

The Voice of Sustainment in CONUS

Provider Base

**13th Sustainment Command
(Expeditionary)**

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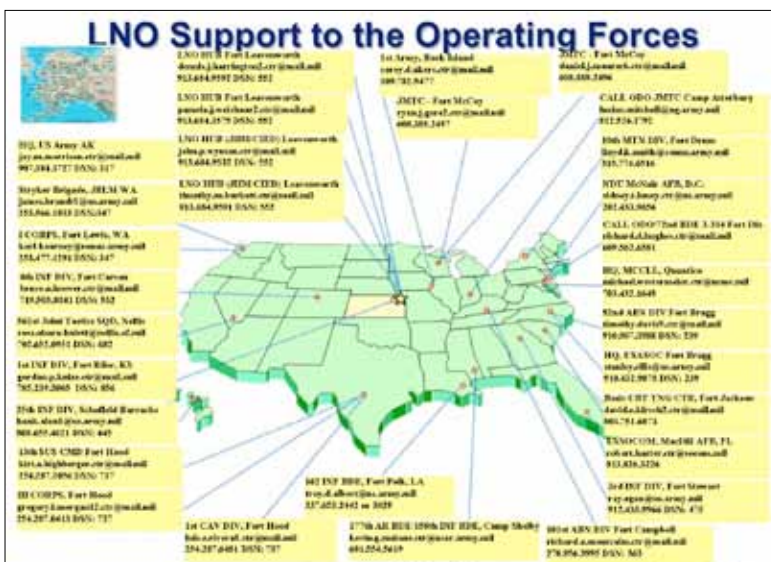


Greetings Teammates,

About seven years ago LTG (R) Stevens wrote a white paper on “Where did my MMC go.” This was in response to many complaints the Army will not survive without Divisional and Corps level Material Management Centers. This has proven to be untrue of course, we still

have all the capabilities of the MMCs and it's just located in different places. Modularity has reshaped our force structure and after 9 years of heavy fighting on two fronts, we are not trying to reeducate our leaders on what right looks like. This would be fairly easy, except in the last ten years the Army established four Enterprise Systems; AMC (Material Enterprise), INSCOM (Installation Operations), FORSCOM (Readiness and Training) and TRADOC (Doctrine and Schools.) As we reset and retrain our Army back to a contingency based force, we are forced to merge three Enterprise Systems (AMC, FORSCOM and INSCOM) at the Installation level. The Sustainment Operations Centers (SOCs) that FORSCOM directed be setup on each FORSCOM Installation are merging these three Enterprise systems. The real power of the old MMC concept was not setting parameters on the SARSS boxes; it was clearly seeing the sustainment issues and bringing the right resources to bear on the problem. The SOC concept will do this.

The other most powerful piece of the old MMCs was the analysis (the old R&A) that could be done to see and track trends. We still have this capability but it is in the DMC at Rock Island. COL Victor Harmon and his team have done a great job at working with and educating the Sustainment Brigades on the available capability and what LOGSA can provide. Most installations have already gone back to doing some form of a monthly logistical review, chaired by the Commanding General or the DCG for support. We must continue to push this team building event, because at the end of the day it is not about who owns the asset, it is all about how we play the asset. This magazine is about sharing those thoughts and ideas for the entire Sustainment Community. I encourage all the Sustainment Brigades and the AFSB Brigades to send in your articles. We must reeducate ourselves rapidly and the best way to do that is share information and ideas. If we wait for our formal school system to retrain our leaders we will all be in the old Soldiers home before we get straight. I want to thank each of you for all the great work that is currently going on. Together we will be victories in reset and retrain.



COLONEL
Curtis A. Johnson
15th Sustainment Brigade
Fort Bliss, Texas

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FRONT COVER: 4th Sustainment Brigade Soldiers participate in a Low Cost Low Altitude Aerial Resupply training mission November 7 at Fort Hood. Photo by Sgt. 1st Class Joel Gibson

BACK COVER: Command Sgt. Maj. Edward Bell, senior enlisted advisor of the 82nd Sustainment Brigade and Tarboro, N.C. native, speaks to Soldiers assigned to the support operations section of the 530th Combat Sustainment Support Battalion and Soldiers assigned to the 82nd Sustainment Brigade Aug. 22 at Ft Lee, Va. Photo by Sgt. 1st Class Vin Stevens

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Photo by Capt. Monika Comeaux DCOM-SPO/NTM-A PAO

Senior Afghan National Army leaders listen attentively during the ANA's Senior Security Shura focusing on ANA logistics on Sept. 29 at Depot O, Kabul, Afghanistan. Organizers invited all ANA corps commanders and corps G4s (senior logisticians), the Afghan Minister of Defense and Interior as well as senior International Security Assistance Forces senior leaders and logistics leaders. The topic discussed included the state of ANA logistics, challenges and accomplishments and also touched on some new processes that will be shortly introduced, like a simpler and more expedient way of processing the MOD14 form s used to order supplies.

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Staff sergeant advises ammunition handling in Regional Support Command-West

**By Capt Monika Comeaux
DCOM-SPO/NTM-A PAO**

CAMP STONE, Afghanistan – It is not easy for U.S. Army Staff Sgt. Sabrina A. Barragan to be away from her two young children for the fourth time during her military career. It is even more challenging to work as a trainer and adviser for all matters concerning ammunition storage, issue and handling, for the Afghan National Security Forces in approximately one-fifth of Afghanistan in Regional Support Command-West.

However, according to multiple accounts from her supervisor and Afghan National Army partners she works with on a daily basis, she is cut out for this task!

Barragan deployed on individual orders from Fort Hood's 13th

Expeditionary Sustainment Command in December of 2011. She advises personnel at the ANA ammunition supply point at Camp Zafar, as well as travels to remote locations to make sure that the ammunition issued from Zafar is received, stored and issued out properly, she said. Recently, she was asked to provide the same oversight for the Afghan National Police, at nearby locations.

At the Zafar ASP, she does spot checks and inspections often. "On a day to day basis we make sure that the inventory is right," said Barragan. When they (ANA personnel) get a MOD 14 (request paperwork) or a MOD 9 (issue paperwork) she makes sure they are properly processed. She makes the ANA do inventory first, then she double-checks their numbers.

Although she did not exactly know what to expect with this job, she was impressed with what she saw when she got on the ground in Dec. 2011. The ANA have been doing ammunition for years. "When I got here, I was thinking 'they are pretty good.'" She was impressed by the layout and design of the ASP, which was put in place by her predecessor, who was an Army Maj.

For some, it may not seem practical to have a female adviser on an all-male base, but for ammunitions experts in the region, Barragan is it. Her supervisor, U.S. Army Maj. Edwin J. Marcelino, the chief of the Logistics Training Advisory Team for RSC-W thinks that being a female adviser gives her an edge. Marcelino also deployed from the 13th ESC and



U.S. Army photo by Capt. Monika Comeaux, DCOM-SPO/NTM-A PAO
U.S. Army Staff Sgt. Sabrina A. Barragan, an ammunition specialist and mentor for Regional Support Command-West's Logistics Training and Advisory Team checks on the progress of the assortment and storage of a new ammunition shipment at the Camp Zafar Afghan National Army ammunition supply point July 11. She deployed from Fort Hood's 13th Expeditionary Sustainment Command in December of 2011. Barragan travels frequently to check on outlying area's ammunition storage facilities. She has recently been tasked to provide oversight and mentorship for the Afghan National Army ammunition sites in RSC-W. Regional Support Command-West is part of NATO Training Mission – Afghanistan.

has had Barragan on his LTAT Team since the team was formed during their train up leading up to the deployment in late fall of 2011.

“She is a great noncommissioned officer, a real go getter...in terms of her job competence in her occupational specialty, she knows that inside and out,” said Marcelino. He also explained that previous mentors have done a lot to develop the ammunition handling capabilities of the ANA, but he can see a lot of improvement since they first hit the ground. “There is a lot more organization now, their customer support is much better.”

The friendly greetings and handshakes by the ANA soldiers and instant updates being provided to Barragan on the particular day of the interview, July 11, suggests that they get along well and have mutual respect for each other. Barragan, being a good noncommissioned officer, also tries to make sure that basic necessities, like having plenty of drinking water, are met. She arrives to almost every visit with cases of bottled water, she said. The summer heat at Camp Zafar competes with the summer heat of Texas. Since she is a mother of two, she has a soft spot in her heart for children. She often sends candy home with the ANA soldiers to their children.

“She is a very proficient mentor, she is very professional, and taught us a lot of new things,” said Afghan National Army Spc. Tajuddin Badroz, through an interpreter. He has worked at Zafar since 1385 on the Solar Hejri calendar, 2006 on the Gregorian calendar. “We learned a lot from the previous mentors, each one of them has done their part. She taught us how to be professional when the units come here getting ammo. She was always here helping us and we learned how to stack properly and how to be more accountable in issuing and receiving the shipments,” said Badroz.

The noncommissioned officer in charge of the ASP, ANA Master Sgt.

Enauatullah Gigarkhun, also spoke highly of Barragan. “She knows the business, she knows the job very well and she helps us track the ammo, the books and stacking the boxes,” he said through a translator. Gigarkhun did not receive formal ammunition handling training, all he knows he learned from the Russian military and lately from his coalition mentors, like her.

Barragan is a thorough individual and cares a lot about proper procedures and putting systems in place. She would like to expedite the workflow by sending some of the ASP personnel to computer literacy classes, she said.

But besides being kind and caring, she also knows where to draw the line and put her foot down and say ‘no.’ “At times if there is a mentor here, they (ANA) expect the mentor to do everything,” she said. “I am the rough one on them...you guys are doing it, I am here making sure you are doing it right,” she often points out, she said.

“If I was to leave now, I think they would be fine. They have it; they know what they are doing. They can do everything on their own,” said Barragan about the ANA ammunition operations. She is grateful that she had this opportunity to work with ANA and coalition partners; however

her work is not yet done. With approximately five months left in her deployment, before she returns to Fort Hood and is reunited with her children, she will now have to tackle the ANP side of the house.

“She’s got probably the most critical additional duty,” said Marcelino. He said Barragan knows her job inside and out, and he sees a lot of potential in her. “Some Soldiers make great advisers, some don’t. She is more of the former, she makes a great adviser because of her personality,” said Marcelino.

The ASP where Barragan advises the ASC in RSC-W is part of the ANA’s Forward Supply Depot under the Regional Logistics Support Command-West at Camp Zafar, currently scheduled to transition over to the ANA in the second part of 2014.

Regional Support Command-West is part of NATO Training Mission – Afghanistan, which is a coalition of 38 troop-contributing nations charged with assisting the Government of the Islamic Republic of Afghanistan in generating a capable and sustainable Afghan National Security Force ready to take lead of their country’s security by 2014. For more information about NTM-A, visit www.ntm-a.com.



U.S. Army photo by Capt. Monika Comeaux, DCOM-SPO/NTM-A PAO. U.S. Army Staff Sgt. Sabrina A. Barragan, an ammunition specialist and mentor for Regional Support Command-West’s Logistics Training and Advisory Team, shows NATO Training Mission Afghanistan Deputy Commander of Support Operations Chief of Staff, German Army Col. Karl Habel and NTM-A DCOM-SPO Command Sgt. Maj. Terry E. Parham the progress being made in the Afghan National Army’s ammunition supply point at Camp Zafar, Herat, Afghanistan July 9.

53rd QM Company fuelers support Vibrant Response 13

By Sgt. Dandra Harell
50th Public Affairs

NORTH VERNON, Ind. - Multiple lines of military convoys fill the large gravel lot in the staging area of Forward Operating Base Panther. In a small tent tucked away in the right-hand corner of the staging area, a group of five petroleum supply specialists try to escape the heat between refueling vehicles. Traffic is high as convoys return to the FOB from various missions. The fuelers take their positions as vehicles line up to be refueled before parking.

"We're here from 6 a.m. to midnight," said Cpl. Christopher L. Blanton, a petroleum supply specialist with the 53rd Quartermaster Company, 553rd Combat Support Sustainment Brigade. "It's an all day operation."

The soldiers with the 53rd QM Company, 553rd CSSB, from Fort Hood, Texas, work tirelessly to maintain fuel operations in support of the Vibrant Response 13 Exercise.

Vibrant Response is a training event led by U.S. Army North based at Fort Sam Houston, Texas. It is an exercise designed to test the preparation and execution of the Department of Defense's military response to a catastrophic nuclear disaster when requested by civilian authorities.

This year's event replicates a 10-kiloton nuclear detonation in a large American city.

In support of this scenario, six teams of petroleum supply specialists from Fort Hood were sent to Indiana and dispersed throughout the six different forward operating bases to provide logistical support for the units conducting the training.

Blanton and his four soldiers, Pfc. Kharee Julien, Pfc. Rafael Abreu, Pfc. Shawn Cline and Pfc. Juan Rodriguez support Forward Operating Base Panther, where they work 18-hour days at the fuel point.

The fuel point consists of two 5,000-gallon M969A1 5K tankers. One is used for motor gasoline (mogas), which is for non-tactical vehicles such as a 15-passenger van. The other is filled with jet propulsion fuel, type 8 (JP8), which fuels most military vehicles such as the "Humvee."

"We fill up about 400 to 500 vehicles a day," Blanton added.

The fuel point has no shade, just two tankers parked along the right side of the staging area. Their only refuge is their sleep tent, which is located to the right of the fuel point. The tent's front and back entrances are tied open during the day to keep air circulating, while they wait for



Photo by Sgt. Diandra Harrell

Fuelers with the 53rd Quartermaster Company, 553rd Combat Support Sustainment Brigade from Fort Hood, Texas, establish and maintain a fuel point in support of Vibrant Response 13 Exercise at Forward Operating Base Panther North Vernon, Ind., July 31, 2012. Vibrant Response is a Defense Support of Civil Authorities training event. This year's event replicates the military's role in responding to a 10-kiloton nuclear detonation in support of federal, local and state agencies.

more customers.

"Since their arrival to FOB Panther they have issued over 30,000 gallons of fuel," said 1st Lt. Willie Wilson, the fuel point officer in charge and a Platoon Leader in the 24th Quartermaster Company, 13th Combat Support Sustainment Brigade at Joint Base Lewis-McChord, Wash. "They are doing an excellent job."

"We issue about 4,500 gallons of fuel daily," said Blanton. "We've had to close the fuel point down and wait to be refueled, but it hasn't caused any delays in the mission."

With only 350 gallons of JP8 left in the tanker and a long line of tactical vehicles waiting to be refueled, right on time a M978 2500-gallon fuel tanker pulls into the forward operating base.

First Sgt. Scott Gilbert, with the Forward Support Company, 46th Engineers, 1st Maneuver Enhancement Brigade from Fort Polk, La., who was located at Forward Operating Base Jennings, issued fuel to the soldiers of the 53rd QM Company, 553rd CSSB so that they can continue mission.

"They're able to pump fuel to multiple vehicles in a timely manner without spilling fuel. They're doing their job extremely well," he added.

"It feels good to actually do the job I was trained to do," said Rodriguez. "I may never be a part of this of exercise again, so I'm going to do my best and enjoy it."

Nearing the end of the exercise, the fuelers are still performing fuel operations while units pack up and prepare to return to their home stations. Blanton and his soldiers' mission continues until everyone else has driven away.

"We are here until the last vehicle leaves," said Blanton. "When that last truck drives out the gate, then we get to say 'mission complete.'"

Massive clean up initiative creates space, recoups taxpayer's money

By Capt Monika Comeaux
DCOM-SPO/NTM-A PAO

KABUL, Afghanistan –The Todd Maritime Services International, an overflow lot and storage area used by both Afghan National Security Forces and coalition forces in Kabul has housed tons and tons of coalition scrap-materials, which piled up over the years, taking up lots of useful space in the yard. It was time for a cleanup and to turn trash into treasures!

Since the site is shutting down in the near future, instead of moving the material from one location to another, we came up with a plan to turn it all in to the Defense Reutilization and Marketing Office (DRMO), said U.S. Marine Corps Capt. Matthew P. Beuchert, a logistics officer for Regional Support Command-Capital.

When we explored the possibilities of clearing away salvageable materials in the yard and recoup funds for the American tax payer, we did a lot of planning, said U.S. Navy Lt. Cmdr. Branton M. Joaquin, Supply and Services Branch Chief in Deputy Command of Support Operations under NATO Training Mission-Afghanistan.

“From the initial planning phase to the last truck, the process took three months. The salvage portion of the heavy lifting was two months of 12-hour days, with only one day off per week,” said Joaquin. The mission had multiple participants, including local Afghan contractors, members of RSC-Capital and of course DRMO.

This type of mission was not new to the Defense Logistics Agency's Disposition Services, said U.S. Navy Lt. Michael J. Nolan, the assistant officer in charge of DLA Disposition Services, Afghanistan and the officer in charge of the Disposition Services Detachment in Bagram.

“DLA Disposition Services oversees the responsible disposal of US equipment no longer needed in the battle space. Items with offensive and defensive capabilities are sent to one of our DEMIL (demilitarization) centers for processing, but other unserviceable items and scrap metal are sold to local contractors with the proceeds returning to

the US Treasury. Another collateral benefit of our scrap sales program is the positive impact it has on the Afghan economy, whereby entrepreneurial local companies can build thriving businesses from the purchase and re-sale of US scrap metal,” explained Nolan.

The life cycle of scrap removal consists of site assessment, if no DEMIL-ing is required than sorting the items into serviceable and unserviceable piles. Serviceable equipment is either retained or goes to a retro sort yard, where it can be placed back into the supply system. With some exceptions, remaining unserviceable material is sold to scrap contractors, in this particular case to Afghan companies, explained Nolan.

The logistics challenges in this particular operation at TMSI were making sure we only salvaged equipment that belonged to coalition forces, organizing transportation and billeting for the Defense Logistic Agency's Disposition Services crew, organizing transportation for the scrap metal and protecting the truck drivers who participated in the mission, Joaquin added.

“Once the planning was laid out, the process worked like a Swiss watch,” Joaquin said.

The materials recycled at the TMSI site included unserviceable heavy equipment like hoists, backhoes and forklifts; unserviceable vehicle parts; furniture; warehouse racking; building materials and kitchen supplies, said Nolan.

The scrap harvest also collected and sold 5,500 pairs of boots not wanted by the ANSF partners and 5,000 rolls of building insulation, said Beuchert.

When it was all said and done, over 1 million pounds of scrap was salvaged at TMSI, said Joaquin.

“Our main goal is the responsible disposal of military equipment and the proper handling of items that have military capability so they don't fall into wrong hands”, said Nolan. He added that it is also nice to be able to recoup taxpayer's money.

One of the intents of this particular mission was to show our Afghan partners that they can perform similar operations on their own, said Beuchert. “This style mission can be accomplished throughout Afghanistan in every region, [it] provides money back to the government, clears storage space, and can create local jobs depending on how the Afghans contract the support. Very simple, yet has high benefits and rewards,” said Beuchert in conclusion.

NATO Training Mission – Afghanistan is a coalition of 38 troop-contributing nations charged with assisting the Government of the Islamic Republic of Afghanistan in generating a capable and sustainable Afghan National Security Force ready to take lead of their country's security by 2014. For more information about NTM-A, visit www.ntm-a.com



Photo by USMC Capt. Matthew P. Beuchert

An Afghan contractor checks scrap metal and boxes loaded on back up a contracted “jingle” truck at Todd Maritime Services International, a coalition-contracted shipping and receiving yard in Kabul in July, 2012.



Photo by Pfc. Brian LaBombard

On Aug. 16, the 96th Transportation Company, 180th Transportation Battalion, 4th Sustainment Brigade, 13th Sustainment Command (Expeditionary) was the first unit in the Army to receive the new M1070A1 heavy equipment transport truck. The new HET has 200 horsepower more power than the previous version and has a much better air conditioning unit than the previous model.

96th Trans. Co. fields new HET

By Pfc. Brian LaBombard
13th ESC Public Affairs

FORT HOOD, Texas – Soldiers and civilians from the 13th Sustainment Command (Expeditionary) gathered at the 180th Transportation Battalion motor pool Thursday, Aug. 16, for the first unit equipped ceremony of the M1070A1 heavy equipment transporter.

The 96th Transportation Company, 180th Transportation Battalion, 4th Sustainment Brigade, is the first unit in the Army to field the newest HET.

1LT Charles Vorasingha, the company commander of the 96th Transportation Company told his Soldiers to “take pride in your work; you have a reputation for doing things the right way.”

Development for the latest HET model began in 2008 and testing began in 2010 said William Batten, the global marketing director at the manufacturing company, Oshkosh Defense.

“This is a much improved version of the previous model, which is over 20 years old,” said Batten. “It has a larger engine and more torque which will allow the truck to climb

hills much easier than the previous HET.”

Spc. Patrick Otis, a motor transport operator assigned to the 96th Transportation Company, who has already completed the operator training for the new HET said, “One of the best improvements over the last model is the increased torque and horse power.” According to the Oshkosh Defense website, the latest HET has a 700 horsepower engine, which is an increase of 200 horsepower compared to the last HET model.

Sgt. Robert Gregg, a motor transport operator at the 96th Transportation Company said, “The new HET’s air conditioning is much better than the last model. It puts out really cold air and is much more comfortable to ride in for extended periods of time.”

But it’s not all about comfort; the M1070A1 is also much easier to up-armor said Gregg. “The computer system onboard the HET will automatically adjust for up-armor and make it much more efficient with the additional armor.”

Michael Ivy, the vice president and general manager of Army programs at Oshkosh Defense said, “The M1070A1 is designed to transport the 70 ton M1A1 Abrams tank, this is why we have designed the cabin to hold six Soldiers. The four crewmembers of the Abrams and the two HET operators will have a safe and comfortable ride in these new HETs.”

Lt. Col. Stephen Riley, commander of the 180th Transportation Battalion said, “We have a proud history of service and with half of company deployed to Afghanistan, I couldn’t think of a unit more deserving of these new vehicles.”

The unit will receive 96 of the new HETs and over 1,400 have been ordered across the Army.



Photo by Pfc. Brian LaBombard

Leaders of the 4th Sustainment Brigade, 180th Transportation Battalion and 96th Transportation Company, join senior project leaders from the Army and Oshkosh Defense at the ribbon cutting ceremony for the newest heavy equipment transporter fielded to the 96th Transportation Company at Fort Hood. Soldiers from across the 13th Sustainment Command (Expeditionary) welcomed in the newest HET on Aug. 16 at the 180th Transportation Battalion motor pool.

Operation Keystone expedites part delivery for Afghan National Army

By Capt. Monika Comeaux
DCOM-SPO/NTM-A Public Affairs Officer

CAMP EGGERS, Afghanistan – A handful of service members assigned to the Deputy Commander of Support Operations under NATO Training Mission-Afghanistan have planned and are executing an operation known as Keystone 9.

This operation, which started in July of 2012 and is expected to run until late October, rapidly processes repair parts and distributes these parts to Afghan National Army units.

“Operation Keystone 9 is a mission designed to expedite the delivery of critical Class IX repair parts to the theater in support of the ANA combat operations,” said Lt. Cmdr. Trey Scudder, the senior mentor for the Second Forward Support Depot (under Regional Logistics Support Command-Kandahar) supporting the ANA and also the deputy for Logistics Training Advisory Team South. “A secondary mission of the operation is to clear out the global backlog of Class IX repair parts destined for the ANA ... filling the Authorized Stockage List for each of the ANA Corps thereby giving the ANA a baseline from which to support their respective maintenance companies,” Scudder added.

The concept is multifold, said Chief Warrant Officer 2 Dempster D. Upshaw, a supply technician who manages Class IX parts within DCOM-SPO. Instead of all parts arriving from New Cumberland... and from Thailand going through Kabul some are now flown into Kandahar where they are prioritized, sorted and pushed out. “It is saving time by eliminating the Depot 0 warehouse (the national-level Class IX repair parts depot)...and essentially doing a ‘direct delivery’ of parts and supplies to the front doorsteps of the customers... These parts hit home to the action level directly,” Upshaw said.

DCOM SPO receives notification of inbound parts approximately 48 hours before they arrive to Kandahar. It allows Upshaw to have a look at what is on the particular aircraft and match up against on hand supplies and shortages.

Once they arrive at Kandahar Air Field, incoming parts are all signed for by a coalition representative. All parts are convoyed to the Coalition Forces Sorting Facility that they all affectionately refer to as the “Yard.” Here service members sort the parts. “The hard work displayed by a very small team comprised of five Marines, one Sailor, three Airmen and seven Army service members is a true testament to the merits of joint service missions. The level of enthusiasm displayed by the troops involved in this mission literally breathed life back into the ANA repair



Photo by Navy Lt. Cdr. Trey Scudder, RSC-South Logistics Training and Advisory Team deputy

U.S. Air Force Master Sgt. Greg Pierce, a member of the Coalition Forces Sorting Facility team in Regional Support Command-South guides a forklift in Kandahar, Afghanistan, as it downloads cargo June 10 at a yard used to temporarily sort and prioritize incoming and outgoing shipments of critical repair parts for the Afghan National Army. RSC-S falls under NATO Training Mission - Afghanistan, which is a coalition of 38 troop-contributing nations charged with assisting the Government of the Islamic Republic of Afghanistan in generating a capable and sustainable Afghan National Security Force ready to take lead of their country's security by 2014. For more information about NTM-A, visit www.ntm-a.com.

parts system” said Scudder.

Operation Keystone 9 is a temporary solution, allowing ANA units to receive repair parts in the midst of the fighting season and also allowing Depot 0 to clear up their backlog and conduct personnel training, before all parts are routed through them again, starting late September.

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Afghan National Army holds Senior Security Shura focused on logistics



Photo by Capt. Monika Comeaux, DCOM-SPO/NTM-A PAO

Senior leaders from the Afghan National Army take a tour of an ANA national logistics warehouse on Sept. 29, after an ANA Senior Security Shura in Kabul, Afghanistan. The shura focused on logistics issues and development. The tour aimed to show corps commanders and regional logistics managers where supplies originate from in the capital region.

By Capt. Monika Comeaux
NTM-A/DCOM-SPO Public Affairs Officer

Senior military and logistics leaders from the Afghan National Army, with some help from Regional Support Command-Capital and Deputy Command of Support Operations mentors, gathered for a logistics Shura Sept. 29 at one of the national-level logistics warehouses known as ‘Depot 0’ in Kabul.

The purpose of the Shura was to inform ANA commanders on the capabilities of the national level logistics system and to provide a forum for discussion on national logistics processes and priorities.

Among the invitees were all ANA Corps commanders and senior logistics managers, as well as the Afghan Interior Minister and senior leaders from the International Security Assistance Forces (ISAF) headquarters.

“The message we are trying to get across here is all the progress we have made in logistics for the ANA,” said US Navy Capt. William B. Mattimore, logistics command advisor from RSC-Capital. “They have come a long way. This is an opportunity to show the rest of the ANA, the chain of command and the ministers, how far we have come, and how efficient these warehouses are.” Mattimore sees clear progress in ANA logistics development and thought it was very important to bring Afghan leaders together and organize this senior logistics conference.

“We have been building the ANA, increasing our numbers, it is now time that we focus on quality, not

quantity,” said the Assistant Defense Minister for Acquisition, Technology and Logistics, Lt. Gen. Abdul Hamid Mohebullah through an interpreter during his opening remarks. “In order to provide security and peace for our people, we have to get the right logistics at the right place, at the right time”, he said.

The 203rd Afghan National Army Corps Commander, Maj. Gen. Mohammed Yaftali, provided an update on their maintenance readiness, stating that 80 percent of their Ford Rangers are operational. Several things are going well within his corps, he said, however there is a shortage of some Class II (clothing) items, more specifically boots. They have 21,000 personnel assigned, but only have 3000 boots to issue to his soldiers; therefore, his corps needs more boots.

Other commanders raised the issue of the lack of Tashkil (authorization table for personnel and equipment)-authorized transportation assets, the need for more living areas or containers, or not receiving an annual logistics plan from higher headquarters.

Afghan National Army Maj. Gen. Hotak, Army Support Command commander, briefed about the roles and responsibilities of ASC. Some of the subordinate ANA commanders are still not fully aware of this relatively new department in the Ministry of Defense, said Hotak. He further explained about the Regional Logistics Support Commands, which provide support to the ANA corps in their individual areas of operation, however fall under ASC command. Hotak also explained how the RLSCs support the ANA corps focusing on three major areas, which are materiel management, supply distribution and maintenance support.

One of the updates provided during the conference came from the Logistics and Materiel Readiness chief, Maj. Gen. Abdullah, who explained in detail about how the MOD14 ordering form process will be expedited and simplified in the near future. The main change being that the form will require the signatures of fewer managers between the unit where the order is placed and the regional or national depots where the order is filled. This topic attracted quite a few questions from the Afghan invitees, and it also attracted the interest of Afghan Defense Minister Bismillah Khan Muhammadi, who supported making the process shorter and more effective.

Attendees left the conference with plenty of handout materials and laminated smart cards that contained quick reference charts on logistics processes, to include the simplified MOD14 processing.

Upon completion of the conference, organizers took the participants on a walking tour of one of the national-

level warehouses, to show them the Class IX (spare and repair parts) warehouse, explain the shipping process and allow the ANA leaders an opportunity to ask questions. The MOI plans to organize follow on conferences at least once a quarter, as it was stated during the event. Because of the discussions during the conference, Lt. Gen. Sher Mohammad Karimi, the chief of staff of the Afghan Army called a second session on the following day for all

commanders and logistics chiefs (G4s) to further discuss the logistics issues of the ANA.

NATO Training Mission - Afghanistan is a coalition of 38 troop-contributing nations charged with assisting the Government of the Islamic Republic of Afghanistan in generating a capable and sustainable Afghan National Security Force ready to take lead of their country's security by 2014.



Photo by Capt. Monika Comeaux, DCOM-SPO/NTM-A PAO

Afghan National Army corps commanders and senior logistics leaders arriving to the ANA's Senior Security Shura focusing on logistics stop by a table displaying free issue items, before entering the conference room on Sept. 29 at Depot 0, Kabul, Afghanistan. Conference organizers wanted to raise awareness about the availability of some of the supplies that can be helpful equipping the force and assist in winterization of base camps. These supplies are slated to be moved from one national depot to another, and to avoid moving them twice, once to the new location and for the second time as they are being issued to the units, organizers hoped to receive on the spot orders and be able to deliver the items from their current locations to the units in need of these supplies.

Linking requirements with non-or

By Capt. Jerad Hoffman

In today's Army, Sustainment Brigades face a continuous but never daunting task of providing responsive support to Echelon Above Brigade (EAB) units that are routinely nested with them in an ADCON and General Support relationship. The 101st Sustainment Brigade (SBDE) supports the unique low density MOS skills and equipment requirements of Air Defense Artillery (ADA), Engineer, and Military Police Battalions along with its organic Combat Sustainment Support Battalion (CSSB) and Special Troops Battalion (STB). With increased pressure to reduce costs and end strength, the Army eliminated capabilities in the 101st SBDE designed to support 2-44 ADA's 32 Avengers. While this action reduced overall Army costs it had potential to increase cost at the unit level and dramatically reduce Avenger fleet availability. This article demonstrates how the 101st SB mitigated the loss of a critical capability by linking 2-44 ADA's Avenger support requirement with a local, non-organic support provider, namely the 563rd Aviation Support Battalion (ASB), 159th Combat Aviation Brigade (CAB) located on Fort Campbell.

2-44 ADA's primary weapon system is its 32 Avengers. The electronic subcomponent systems inside the Avenger called Line Replaceable Units (LRU) are maintained by the Integrated Family of Test Equipment (IFTE).

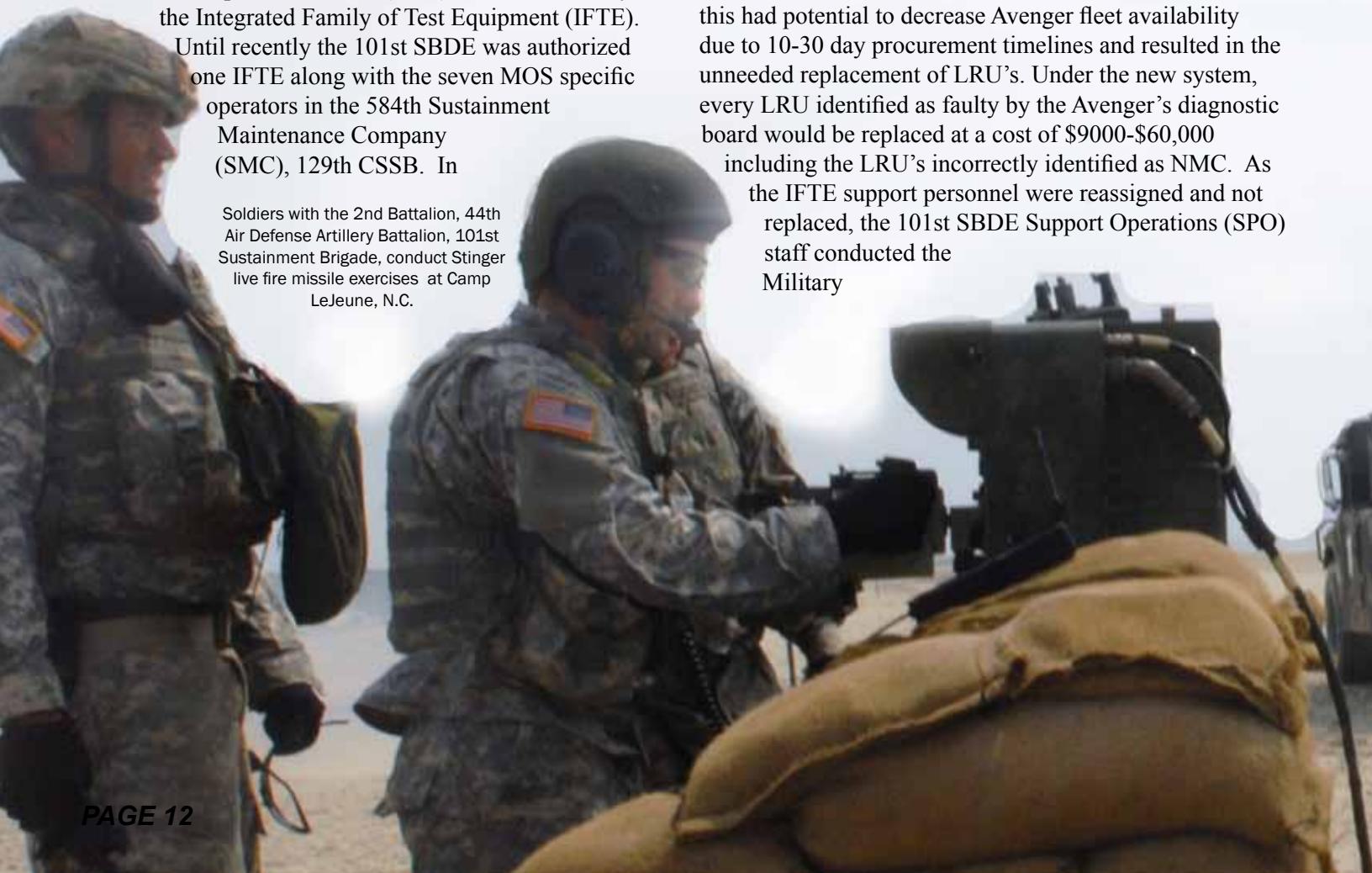
Until recently the 101st SBDE was authorized one IFTE along with the seven MOS specific operators in the 584th Sustainment Maintenance Company (SMC), 129th CSSB. In

2010 maintaining the IFTE cost 129th CSSB between \$50,000 to \$100,000 a year. Also, over the last 10 years of combat, modular deployments of 2-44 ADA and its support provider (584th SMC) generated ARFORGEN mismatches between the two units. Oftentimes when 584th SMC was available to support 2-44 ADA, the ADA was deployed and vice versa. Modular deployments significantly reduced the efficiency and effectiveness of the 584th SMC IFTE. In 2010, the IFTE and associated support personnel from the 101st SBDE's Sustainment Maintenance Company MTOE were cut.

In place of onsite LRU repair by the IFTE, the Army determined that the most cost efficient way to maintain Avengers at low density sites was to replace Non-Mission Capable (NMC) LRUs through requisitions in the Army supply system. To mitigate the additional costs of replacing instead of repairing LRU's, the Army applied the existing Exchange Pricing program. Exchange pricing is the business process of one-for-one credit for selected recoverable items. When a LRU is identified as NMC, the unit orders a replacement at a discounted price. Once the unit receives a new LRU, the NMC LRU must be returned through the supply system or the unit forfeits the reduced cost and pays full price. However, even with the discount some Avenger LRUs cost over \$60,000. Unfortunately this had potential to decrease Avenger fleet availability due to 10-30 day procurement timelines and resulted in the unneeded replacement of LRU's. Under the new system, every LRU identified as faulty by the Avenger's diagnostic board would be replaced at a cost of \$9000-\$60,000

including the LRU's incorrectly identified as NMC. As the IFTE support personnel were reassigned and not replaced, the 101st SBDE Support Operations (SPO) staff conducted the Military

Soldiers with the 2nd Battalion, 44th Air Defense Artillery Battalion, 101st Sustainment Brigade, conduct Stinger live fire missile exercises at Camp LeJeune, N.C.



ganic support providers

Decision Making Process (MDMP) to determine the best method to support the ADA's requirements and mitigate the loss of this critical capability.

During MDMP three Courses of Action (COA) emerged. The first COA was to execute the Army's plan of replacing all NMC LRU's through the supply system using the Exchange Pricing Program. The second COA involved the lengthy process of adding the IFTE and associated personnel back to 584th SMC's MTOE. The third and final COA analyzed involved the employment of the non-organic IFTE located in the 563rd ASB, 159th Combat Aviation Brigade (CAB).

101 SBDE SPO conducted analysis by tracking NMC LRU work orders over a 90 day period of time. During this quarter, 18 Avenger LRUs were job ordered to the 584th SMC IFTE. Out of 18 LRUs, 12 were tested and quickly returned to the unit with no evidence of failure (NEOF).

Stated simply, the Avengers on-board diagnostics incorrectly identified 12 out of 18 LRU's as NMC. The real source of the fault was in wiring or other systems. By not purchasing these 12 new LRUs, 2-44 ADA saved \$354,000 dollars and saved approximately 180 days of fleet down time. The IFTE and its personnel were able to repair 3 of the 18 LRUs tested with the cost of repair parts totaling \$5,200 dollars. Had these LRUs been replaced using the supply system it would have cost \$28,800 dollars. There was little difference between procurement time for repair parts versus a new LRU so there was no impact on the total downtime. Lastly, the remaining three LRUs exceeded the Maintenance Expenditure Limit (MEL) and 2-44 ADA requisitioned new LRUs at a total cost of \$130,800

dollars. The NMC time for an Avenger when a LRU needed repair by the 584th SMC IFTE varied from 14-30 days depending on the availability of parts. LRU replacement through the supply system resulted in 10-28 days equipment NMC time due to procurement timelines. When NEOF was found from 584th SMC's IFTE, NMC time was less than 5 days due to the rapid return of the falsely identified LRU. Overall, with NEOF identification and repair cost savings, the 584th

SMC IFTE saved the unit \$377,600 dollars. However, the 584th SMC IFTE also required \$125,000 dollars in internal operating costs and repairs during this quarter reducing the cost savings to \$252,600 dollars. Based on this analysis the greatest impact on cost and maintenance downtime was the significant quantity of false NMC reports from the diagnostics equipment on the Avenger. Estimated total NMC time to replace all 18 LRU's for this sample is 360 days. Using the IFTE at the ASB would reduce NMC time for this sample to 120 days by eliminating the customer wait time for the 12 LRU's incorrectly identified as NMC. Fault Verification was clearly the most cost efficient and responsive method to support 2-44 ADA. Unfortunately ASB's are not organic to the 101st SBDE and there was no guarantee they would support this initiative.

101st SBDE SPO needed to find a way to convince the ASB that accepting the additional workload associated with Avenger LRU repair would not compete with internal aviation maintenance requirements. The 563rd ASB also needed a win to offset the minimal risk they assume by accepting an external support maintenance requirement.

Based on the 101st SBDE SPO's analysis, fault verification is a one hour process with 15-25 work orders quarterly. The 101st SBDE also requested 72 hour turn around on LRU's providing the ASB time to perform workload management.

This window still accomplished the testing much faster than the Army supply system could ship a replacement LRU. 563rd ASB also claims credit for significant cost avoidance for the Army. Every LRU tested and found FMC saves the Army the replacement cost of a LRU (\$10,000-\$60,000).

A memorandum of agreement was signed to ensure 563rd ASB's assistance to 2-44 ADA providing support to testing LRU's.

Verifying faulty LRUs saves 2-44 ADA and the 101st SBDE significant amounts of money and increases Avenger fleet availability. In the first month of this program, the 563rd ASB saved 2-44 ADA almost \$10,000 dollars by identifying a single LRU incorrectly identified as NMC by the diagnostics system on the Avenger.

It is estimated that LRU Fault verification at the ASB will save 2-44 ADA \$250,000 - \$500,000 per year and the CSSB up to \$300,000 in cost avoidance by not having to maintain an IFTE.

As the Army continues to seek ways to reduce costs, logisticians must continue to seek innovative ways to use available resources more efficiently regardless of command and support relationships to provide the most responsive support to the warfighter.

H.E.A.T.

By Spc. David McCarthy
82nd SB Public Affairs

Fort Bragg, NC—Sgt. Mickey L. Hill is a father of three who likes to spend his time paintballing on the weekends and is someone who has played a significant part in developing a training device now used throughout the Army.

Since he was a young boy, Hill has had an interest in working with and building cars. This interest naturally carried over when he became a mechanic in the Army. “I’ve always enjoyed buying an old beat-up car and working on it,” said Hill. “I wasn’t trying to turn a profit on the cars I fixed up; I just enjoyed the challenge of working on something that was broken.”

Hill found himself in a unique position when he was asked to join a team working on a project dealing with vehicle rollovers.

Little did he know that a few months later he would be receiving an award from the Hon. John McHugh, Secretary of the Army, for his involvement in this project.

“When Operation Iraqi Freedom and Operation Enduring Freedom kicked off, we noticed that there were a lot of deaths occurring from vehicles rolling into canals,” said Sgt. Mickey L. Hill, senior mechanic at the 82nd Special Troops Battalion Motor Pool and Springfield, Mo. native. “What we found from research was that 50% of the people who died in the canals had their hand on the door handle, but they forgot or didn’t know how the combat lock, which is a different type of handle, needs to be pulled.”

The Humvee Egress Assistance Trainer (H.E.A.T.) was first unveiled at the FORSCOM Safety Forum six months after its construction began. The goal was to get as many of the commanding officers in attendance to

experience the H.E.A.T.

“When we were building the H.E.A.T., we didn’t have any designs. It was basically- take this HUMVEE, get it onto this metal A-frame and keep it under \$15,000,” said Hill. “As we built it, the Army Corps of Engineers would come in and take measurements of everything we were doing.

That way, when we were done building the prototype, they would already have a set of blueprints.”

Less than a year into the design phase, Army National Guard Ground Safety Officer Chief Warrant Officer 4 Rik Cox, an Arlington, Va., native, who had come up with the idea, assembled a group of people to build the first prototype of what has become known today as the H.E.A.T.

“Anytime you have a Solder in your organization that is involved in something that impacts the Army as a whole is a positive thing,” said Sergeant 1st Class Jeffery Christopher, 82nd STB Motor Pool Noncommissioned Officer in Charge and New York City native.

“It shows that if you come up with a good idea, the Army will listen and institute it.”

“A lot of the officers we put through [the H.E.A.T.] thought that this was some kind of joke,” said Hill. “After we turned them upside down, they realized that it was more difficult than they had anticipated.

Usually, we say that you have about eight seconds to get out of a vehicle after it rolls over. When we were conducting the training with the officers, nobody could get out in under a minute.”

The H.E.A.T. suddenly became an item of interest for commanding officers of all branches as they realized that the threat a rolled vehicle represents to Soldiers was significant. The H.E.A.T. became so important,



Photo by Spc. David J. McCarthy

Sgt. Mickey L. Hill, senior mechanic at the 82nd Special Troops Battalion motor pool, works on a casement for the windshield washer fluid container on a M-1097 High Mobility Multipurpose Wheeled Vehicle. Sgt. Hill was a member of the team that built the prototype of the first HEAT Trainer, a device now used throughout the Army to teach Soldiers what to do in the event that the vehicle they're traveling in rolls over.

that in a few years, it was required that all Soldiers deploying go through the HEAT to have a better understanding of what to do in case their vehicle rolls over.

“This kind of training was a huge benefit to me,” said Spc. Brandon Plaisance, 82nd STB command driver and Luling, La. Native. “My first rollover experience was with a private during driver’s training. After we flipped, he completely lost it. He couldn’t even get out of his seatbelt; he was so panicked. It took us a couple minutes to finally get him out. If we had rolled over into a canal, we wouldn’t have made it.”

There are 56 H.E.A.T.s across the United States, Kuwait, Iraq and Afghanistan. The Army is moving towards focusing training on H.E.A.T. with ‘up-armored’ vehicles. “As an NCO in the Army, you look for things to improve your Soldiers,” Hill said. “The fact that we played a part in creating training to help save lives downrange is great.”

Afghan national security forces participate in pilot contracting class

By Capt. Monika Comeaux
NTM-A/DCOM-SPO
Public Affairs Officer

KABUL, Afghanistan – The Operational Contracting Section under the Deputy Command of Support Operations in NATO Training Mission-Afghanistan held a contracting class for ANSF personnel, Sept. 8 –12 at the Afghan National Army's Logistics Command.

The class was the first of its kind for the Afghan partners, allowing the instructors to obtain valuable feedback on the Contract Acquisition Advisory Team program of instruction (POI) developed by the DCOM-SPO and acquisition advisers from the Deputy Commands of Police and Army under NTM-A.

In February of 2012, an adviser in the Afghan Ministry of Defense Acquisition Technology and Logistics Directorate identified the issue of not having enough transparency in the Afghan contracting systems, said U.S. Army Master Sgt. Saalih K. Muzakkir, the senior enlisted adviser for DCOM-SPO's CAAT training team. As a result, he received instructions to develop a POI for a contracting overview class.

"Each class represented a different aspect of the procurement process," said Muzakkir. "We contacted the Afghan Ministries of Interior and Defense and asked them to send some qualified participants to the class, and at the end we had between seven and 12 participants each day, learning the contracting process from identifying the need for a service or item all the way up to supervising the contract once it is awarded."

"I am very pleased that I got to participate in this training," said Afghan National Army Junior Capt. Abdul Karim Muttaki through an interpreter. He added that he is happy that the U.S. is transitioning more to

the Afghan National Army and he was eager to participate in the training to learn how to handle future tasks. "I am a logistician in my unit, that is why I was chosen," Muttaki said. His unit expects him to share his experiences with others in his section once he returns to them.

"I have a lot of experience in contracting already," said Mr. Nazim, a civilian employee of the MoD. "What I was able to gain from this class was something unique and new to me. I am going to be able to go back to my office, implement things I learned here and I will become a much better contracting officer," Nazim said.

Afghan National Police Sgt. Ahmadzai Quadratullah was also happy that he was given the opportunity to participate in the class. He expressed his thanks, starting off his by saying, "If you will allow me please, I would like to thank the instructors for the class." He, too, is a logistician who is looking forward to using his newly acquired knowledge.

"We are forward looking and forward thinking... and want to

improve ourselves" said Nazim. "We are keen on implementing everything we learned here from A to Z."

Nazim said he was very pleased with the subjects covered in the class. "We started identifying the needs, went through authorities and toward the end discussed the laws and ethical rules governing contracting," he said.

Muzakkir thinks their training was well-received. He found his students energetic and enthusiastic. They were "really open to the ideal and concepts we were presenting." Muzakkir hopes that the training they provide in a small way will be beneficial to the Afghan people and economy, moving the country forward, building a better Afghanistan.

NATO Training Mission - Afghanistan, is a coalition of 38 troop-contributing nations charged with assisting the Government of the Islamic Republic of Afghanistan in generating a capable and sustainable Afghan National Security Force ready to take lead of their country's security by 2014. For more information about NTM-A, visit www.ntm-a.com.



Photo by Capt. Monika Comeaux
U.S. Army Master Sgt. Saalih K. Muzakkir, the senior enlisted adviser for the Contract Acquisition Advisory Team in Deputy Command of Support Operations under NATO Training Mission-Afghanistan teaches a class on the duties and responsibilities of a contracting officer representative Sept. 12 at the Afghan National Army's Logistics Command in Kabul, Afghanistan.



Two JPADS slowly guide themselves to the ground following their drop from a C-130J aircraft. The JPADS are unique in that they are equipped with GPS units allowing them to drift to a specific point set by the user.

Photo by Spc David J. McCarthy

82nd SB riggers assists Air Force

By Spc David J. McCarthy
82nd SB Public Affairs

Las Vegas – NV On June 16, 82nd Sustainment Brigade Soldiers and Airmen with the 820th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineers (RED HORSE) participated in a joint Army/Air Force Operation involving the Joint Precision Airdrop System (JPADS) at Nellis Air Force Base, Las Vegas, Nev.

In addition to the JPADS, paratroopers also conducted a High Altitude Low Opening (HALO) jump. HALO jumps, which normally consist of Soldiers jumping from heights in excess of 10,000 feet, are now being used in tandem with the JPADS as part of the operation. The concept is to have the JPADS drop, followed shortly by the HALO jumpers and through the GPS, both land at a specific location.

The 820th RED HORSE planned the JPADS drop to show the operational capability of the delivery system. It provided an opportunity for the Army and Air Force to work together and to build interoperability between the two forces.

"This kind of operation definitely gets us working together; it's a unique experience," said Air Force Capt. Russell G. Neice, C-130J Aircraft Commander, of the 317th Airlift Wing and Cheyenne, Wyo., native. "We get on one page and become accustomed to each other's standard operating procedures."

"We need to continue these kind of relationships with the Army," said Air Force Col. Darren R. Daniels, Commander of the 820th RED HORSE. "When we can work together with other forces for mutual gain then there's no reason not to."

The 82nd Sustainment Brigade riggers provided support by rigging the equipment used in the drop.

"Right now this unit relies on the 647th and 11th Quartermaster Companies to provide heavy rigging support for our heavy equipment," said Tech. Sgt. Mitchell Romag, an airborne maintenance and equipment operator with the 820th Rapid Engineer Deployable Heavy Operational Repair Squadron Engineers, (RED HORSE) and Longview, Wash., native. "Without the support we receive from those two companies, we wouldn't be able to complete our missions nearly as effectively as we can with that support."

"The riggers from the 82nd Sustainment Brigade are our lifeline," said Air Force Staff Sgt. Jeffery Madden, Engineering Specialist with the 820th RED HORSE and Sinking Springs, Pa., native. "With the work we've done with them and the work we

will continue to do with them, we're laying the groundwork for something great here."

"Working with the Army helps us immensely," said Romag. "We rely greatly on these riggers. We're looking forward to continued support from the quartermaster companies out at Fort Bragg."

Usually, unit air operations are conducted at Fort Bragg. However, due to the restrictions on the drop ceiling and surrounding residential neighborhoods, the operation was held at Nellis Air Force Base. With fewer restrictions at Nellis than at Bragg, the 820th RED HORSE was able to operate the aircraft at a higher altitude and drop the JPADS in terrain similar to deployed environments.

According to an article published by Defense News on June 12, JPADS are GPS-steerable parachutes loaded with an onboard computer capable of steering loads to a drop point with considerable accuracy. The system can hit within 150 meters of a target 90 percent of the time, typically dropping payloads of food, water and medical supplies. With the ability to deliver bundles accurately from as high as 25,000 feet, JPADS can take aircraft out of harm's way.

This unique combination of a GPS-steered parachute system, coupled with the Army and Air Force working together, means that both forces can fine-tune their operations.

"The Air Force has subject matter experts that go beyond what we have here in the Army," said Col. Christopher Sharpsten, 82nd Sustainment Brigade Commander. "Their engineers bring a different perspective on our operations, so having them involved only makes the operation more beneficial."

"I think the operation today went really smooth, it was definitely successful," said Madden. "What's really significant is that we were able to have such great coordination between these two units from across the country. We were able to execute this operation with the Army as an added bonus."

"The Air Force plays a significant role in nearly all of our airborne operations," said Sharpsten. "This joint operation is an attempt to reach out to the bigger Air Force. If we're going to do that, then it is critical that we work together with the Air Force."

All equipment and personnel landed safely with 100 percent accountability, demonstrating the success of the mission. The combination of Army and Air Force personnel working together in this airborne operation lays the groundwork for an additional capability the brigade can use for the Global Response Force mission.

Former commander remembered

Parade field rededicated in honor of BG Hildner

By Sgt. 1st Class Jason Kucera
13th ESC Public Affairs

FORT HOOD, Texas - Throughout Fort Hood, there are many markers noting the sacrifice of fallen heroes. The 13th Sustainment Command (Expeditionary) rededicated its parade field outside of the headquarters Friday to memorialize its own recent fallen, Brig. Gen. Terence J. Hildner.

Hildner was the commanding general of the 13th ESC when he passed away in Kabul, Afghanistan, Feb. 3.

In a ceremony attended by many dignitaries from Fort Hood and its surrounding communities, III Corps and Fort Hood Commanding General Lt. Gen. Don Campbell Jr. said Hildner legacy will live on well past his memory.

"From this day forward," Campbell said, "all who pass this field will know he had a unique relationship and impact on this unit, III Corps and the Army."

The Hildner Family was in attendance to not only show their support of the 13th ESC, "continued dedication in honor of its former commander, but to witness the unveiling of a plaque mounted in the viewing area of the parade field, representing an everlasting view of a husband, father and friend to countless individuals.

"People say many things about the Soldiers we lose, but the truest statement I can make about Terence Hildner is that he was the consummate professional, the greatest leader a Soldier could have, and a true friend to those he surrounded himself with," Col. Knowles Atchison, former deputy commander, 13th ESC, said. "I served with Terry for several years. He always instilled the best in me and expected the best out of me. It was the same for him and he always delivered good on his word, whether up the chain (of command) or down to the lowest subordinate. Gen. Hildner knew how to lead and how to take care of Soldiers. It was his passion."

Many of the soldiers attending the ceremony are still assigned to the 13th ESC, or formerly worked for Hildner. Many in attendance said they appreciated the gesture that Fort Hood and the unit gave in memory of their former commander.

In the future, changes of command, responsibility, deployment and redeployment ceremonies will be conducted over and over on the green grass covering Hildner Field. With each ceremony, the memory of this fallen hero will not be forgotten.



Photo by Pfc. Brian LaBombard

Soldiers and family members gathered at the 13th Sustainment Command (Expeditionary) parade field Sept. 28 to attend the rededication ceremony in memoriam of Brig. Gen. Terence J. Hildner. The 13th COSCOM Association donated the plaque that is visible from the seating area of the field. Hildner was the commanding general of the 13th ESC when he passed away in Kabul, Afghanistan Feb. 3.





Photo by Pfc. Brian LaBombard

Soldiers and family members gathered at the 13th Sustainment Command (Expeditionary) parade field Sept. 28 to attend the rededication ceremony in memoriam of Brig. Gen. Terence J. Hildner. The 13th COSCOM Association donated the plaque that is visible from the seating area of the field. Hildner was the commanding general of the 13th ESC when he passed away in Kabul, Afghanistan Feb. 3.

Leadership through CTLT Program

**By Spc. David McCarthy and
Capt. Mauricekeliilani Serdinia
82nd SB Public affairs**

Fort Bragg, NC— An officer takes his place in front of a platoon of Soldiers. The lieutenant is only a few years older than the youngest of the group. Despite limited experience in the field or operational deployments, Army lieutenants are responsible for the leadership and care of every Soldier in the platoon.

This is the reality for newly commissioned officers in the Army. To prepare future officers from the United States Military Academy at West Point (USMA) and the Reserve Officer Training Corps (ROTC), the 82nd Sustainment Brigade pairs cadets with junior officers as part of the Army's Cadet Troop Leadership Training (CTLT) Program.

The CTLT program is three weeks of experience in an Active Duty unit, where cadets assume leadership positions outside the college classroom to prepare for operations in the Army following their commission. The 82nd Sustainment Brigade hosted 13 cadets in July; five from West Point and eight from the ROTC.

As part of the leadership training, mentors trained cadets to run weapons ranges, instruct classes in basic Soldiering

skills, write operations orders, and conduct practice counselings for NCOs. The cadets were placed in junior officer level positions to gain a better understanding of an active Army officer's day-to-day duties.

"Being involved in the CTLT is great because it gives me an idea of what will be expected of me when I get assigned to my first unit," said Michael Reynolds, ROTC cadet and Lakeland, Fla., native.

"Having an opportunity to interact with both officers and noncommissioned officers is a great opportunity to see what the operational Army is like.

"As a former ROTC cadet myself, I am glad that I can give back to the program and help other cadets as they work towards commissioning," said 1Lt. Michael Camacho, 329th Movement Control Team executive officer and Puerto Rico native.

"Showing cadets how to be leaders is an integral part of their training."

"I participated in the CTLT as a cadet myself, and it was very helpful," said 1Lt. Jeremy Paro, 8th Ordnance Company executive officer and Richmond, Vt., native.

"While in school you have very little interaction with NCOs and junior enlisted personnel; so coming here gives a better idea of the day-to-day interactions.





I've had my assigned cadet sit in on counselings so he gets to see the interactions of a platoon leader or an executive officer with his Soldiers."

ROTC cadets are taught classes by active duty military as a part of their college curriculum, so they have had some interaction with experienced Soldiers.

Senior NCOs teach the cadets during their freshman and junior year, and commissioned officers teach during their sophomore and senior year. These instructors have been in the Army for many years, and have been selected carefully for the responsibility of teaching cadets.

West Point military instructors are officers hand-picked for their positions. During the school year, there is little-to-no interaction with Soldiers to prepare a cadet for the transition to a lieutenant responsible for a platoon.

"At West Point, we get to be in leadership positions, but it's usually with guys two or three years younger than we are," said Justin Aid, West Point cadet and Fort Rucker, Ala., native.

"Coming to the 82nd Sustainment Brigade, I've learned that in the Army there is a wide range of people you have to interact with. To be a successful leader, you have to be able to navigate the diversity of the people you're working with to ensure that the mission is being completed while your

Soldiers' basic needs are still being met."

Airborne-qualified cadets have the opportunity to learn about airborne operations in addition to basic Soldier skills. These cadets were able to conduct their first non-training airborne jump after attending the three-week Army Airborne School.

Bridgette Bachman, a ROTC cadet and Orlando, Fla., native, was one of the few airborne-qualified cadets assigned to the 82nd Sustainment Brigade and had the opportunity to participate in the Chaplain's Anniversary Jump into Sicily Drop Zone on July 25. "Being airborne-qualified is an advantage, as there are not many cadets who are," said Bachman. "Getting a chance to jump here on Fort Bragg with ranking officers helps me to learn leadership from a hands-on perspective."

Providing opportunities for cadets to experience a lieutenant's life in the 82nd Sustainment Brigade prepares them for the day they get commissioned and allows the junior officers a chance to pass on some of the lessons they've learned along the way. Every summer, as cadets come to Fort Bragg, the 82nd Sustainment Brigade takes pride in sponsoring future Army leaders by providing a unique leadership experience.



Wranglers, Fort Hood say goodbye to 'King of the Road'

180th Trans. Bn. cases colors, inactivates after 45 years in Texas

**By Staff Sgt. Jason Thompson
4th Sustainment Brigade PAO**

FORT HOOD, Texas – For the first time in 45 years, Fort Hood is without its “King of the Road.”

The 180th Transportation Battalion cased its unit colors and inactivated during a ceremony at Sadowski Field Oct. 12.

“I had my breath taken away a moment ago when those colors were cased,” Col. Mark Simerly, commander, 4th Sust. Bde., said during the ceremony.

“We say farewell to a great battalion, a great battalion commander and a great battalion command sergeant major. It is a momentous day, one of joy and pride, but also a day of regret and nostalgia.

“The 180th (Trans. Bn.) has epitomized excellence in transportation and sustainment,” he continued.

“Those of us who have served with or around the 180th, will always be inspired by our memories.

Instead of focusing on what is no more, I propose we focus with pride in what has taken place.”

The battalion was originally constituted Feb. 23, 1943, as 3rd Battalion, 519th Quartermaster Regiment, and activated April 26, 1943, at Camp Joseph T. Robinson, Ark.

It was later reorganized and redesignated as 180th Quartermaster Battalion, Mobile, Dec. 20, 1943, prior to its inactivation two years later at Camp Kilmer, N.J., Dec. 12,



Photo by Staff Sgt. Jason Thompson

Col. Mark Simerly, commander, 4th Sustainment Brigade, and Lt. Col. Stephen Riley, commander, 180th Transportation Battalion, 4th Sust. Bde., watch on during the 180th Trans. Bn.'s inactivation ceremony at Sadowski Field Oct. 12.

1945, following the conclusion of World War II.

However, the battalion was called back into action 21 years later and it was redesignated as 180th Transportation Battalion, allotted to the regular Army and activated at Fort Hood Jan. 23, 1967.

“The Monarch Battalion is perpetually linked to Fort Hood and III Corps where it has provided world-class transportation service and support since 1967,” said Simerly.

Through its time, the 180th Trans. Bn. was called upon



Photo by Staff Sgt. Jason Thompson

to assist in several campaigns: World War II, Defense of Saudi Arabia, Liberation of Kuwait, Operation Sea Signal, Operation Restore Hope, Exercise Intrinsic Action, Operation Vigilant Warrior, Operation Joint Endeavour, and Operations Iraqi Freedom-1, 05-07 and 09-10.

Although this storied battalion has closed another chapter, Lt. Col. Stephen Riley, the latest battalion commander, believes the book of the 180th Trans. Bn. is not yet complete.

“Our Army has a tradition of pulling distinguished colors from the archives, respective of their character, distinguished lineage and history – 180th is that kind of unit.

I’m sure the nation will call on the Monarchs once again when it is in need of the finest sustainers to fight,” said Riley.

Riley continued to say that the inactivation of his battalion was both a blessing and a curse.

He said he was fortunate to work with many great leaders and Soldiers during his time as the commander, but sad to see his subordinate companies depart for other battalions.

“It’s a sad day to end this chapter; this is a great battalion, great history, and great Soldiers who’ve served with this battalion,” said Riley.

The 180th Trans. Bn. and its Headquarters and Headquarters Detachment inactivated, but the remaining companies in the battalion have been reallocated to other battalions within the 4th Sust. Bde.



Photo by Staff Sgt. Jason Thompson

Lt. Col. Stephen Riley and Command Sgt. Maj. David Jarvis, command team for the 180th Transportation Battalion, 4th Sustainment Brigade, case the battalion’s colors during an inactivation ceremony at Sadowski Field Oct. 12. The Monarch Battalion has provided sustainment and transportation support to Fort Hood since 1967.

