trailer were preserved for future generations.

The 164th Transportation Battalion, a heavy truck battalion out of the Massachusetts Army National Guard, and the 7th Transportation Battalion, an active Army motor transport battalion out of Ft. Bragg, North Carolina, were the two key subordinate units behind this historic movement. Both battalions combined to form the "Durable Express," the name of the convoy program responsible for logging almost 6 million miles in 463 convoys while moving almost 7,000 containers and more than 20,000 pieces of equipment out of Iraq, a total that represents 80% of the Responsible Drawdown of forces effort.

Col. Donnie Walker, commander of the 1st Sustainment Brigade, related the significance of this donation. "It is of utmost importance to recognize the remarkable contributions made by our sustainment community and transporters during the transition from Operation Iraqi Freedom to Operation New Dawn. We hope to do just that by telling the Durable Express story and sending this equipment back to the curators at the Ft. Eustis museum."

Capt. James Yaw, the brigade's human resources plans officer, coordinated the upload in Kuwait. "There were so many elements involved in this process, and at times it seemed like we wouldn't accomplish what we set out to do. I am thankful that this ended up working out for the best, and I look forward to visiting Ft. Eustis one day to see the fruits of our labor," Yaw said.

David Hanselman, director of the Transportation Corps Museum, has tried for more than two years to receive donated equipment that was used during the deployment. Hanselman submitted his most recent request when he realized that the Logistics Support Vessel (LSV)-4 was headed back to its home port of Ft. Eustis for maintenance.

"They show the developmental history of our heavy line haul equipment when seen side-by-side with the heavy haulers from World War II and Vietnam, already in our collection; two, they will help tell the story of one of the largest logistical transport missions in our history since World War II."



The US Army Vessel LTG William B. Bunker (LSV-4) departing Kuwait for the United States



Soldiers guide the loading of donated equipment on the LSV-4 in Kuwait



Soldier from 7th Sustainment Brigade pulls M915 into the TC Museum's vehicle pavilion with HEMTT Wrecker



Mr. David Hanselman, TC Museum Director, inspects the M872 trailer after arrival at the TC Museum

“Before the opportunity to work with 1 SB and the LSV came along, one of our biggest challenges has been how to get identified pieces back to Ft. Eustis when opportune space aboard ships has been at a premium.” Hanselman looks forward to displaying the “Durable Express” equipment. “The vehicles of the 1st Sustainment Brigade allow us to tell two different, yet vitally important stories of the Transportation Corps,” said Hanselman. “They show the developmental history of our heavy line haul equipment when seen side-by-side with the heavy haulers from World War II and Vietnam, already in our collection; two, they will help tell the story of one

of the largest logistical transport missions in our history since World War II.”

The 164th Transportation Battalion also provided command and control for the LSV, something that made movement coordination much easier for the brigade. Chief Warrant Officer Ben Zollinger, commander of the LSV-4’s 605th Transportation Detachment, explained his role in the process. “As commander of the vessel, my job is to ensure the safe transport of all cargo to its destination. What makes this move more special than most is knowing that this equipment will be on display for generations to come.”

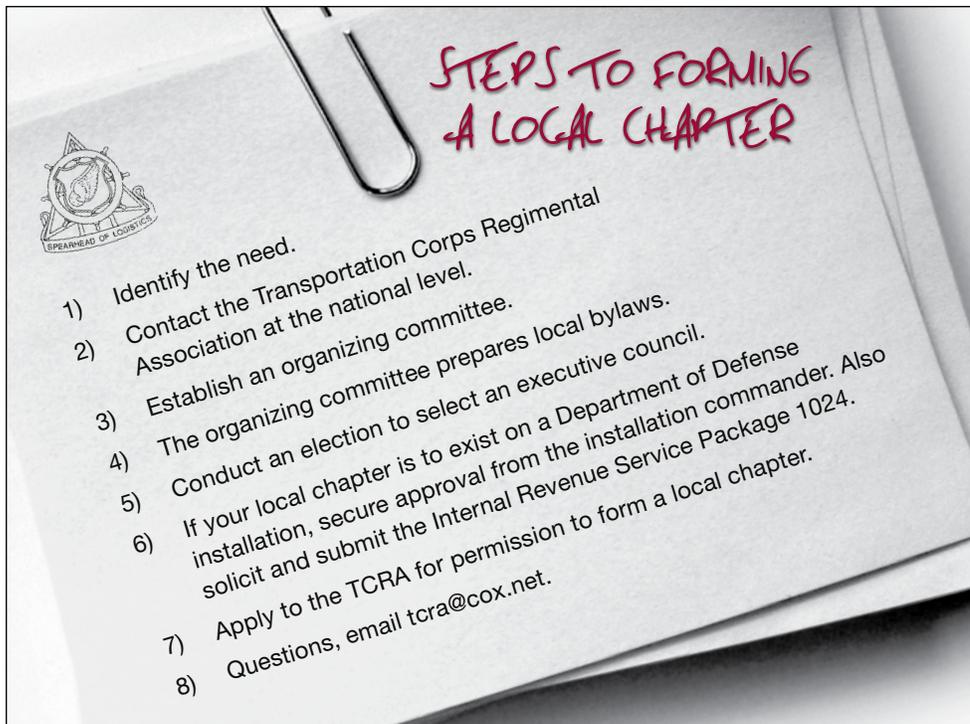


Personnel download donated equipment at Fort Eustis in December 2010

Lt. Col. Rich Rollins, 164th Trans. Battalion commander, and Lt. Col. Al Versoza, 7th Trans. Battalion commander, both expressed a sense of pride knowing that their units would forever be represented at the museum. According to Rollins, “It is truly an honor to have been part of this historic mission and we are very excited that one of our vehicles will be on display at the Transportation Corps museum.”

Versoza echoed the sentiments of Rollins. “It is truly an honor for the Task Force to be part of the largest retrograde operation since World War II. The ability to place our equipment into a museum enables all of us to remember our contributions to this enormous effort. It also allows our families and friends to better understand our mission and the equipment we utilized to accomplish the huge undertaking.”

The equipment arrived at Ft. Eustis in December 2010, and according to Hanselman, should be ready for full display by early spring 2011. For more information on the Transportation Corps Museum, visit <http://www.atmfoundation.org>. **S**



MAJ Davy Godfrey is assigned to the 1st Sustainment Brigade

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The Transportation Corps STRATEGIC BLUEPRINT: Charting the Path of Change for the Corps After Next

Following are excerpts from the recently-published "United States Army Transportation Corps STRATEGIC BLUEPRINT." Developed by the Chief of Transportation and approved by the Commanding General of the Sustainment Center of Excellence, the TC Strategic Blueprint provides a vision of how the Corps can engage with our mission partners to achieve our operational objectives, as well as those task directed by TRADOC for the next decade. Readers can obtain more complete information on the Strategic Blueprint and actively engage in the dialogue that will support the Corps' forward momentum at the following websites:

<http://www.facebook.com/pages/Chief-of-Transportation/>
<http://www.facebook.com/pages/Office-of-the-Chief-of-Transportation/>
<http://www.transchool.army.mil/>



MANTRA

The Transportation Corps enables movement, deployment and distribution in support of the Combatant Commander and other Army requirements. Our focus is to deliver a full range of transportation capabilities in order to move critical resources rapidly (under positive control) through an integrated transportation-based global distribution system from the source to the end user. The Transportation Corps operates under conditions of uncertainty and complexity leveraging military, industrial, host nation capabilities, and emerging technologies. We provide movement control, in-transit-visibility and guide delivery to deployed forces across the Full Spectrum of Operations.

Our Soldiers and Civilians are key to movement distribution. We are the Transportation Corps—partners in Sustainment Excellence! We are all Warfighters supporting Warfighting and the Warfight...

THE TRANSPORTATION CORPS MISSION

In conjunction with our mission partners—provide transportation capabilities to rapidly deploy and distribute forces, equipment, and materiel to Army and Joint Forces operating across the Full Spectrum of Operations any-

time, anywhere in support of the National Military Strategy. Additionally, the Transportation Corps trains Soldiers/Civilians, and develops concepts and doctrine to perform transportation services and support functions for forces across the operational spectrum in a Joint, Interagency, Intergovernmental, and Multi-National (JIIM) environment.

OUR MISSION PARTNERS

We base our planning and transformation on the requirements and priorities of our mission partners. This includes, but is not limited to, CASCOM, tactical, operational, and strategic sustainment headquarters, and senior sustainment leaders across the Army. In order to meet requirements we will deliver capabilities that enable freedom of movement and end-to-end distribution across the spectrum of conflict. Our collective goal with our mission partners is to enable a distribution and deployment network that meets the requirements of the Combatant Commander and other Army necessities. We will work with our partners to advocate and deliver agile resource and investment requirements for the enterprise through the Planning, Programming, Budgeting and Execution Process.



THE 4 DS

Develop Leaders & Develop as a Leader

The Campaign of Learning is a vision launched by TRADOC in an effort to develop leaders across the force. As a part of achieving that vision, the Transportation Corps and School with our mission partners, provides trained, innovative, adaptive, and professional leaders skilled in deployment and distribution. Developing junior leaders with the skills to critically think and to develop the situation at the lowest levels is our charge. We will do this twofold, one is by establishing a competitive learning environment that prepares our Soldiers for today's operating environment, and secondly, through active dialogue/collaboration. This support plan charges us as a Corps to know who we are and what we need to be. In this growingly complex operating environment, we need to know, understand, and be precise when moving towards our vision.

Distribution and Deployment (Shape it)

The Army Operating Concept is clear in defining sustainment through 2026. It will require deploying the force, providing decentralized sustainment operations, and utilizing a Joint Deployment and Distribution Enterprise (JDDE). The mission and capabilities of the Transportation Corps are tightly woven into this vision. Distribution and sustainment are cornerstones for the SCoE and distribution is the cornerstone of the Transportation Corps. Essentially, they are synonymous. The Transportation Corps, with our mission partners, will strive to produce the people and materiel that enables an integrated deployment and distribution network. This will involve conducting systemic and systematic assessments to expose



and foresee gaps in the distribution and deployment process, while seeking modern solutions to bridge gaps and meet end users requirements with a focus to enable an integrated distribution network that facilitates sustainment.

Decentralized Operations (Enable it)

In a complex operating environment, with the dizzying pace of technological change and a hybrid of threats, there is an increasing need for execution at the lowest levels. Future projections indicate that our Transportation Corps professionals must be even more skilled at decentralized operations. To enable sustainment in decentralized operations, the Transportation Corps needs to produce personnel, doctrine, and materiel that inherently integrates movement activities, nodes, and different agencies/organizations in the process to achieve unit of effort without unity of command—and enable precision, reliability, and velocity. This requires optimizing networks and structures at BCT and below and connecting capabilities through the process to integrate and simplify distribution management.

Do It Jointly in a JIIM Context

JV 2020 specifies transportation as the key to improving deployment, distribution and sustainment. Advanced systems will increase speed, capacity, and efficiency. Improved operational effectiveness and efficiency, combined with increasing warfighter confidence in new capa-



bilities will reduce sustainment requirements and vulnerabilities. Mutual trust, reliance, and interdependence of the services and outside agencies not only achieves this goal but improves interoperability across all WFF and all levels of war. Capabilities to rapidly deploy and distribute forces, equipment, and materiel to Army and Joint Forces operating across the Full Spectrum of Operations anytime, anywhere in support of the National Military Strategy; in coordination with our mission partners, requires our transforming into an agile, adaptive institution that serves as the main effort and key integrator for the Army's development of a unified distribution network operating in a JIIM environment. Leveraging business intelligence, digital technology, and social networking tools in all we do, the Transportation Corps will work with our mission partners—at CASCOM, across our Army, and across the joint formation! We are inherently a joint operation... nothing happens until something moves! **S**



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Nationals not only strengthens the alliance, but provides the hands-on experience that is vital to receive and execute a mission in a safe manner.” said Staff Sgt. Clifford Kurten, noncommissioned officer in charge of the WRSA-K operation.

The ROK Port Operations Group commander, Col. Yoon, Kook, was fully involved and committed to this operation from the beginning. The 665th Port Battalion commander, Lt. Col. Jung, Ik Hwa, was on site while operations were underway, and ROK Port Operations Group soldiers were more than willing to work hard to ensure the cargo remained secure, was loaded safely and on time.

WRSA-K is an example of how the U.S. Army on the Korean peninsula has transformed itself to embrace environmental initiatives and Lean Six Sigma concepts of waste elimination and inventory reduction. The WRSA-K initiative will save U.S. taxpayers and the Department of Defense millions of dollars on storage, inventory and accounting for ammunition that is no longer needed or useful in the Korean theater. **S**

MAJ Gary Whittacre is the Executive Officer of the 837th Transportation Battalion

all to help ensure our watercraft Warrants are set up for success in the future.

As we move forward, change is inevitable. We need to make sure that we are on the leading edge of the change and always looking for a better way to control our future. Gone is the JHSV, but what is next for watercraft? This summer will tell, with a lot of indications pointing that they will move under the C2 structure of SDDC. This could be good thing and will help put our watercraft into a more worldwide visibility. This could also

tion’s working groups to find optimal solutions to future transportation functional capabilities and formations. In truth this year’s Symposium theme is:

“SPEARHEADING LOGISTICS INTO THE FUTURE” to do it right we need your attendance, input and leadership

In closing, I have enclosed links to the Chief of Transportation – Colonel Stephen E. Farmen

mean that some of our Warrants could be in key positions in the SDDC structure. We will need highly talented Soldiers with diverse background for this future move. We also have to look at more innovative ways to show our relevance. I challenge each and every one of you to become visionaries and improve the Transportation Corps.

I am looking forward to helping shape the future of the Transportation Corps as the Regimental Warrant Officer. I am looking forward to representing and serving the fine Soldiers of the Transportation Corps.

Spearhead! **S**

and Regimental Warrant Officer CW5 Thomas J. Wilson biographies in order to allow you to see our new key leaders and ask that you assist me in welcoming them to their new positions.

<http://www.transchool.lee.army.mil/Bio-files/COL%20Farmen%20Bio.pdf>

<http://www.usawoa.org/woheritage/CW5-Thomas-J-Wilson-TC-CWOB-8Apr11.pdf>

“SPEARHEAD 7” **S**

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THE OPPORTUNITY TO MAKE A DIFFERENCE HAS NEVER BEEN GREATER

Lieutenant General (Retired) Nathaniel “Ross” Thompson, Jr., who, during a distinguished Army career, served the Transportation Corps as Chief of Transportation, Honorary Colonel of the Regiment, and President of the Transportation Corps Regimental Association, passed away peacefully June 10, 2011, surrounded by family, at Walter Reed Army Medical Center. He was 83.

LTG Thompson was born on 5 September 1927 in Philadelphia, Pennsylvania, to Nathaniel Ross Thompson and Dorothy Bardon Thompson. LTG Thompson has a younger brother, James, and they lived on South 28th Street and began attending Hope Presbyterian Church at an early age. Hope was a central part of LTG Thompson’s childhood life, both spiritually and in sports. He attended public schools in south Philly and graduated from John Bartram High School in 1945. He was an accomplished football player and violinist as well as excelling academically. Immediately upon graduation from high school, he enlisted in the U.S. Army, completed airborne training, and served with the 82nd Airborne Division prior to his discharge in 1947. Returning to south Philly, he attended Temple University, graduating in 1951 with a degree in accounting and a commission as a Transportation Corps second lieutenant through participation in the ROTC program. Graduating from Temple was only one of the highlights in this phase of his life. In 1949, he met the love of his life, Dolores Casey, and they began their life together after graduation, marrying in September 1951.

Prior to his first Transportation Corps assignment, LTG Thompson was detailed to the Engineer Corps, attended the Engineer School at Fort Belvoir, Virginia, and was assigned to Europe. After serving several years as an Engineer officer, he began his long career as a TC officer. Early assignments included command of the 51st Transportation Company (Truck) in Europe; Commander, 461st Transportation Company, Fort Story, Virginia, as well as several other company-size units. He spent most of his time as a lieutenant and captain in command positions.

LTG Thompson continued his civilian education and received a Master of Business Administration degree, specializing in comptrollership, from Syracuse University in 1958. In his subsequent assignments he served as a comptroller, commanded several more transportation units, attended the Transportation Officers Advanced Course, Ft. Eustis, Virginia, and the U.S. Army Command and General Staff College, Ft. Leavenworth, Kansas. He then served as Plans and Movements Advisor, Headquarters, U.S. Army Advisory Group, Korea 1963-1964, followed by duty as Chief, Special Funds and Working Capital Funds Branch, Office of the Department of the Army Budget, Washington, D.C.

After serving in Vietnam from 1967-1968 as Commander, 11th Transportation Battalion, and later as the Director of Transporta-



LTG(Ret) ROSS THOMPSON

Nathaniel R. “Ross” Thompson, Jr.
Lieutenant General, United States Army (Ret.)
(September 5, 1927–June 10, 2011)

tion, U.S. Army Support Command, Da Nang, Vietnam, he returned to serve in the Office of the Special Assistant for Strategic Mobility, Office of the Joint Chiefs of Staff, Directorate for Logistics, J4.

After graduating from the Industrial College of the Armed Forces, Fort McNair, Washington, D.C., LTG Thompson served as Deputy Assistant Commandant, U.S. Army Transportation School, Ft. Eustis, Virginia. In 1971 he took command of the 7th Transportation Group at Ft. Eustis. Following command of the 7th Trans, he went back to the Transportation School as the Assistant Commandant. In 1975 he was promoted to Brigadier General and became Director of Logistics, J4, U.S. Readiness Command, MacDill Air Force Base, Florida.

From 1977 to 1979 he became the Director of Transportation, Energy and Troop Support, Office of the Deputy Chief of Staff for Logistics, Department of the Army. In July 1979, Major General Thompson assumed command of the 21st Support Command, U.S. Army Europe, the largest tactical logistics command in the Army. He commanded the 21st for four years, and was promoted in 1981 to Lieutenant General.

From 1983 to 1986 LTG Thompson served as The Inspector General, United States Army, retiring from active duty in 1986 with 37 years of distinguished service. He received numerous awards and decorations throughout his career, with his highest award being the Distinguished Service Medal. From 1986-2006, LTG Thompson continued his service to Soldiers by serving as the Director, Army Emergency Relief, where he made a significant impact on expanding and improving assistance to soldiers and their family members.

LTG Thompson spent his time away from work with Dolores, his children and grandchildren, and his many friends. He was a member of the National Defense Transportation Association, Association of the United States Army, and was an active member of Heritage Presbyterian Church, having served several times as an elder of the church. He also served for many years as the Honorary Colonel of the Regiment for the Transportation Corps, President of the Transportation Corps Regimental Association, was on the Board of Directors Transportation Corps Museum Foundation and a 1998 Transportation Corps Hall of Fame inductee.

LTG Thompson is survived by his wife of 59 years, Dolores Casey Thompson; five children, Nathaniel R. Thompson III (Amy Thompson), Kathleen Liesfeld, Barbara Burns (David Burns), James Thompson (Kim Monti), and Patrick Thompson; and ten grandchildren, Christine Burns, LT, U.S. Navy, Rebecca Burns, David Burns II, Charles Liesfeld, James Liesfeld, Casey Thompson, Bridget Thompson, Ian Thompson, Kathryn Thompson, and Matthew Thompson; and a brother, James Thompson. **•**



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SPEARHEADING LOGISTICS INTO THE FUTURE

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