TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 January 2019

Special Points of Interest:

- ⇒ *CMSgt Carl Hunsinger Inducted into Florida Veterans Hall of Fame: PG 1-2*
- ⇒ *Fuel, parts, vehicles, oh my!: PG 3-5*

Inside This Issue:

CMSgt (R) Carl Hunsinger Inducted into Florida Veterans Hall of Fame

Meet the Palmetto resident who was inducted into Florida Veterans Hall of Fame

By James A. Jones, Jr. / Bradenton Herald / December 07, 2018

Carl Hunsinger has been inducted into the Florida Veterans Hall of Fame. He is shown above with Lee Washington, Manatee County veterans service officer, Gov. Rick Scott, and the Florida Cabinet. Hunsinger is retired from 30 years service in the U.S. Air Force, and is a tireless advocate for the Manatee County veterans community, **provided photo**

MANATEE - Carl Hunsinger of Palmetto, chairman of the Manatee County Veterans Council, was among 20 vets inducted into the Florida Veterans Hall of Fame this week in Tallahassee.

Hunsinger, 63, a retired U.S. Air Force chief master sergeant and veteran of 26 months of combat service in Iraq and Kuwait, was the only Manatee County resident among the 20 inductees honored by Gov. Rick Scott and the Florida Cabinet.

"I was surprised when I got the call that I had been selected about 9 a.m. one morning around Thanksgiving," Hunsinger said. "I said, 'What?' "

In 2004, he led a team of 160 enlisted airmen providing gun truck security in Mosul, Iraq. "We used Vietnam video on how they did it as part of our training," Hunsinger said.

Continued on PG 2

CMSgt (R) Carl Hunsinger Inducted into Florida Veterans Hall of Fame

Continued from PG 1

Meet the Palmetto resident who was inducted into Florida Veterans Hall of Fame

Carl Hunsinger, retired from 30 years service in the U.S. Air Force, and a tireless advocate for the Manatee County veterans community, has been inducted into the Florida Veterans Hall of Fame. **provided photo**

Hunsinger was in Mosul when one of the American dining facilities was bombed, killing 24 and wounding 70 others. Later, he served as command sergeant major for the 17th Combat Support Battalion. His combat service also included Operation Southern No Fly-Zone in Kuwait in 1999 and in Iraq and Kuwait in 2007-2008.

After retiring from 30 years of service in the Air Force, Hunsinger worked as a logistics consultant, started a DJ business, called Fireball Music Entertainment, and served as division manager for Manatee County Area Transit.

In addition to serving three terms as chair of the Manatee County Veterans Council, he serves as the organization's webmaster, as a charter member of Goodwill Manasota Veterans Task Force, and serves on the University of South Florida Sarasota-Manatee Scholarship Committee.

He also took an idea first proposed by Chris Nothdurft to study Manatee County's veterans population and presented it to USF Sarasota-Manatee. USFSM is now collecting data on local veterans, which will be the most extensive look at local veteran demographics and wellness ever completed. Hunsinger serves on the project steering group and acts as subject matter expert. Collaborating on the study are Eric Hodges, a professor of interdisciplinary social science, Thomas Becker, a business professor, and Ramakrishna Govindu, an instructor of information systems and decision sciences.

Hunsinger was chosen by Jewish Children's and Family Services as a recipient of the Tribute to Veterans Annual Award earlier this year.

Lee Washington, Manatee County veterans service officer, accompanied Hunsinger to Tallahassee this week for the hall of fame ceremony. "I was moved by the ceremony," Washington said. "The inductees were old, young, men, women, black, white and Hispanic. Everyone was represented. Every branch of the service and every rank from enlisted to admiral."

Anyone who knows of a deserving veteran can go to floridaveteranshalloffame.org/index_Web.html. Nominations for the next class of Hall of Fame veterans will be accepted Jan. 1-May 31, 2019.

"There are definitely some very deserving veterans who live in Manatee County," Washington said.

Hunsinger, who was accompanied by his adoptive father, Angus T. McDowell, 82, called the induction a humbling experience.

"This is testimony to all of our veterans of the Suncoast and the huge team of veteran supporters," Hunsinger said.

Legislation to create the Florida Veterans Hall of Fame was passed in the 2011 legislative session by Rep. Gayle Harrell of Stuart and then-Sen. Mike Bennett of Bradenton. The first induction ceremony was held in 2013, said Jessica Hunter, liaison for the hall of fame.

Fuel, parts, vehicles, oh my!

By Senior Airman Kaylee Dubois, 455th Air Expeditionary Wing Public Affairs / Published December 01, 2018

The 455th Expeditionary Logistics Readiness Squadron plays many roles downrage Nov. 29, 2018 at Bagram Airfield, Afghanistan. These Airmen provide a multifaceted skill set to ensure the base remains operational.

BAGRAM AIRFIELD, Afghanistan --

As the "backbone" of the 455th Air Expeditionary Wing, the 455th Expeditionary Logistics Readiness Squadron keeps the mission moving at Bagram Airfield.

With each section as vital as the next, Airmen and contractors from seven functional areas--passenger terminal, aerial port, supply, fuels, transportation management, vehicle maintenance and contingency operations--work day in and day out to stay on top of the busiest operational airfield in Afghanistan.

"The mission couldn't happen without us because we touch every piece of it," said Maj. Mieke Bruins, 455th Expeditionary Logistics Readiness Squadron commander.

"We make sure there are vehicles for the various units, that the aircraft have fuel, and if you are deploying in or redeploying out that those transportation requirements are taken care of.

If you are someone who fixes jets, then we are the people that receive and process your parts and get them out to you, so we touch literally everything that happens here."

Fuel, parts, vehicles, oh my!

Adam Teelucksingh, 455th Expeditionary Logistics Readiness Squadron cryogenic technician, fuels an aircraft at Bagram Airfield, Afghanistan, Nov. 27, 2018. The fuels management flight, also known as POL for petroleum, oils and lubricants, issues about 3 billion gallons of fuel a month to keep the aircraft in flight. (U.S. Air Force photo by Senior Airman Kaylee Dubois)

Bruins said her goals for the logistics team are to make the mission better and to strive for the best customer service at Bagram. With each moving part of her squadron, Bruin noted her team continuously finds ways to make the practices, policies and quality of life better for the Airmen on base.

"Logisticians have no internal mission other than taking care of the customers," Bruins said. "As a part of the mission support group, our entire mission is support, so we find a way give the best support we possibly can."

Continued on PG 4

Fuel, parts, vehicles, oh my!

Continued from PG 3

Fuel, parts, vehicles, oh my!

Airman 1st Class Jacobs Potts, 455th Expeditionary Logistics Readiness Squadron transportation management office journeyman, processes inbound shipments at Bagram Airfield, Afghanistan, Nov. 27, 2018. TMO processes hundreds of pieces of cargo daily, to include essential mission parts for aviation. (U.S. Air Force photo by Senior Airman Kaylee Dubois)

Staff Sgt. Raymond Ramirez, 455th ELRS command executive assistant, began supporting the mission at Bagram long before he deployed there.

As a member of the 20th LRS transportation management office at Shaw Air Force Base, South Carolina, Ramirez readied the 77th Expeditionary Fighter Squadron's F-16 Fighting Falcons for a deployment to Bagram in October 2017.

"Being stationed at Shaw, a lot of our stuff gets shipped out here," Ramirez said. "When our F-16s were sent out here, I helped get all their cargo palletized and loaded onto a C-17 [Globemaster III]."

Logisticians are essential at home and overseas. To keep up with the demand for their skillsets, the squadron depends on support from civilian contractors, who account for the majority of ELRS personnel.

"We don't delineate between active duty and contractors, they are a part of the family," Bruins said. "They do the mission so that we don't have to deploy as often. I feel like without them, we wouldn't be able to do the mission that we are able to do. I am very grateful for their service."

Working hand-in-hand, each facet of the logistics mission folds together to ensure operations run smoothly and effectively throughout the base.

Bruins said she couldn't be more proud of her team and all they have accomplished during her time in command.

"To get to see Airmen come here, learn the job, find new and better ways to do things and grow, is the best job in the world," Bruins said. I would do it a million times if they let me." *See more photos on PG*

Fuel, parts, vehicles, oh my!

Master Sgt. Joe Feiss, 455th Expeditionary Logistics Readiness Squadron petroleum, oils and lubricants lead supervisor, holds a beaker with liquid oxygen at Bagram Airfield, Afghanistan, Nov. 27, 2018. Liquid oxygen converts to breathable oxygen allowing aircrew to safely operate at high altitudes. (U.S. Air Force photo by Senior Airman Kaylee Dubois)

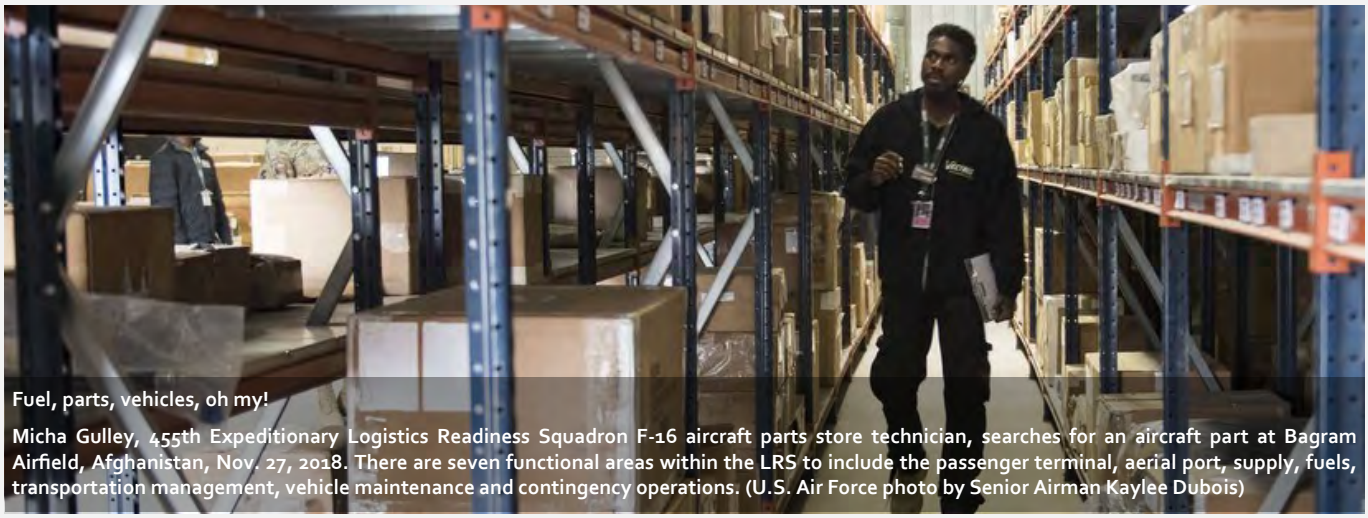
Fuel, parts, vehicles, oh my!

Daniel Albertson, 455th Expeditionary Logistics Readiness Squadron heavy equipment mechanic, fixes a deicing vehicle at Bagram Airfield, Afghanistan, Nov. 27, 2018. Albertson is a civilian contractor supporting the logistics squadron, working hand-in-hand with the Airmen. (U.S. Air Force photo by Senior Airman Kaylee Dubois)

Continued on PG 5

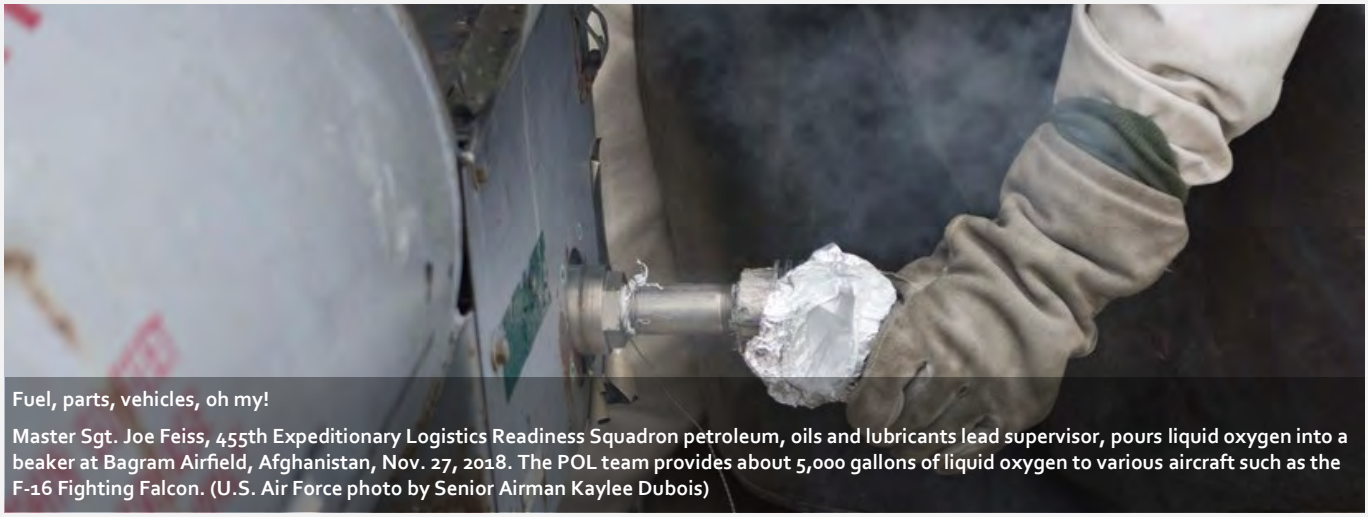
Fuel, parts, vehicles, oh my!

Continued from PG 4



Fuel, parts, vehicles, oh my!

Micha Gulley, 455th Expeditionary Logistics Readiness Squadron F-16 aircraft parts store technician, searches for an aircraft part at Bagram Airfield, Afghanistan, Nov. 27, 2018. There are seven functional areas within the LRS to include the passenger terminal, aerial port, supply, fuels, transportation management, vehicle maintenance and contingency operations. (U.S. Air Force photo by Senior Airman Kaylee Dubois)



Fuel, parts, vehicles, oh my!

Master Sgt. Joe Feiss, 455th Expeditionary Logistics Readiness Squadron petroleum, oils and lubricants lead supervisor, pours liquid oxygen into a beaker at Bagram Airfield, Afghanistan, Nov. 27, 2018. The POL team provides about 5,000 gallons of liquid oxygen to various aircraft such as the F-16 Fighting Falcon. (U.S. Air Force photo by Senior Airman Kaylee Dubois)

Fuel, parts, vehicles, oh my!

Micha Gulley, 455th Expeditionary Logistics Readiness Squadron F-16 aircraft parts store technician, verifies incoming aircraft parts at Bagram Airfield, Afghanistan, Nov. 27, 2018. Gulley, a U.S. Air Force veteran, keeps the mission going providing essential parts to the premiere fighter jet at Bagram. (U.S. Air Force photo by Senior Airman Kaylee Dubois)

Vehicle Management Schoolhouse Update—4th Qtr 2018

By MSgt Dylan Petersen and TSgt Patrick Lunsford

2018 Brought big changes to Mission Generation, Fire Truck and Refueling, and Materiel Handling Equipment 3-level awarding basic courses at Port Hueneme. All block tests now include schematics as testable material in an ASE-style format. Students are given schematics during the lecture portion of class to color circuits which are then used to diagnose the systems during lab portions. They then see the schematics (or a small portion of the schematic) again during the block tests and must answer a scenario given two possible answers by "Technician A" and "Technician B" of which one, both, or neither may be correct.

In addition to that, Mission Generation removed the section covering MRAPs with plans to replace it with the Joint Light Tactical Vehicle (JLTV) in the future. A-Shred underwent a major overhaul: they no longer teach the P-22 and dated P-23 fleet. Instead, that time is used to teach the new KME style Rapid Intervention Vehicle (RIV) and 2006 version of the R-11s. Students are taught about the RIV's electrical, air, winterization, and dispensing systems. They finish the basic course with two weeks spent learning R-11's electrical, air, pump interlock, grounding, dispensing, and overflow protection systems with a heavy emphasis on safety throughout. Additional instructions are given on R-11 hydrostatic hose testing and meter calibration as well.

Advanced courses got a new look with Mobile Training Teams taking the Striker 1500 course on the road to cover organizational-level maintenance, electric, fuel systems, air, transmission, differential lockup, power divider, dispensing, steering, and winterization systems spread out over a 10-duty day period. Also on the road is the new 5-day Extended-Reach Deicer course, which covers computer systems, boom management software, hydraulic systems, and an overall vehicle orientation.

The Port Hueneme-based automatic transmission course has been replaced with the Vehicle Management Welding course which has been in the works for over 8 years. The new course, which went live in August, focuses on entry level practices that include equipment setup and maintenance, metal preparation, oxyacetylene cutting and welding, plasma arc cutting, shielded metal arc welding (SMAW or stick), and gas metal arc welding (GMAW or MIG). The hands-on portion consumes almost 75% of the 96-hour (12 academic duty day) course where students learn techniques such as welding three types of joints in two positions, on metal thicknesses ranging from 1/16 inch to 1/4 inch. There are two instructors in each lab with eight students, which allows for very personalized hands-on assistance. The academic portion of the course incorporates a commercial textbook to further enhance learning and retention, and tests students with two 25-question block tests.

Future plans for the course include augmented reality welding training which will supplement (but not replace) the hands-on labs by providing muscle memory training while reducing consumable costs. The target audience for the course is deploying Airmen whose skill ranges from first-time welders to those with moderate experience levels. Projections for FY19 estimate a class load of 65-75 students.

Significant changes are just around the corner in the Career Development Course (CDC) side of the house, as well. A large portion of the Air Force-produced material found in the first two sets of 5-level CDCs will soon be replaced or augmented with a commercial textbook. This initiative will allow the CDC writers to bring their course material into the 21st century nearly overnight, and ensure that our Airmen are learning about the newest industry advancements and trends.

Airmen in upgrade training will still download their CDCs via the Air University Portal as they do now, but certain instructional units, or portions thereof, will assign reading from the textbook, along with questions from the textbook to be completed, similar to how Self-Test Questions are completed now.

Unit Review Exercises will evaluate student learning in the same way they do now, and End-of-Course testing will continue to be conducted in the same manner. The new volumes referencing the textbook are expected to be published and activated around May of 2019, although at this time, that date is still fluid.

If you're like nearly everyone else who has heard about this CDC-to-Textbook initiative, you may be asking yourself how it will affect the Specialty Knowledge Test (SKT) portion of the Weighted Airman Promotion System (WAPS). Eventually, when these new sets are fully-implemented, their material will no longer be testable for promotion to Staff Sergeant. Instead, expect an increased focus on the third sets of CDCs, which focus on specific vehicles related to the Airman's shred, and an increased focus on Air Force Instructions, Handbooks, and Technical Orders related to Vehicle Management (e.g. AFI 24-302, TO 36-1-191, etc.). As always, Airmen should check the Enlisted Promotions References and Requirements Catalog (EPRRC), which can be found by searching the Air Force Portal, to determine the appropriate study references for their testing cycle.

325th LRS: Helping shape a new Tyndall AFB

By Staff Sgt. Jeffrey Schultze, 325th Fighter Wing Public Affairs / *Published October 30, 2018*

Senior Airman Derek Kitis, 325th Logistics Readiness Squadron vehicle operations operator, marshals pallets off of a truck Oct. 29, 2018, at Tyndall Air Force Base, Fla. The squadron is performing a myriad of missions across the installation including transportation, vehicle maintenance and fuel support as part of the hurricane recovery effort. (U.S. Air Force photo by Staff Sgt. Jeffrey Schultze)

TYNDALL AIR FORCE BASE, Fla. (AFNS) -- The 325th Logistics Readiness Squadron is a multi-faceted unit working diligently on Hurricane Michael recovery efforts. Two of their five sections are vehicle operations and vehicle maintenance.

They are key players in rebuilding the infrastructure on Tyndall Air Force Base and getting the base back on its feet through transportation services.

“I do vehicle dispatch,” said Staff Sgt. Nathan Linseisen, 325th LRS vehicle operations dispatch. “We are the liaison for pretty much every unit on base when they need vehicle support whether that is a forklift, tractor trailer, bus etc. Our fleet is there to enable other units.”

In addition to supplying broad vehicle support, vehicle operations has been actively coordinating with other installations to expedite forward progress, as well as, moving key equipment around Tyndall themselves.

“Since the hurricane, we have been doing supply runs to Eglin Air Force Base, Florida, to bring back various aircraft parts needed here,” Linseisen said. “We are moving a lot of equipment into tent city to help get that built up, including generators, AC units and pallets of foot lockers to go into the tents; we are heavily involved in the build up over there.” In contrast, vehicle maintenance has been focusing on reconstituting the fleet, as well as, providing ongoing support of those assets and repairing 250 vehicles to date.

“I’ve been back about eight days post hurricane. I was shocked. I couldn’t believe it. What I knew is not what I know anymore,” said Staff Sgt. Michael Achterhof, 325th LRS material handling equipment journeyman. “Since we have been back we are busy trying to provide vehicle accountability, making sure all of our assets around base are found and inventoried.”

The accountability mission they have set out on has been arduous, but they have implemented two initiatives to accomplish it.

“One of the things we did to begin to get accountability early on is a ‘vehicle roll-by,’” Achterhof said. “Our commander worked with the other commanders around base and if they had government vehicles, we had them come by the shop and we checked them over and performed repairs and got them into our system. We also broke up into small teams and roamed the base looking for assets displaced by the hurricane.”

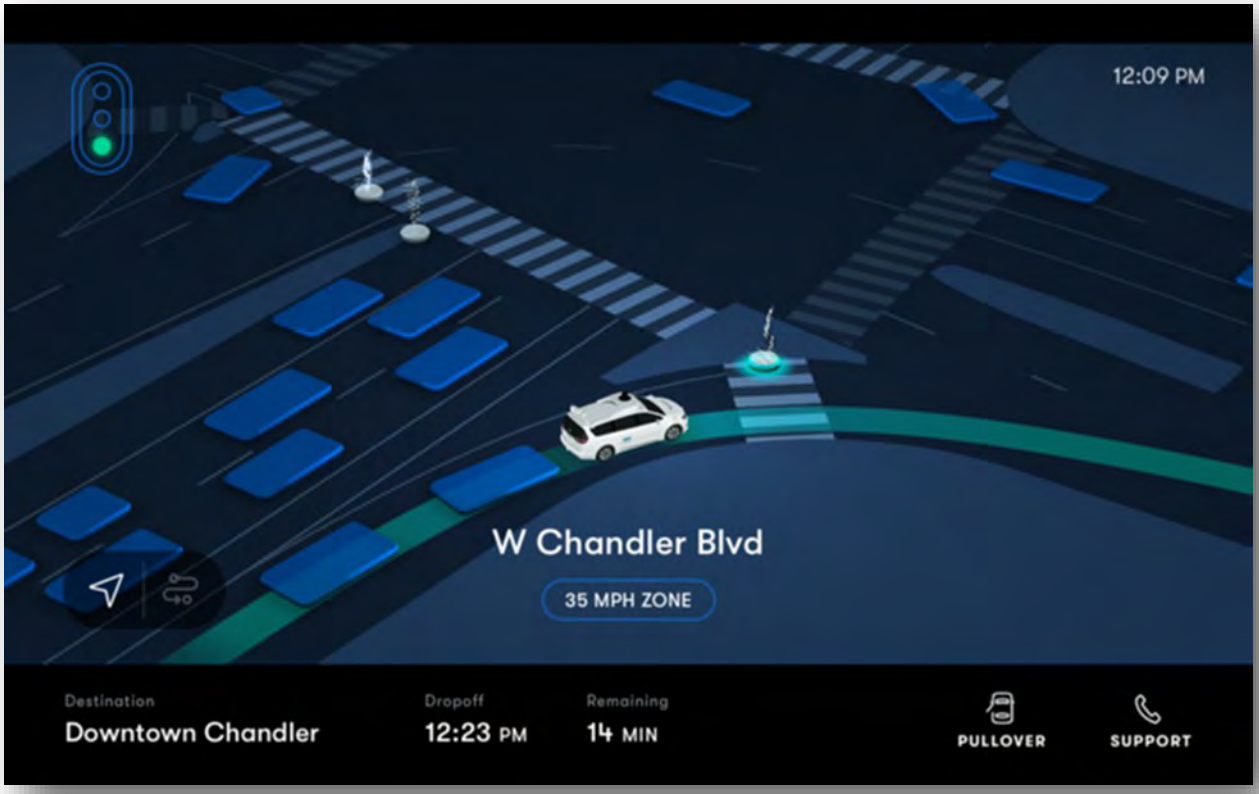
Mobile maintenance is another ongoing capability of the unit, providing real time on-call service for damaged vehicles.

“We have an on-call phone that people will contact us on as vehicles need repairs, like flat tires, which have been very prevalent post storm,” said Senior Airman Matthew Rogers, 325th LRS vehicle maintenance journeyman. “We are making sure our mobile repair of vehicles that are out around the base is responsive and ensuring the rebuilding effort is successful going forward.”

automotive FLEET®
THE CAR AND TRUCK FLEET AND LEASING MANAGEMENT MAGAZINE

Waymo Rolls Out First Phase of Commercial Autonomous Ride-Hailing

CONTRIBUTOR: CMSGT (R) DAN BERLENBACH



For now, only a few hundred people will have access to the Waymo One app and ride-hailing service, which will feature a safety driver during all rides. *Photo via Waymo.*

Waymo launched the next phase of its self-driving ride-hailing service in Phoenix today.

For now, only a few hundred people will have access to the Waymo One app and ride-hailing service, which will feature a safety driver during all rides. Vehicles will be available 24/7 and can be taken to several cities in the Phoenix metropolitan area, including Chandler, Tempe, Mesa, and Gilbert.

Riders will see a price estimate in the Waymo app before they request their ride.

Waymo officials said in a company blog post that they hope to make Waymo One available to more people as they add vehicles and service areas.

"There's a long journey ahead, but we believe that Waymo One will make the roads safer and easier for everyone to navigate," Waymo's CEO John Krafcik wrote in a Medium post.

Waymo will also continue its early rider program, which has been in operation in the Phoenix area since 2017. Unlike those who are part of the Waymo One program, early riders will be required to continually provide feedback to Waymo on their ride experiences.

Waymo, owned by Google parent Alphabet Inc., is also currently working on expanding its autonomous vehicle testing California's Bay Area.

Related: ***California Approves Waymo's Autonomous Vehicle Testing***

GOVERNMENT FLEET
MANAGING PUBLIC SECTOR VEHICLES AND EQUIPMENT

Honda Unveils Autonomous Off-Road Vehicle Prototype

CONTRIBUTOR: CMSGT (R) DAN BERLENBACH

In construction applications, the Autonomous Work Vehicle could be used to transport heavy materials. *Photo courtesy of Honda*

Honda plans to unveil a prototype Autonomous Work Vehicle at the upcoming Consumer Electronics Show (CES) which takes place in Las Vegas next month. Over the past year, the automaker has tested the prototype in a variety of applications, including construction, agriculture, and emergency response.

The Autonomous Work Vehicle is based on Honda's all-terrain vehicle (ATV) chassis. It incorporates GPS and sensor-based autonomy, a rail accessory mount for a variety of accessories and attachments, and onboard power plug-ins. The vehicle can be programmed in different modes of autonomy — "Follow Me," "Pattern," and "A to B" — to accommodate a range of applications.

The Autonomous Work Vehicle could be used with a variety of attachments and accessories to accomplish many jobs. *Photo courtesy of Honda*

Since it was first introduced a year ago at CES 2018, Honda has worked with partners to beta test the vehicle in a variety of work environments, including a large-scale solar operations company, a wildland firefighting division, and an agricultural and environmental sciences college.

For the solar operations company, vegetation management is one of its biggest challenges to reliable and affordable energy generation. It currently uses both sheep and manual labor to keep the vegetation under control.

Honda equipped a tow-behind mower to the Autonomous Work Vehicle allowing it to remove weeds around the solar panels efficiently and safely.

Currently, wildland firefighters in Colorado carry approximately 60 pounds of equipment, including chainsaws and water packs, while navigating steep terrain.

To relieve this physical strain, Honda installed a gear rack on the Autonomous Work Vehicle to transport supplies, equipment, and water. The vehicle autonomously followed the firefighters with their gear in tow.

Working with an agricultural and environmental sciences college in California, the Honda Autonomous Work Vehicle supported the harvest of crops and spray applications. Honda equipped the vehicle with a gear rack and crates so agricultural workers could more easily load and transport crops using "A to B" mode. The Autonomous Work Vehicle was also fitted with a variety of work implements, including a spraying application for weed and pest control. This real-world testing demonstrated the Autonomous Work Vehicle's ability to save time and minimize the potential for injury to workers in the agriculture industry.

The autonomous vehicle prototype could be programmed to transport heavy materials during emergency situations, lowering the risk of injury for first responders. *Photo courtesy of Honda*

Germans Discover Military Jeep Hoods Used to Repair a Ceiling after World War II

By David Tracy

JALOPNIK

Like many other places in Germany, the western city of Bonn had plenty of rebuilding to do after World War II. So, with materials scarce, the owner of one building decided to use hoods from junked army Jeeps to build up his ceiling. Those hoods have just been discovered after over 70 years, and they carry with them some fascinating history.

The story about these army Jeep hoods comes to me via former German Air Force officer Paul Greve, whom I spoke with over the phone. He said that, some weeks back, one of his friends who lived near the building—a garage in Bonn that was being torn down to make way for another structure—had learned about metal panels discovered in the ceiling.

Thinking the panels could be from an aircraft, the friend contacted Greve, who's a member of the Luftkriegsgeschichte Rheinland, an organization comprised of air force history experts who work with scientific institutions to better understand and document war history, and especially to help find and identify airmen who went missing in action.

Greve, who says he's especially well-versed in 1915 to 1945 German air force history, arrived at the property, and—upon seeing the rust on the panels that bridged the garage's main beams—immediately knew these weren't airplane parts, since those are made of aluminum. These were Jeep hoods.

Speaking with the people who were tearing down the stable-turned-garage, Greve learned that the family has had the place for many years, and that the man who repaired the home in 1946 or 1947 had used junkyard parts to rebuild the ceiling after damage sustained in the war. This, Greve told me, was standard practice in post-war Germany—reusing as many available materials as possible, as cheaply as possible.

"Alle Häuser in diesem Gebiet sind durch das Bambardement zerstört geworden," he told me in German. Meaning, roughly, that pretty much all the homes near this particular building were blown up during the war. Just look at this video clip to see the state of Bonn in 1945—it's rough.

Greve pointed out the yellow paint on some of the hoods as reason to believe that these Jeeps may have been involved in the battle of Normandy. The special dye, brushed between the points of the invasion star on the hood, is called "M5 Liquid Vesicant Detection Paint," and its job—as I described in my article a few months back—was to change colors upon detecting dangerous chemical agents.

The U.S. army was worried that Germany might use chemical weapons on the battlefield, considering Germany did so during World War I. So, in 1943, the European Theater of Operations standardized vesicant paint, as shown in this "restricted" document found in the National Archives. *(Continued on PG 11)*

Germans Discover Military Jeep Hoods Used to Repair a Ceiling after World War II

ETOUSA, Jan-Dec 1943 *(Continued from PG 10)*

In addition, the paint was used on paper gas detection brassards that soldiers are said to have worn on their arms on D-Day.

To try to learn more about the hoods, I contacted Tom Wolboldt, a man who's well-known in the World War II Jeep community, in part, because he's undertaking the tedious task of sifting through tens of thousands of documents to learn exactly how the Willys MB and Ford GPW were built. He's building a huge database to help owners know what their Jeeps were meant to look like from the factory.

This service to the Jeep community and to Jeep history at large has been a multi-year undertaking, but it's solidified Wolboldt as one of the foremost experts on the vehicles. So when I asked him via his "Sequencing the Willys MB & Ford GPW Genome" Facebook page if he could help me learn what year the hoods were made based on their markings, it didn't take him long to answer.

The hood above, for example, is a Willys MB hood that—like all MB body parts—was built in Toledo. According to Wolboldt, the hood number most likely was used on a Jeep with a serial number in the range of 255500 to 256250, which means its date of delivery to the army was between Aug. 13 to Aug. 16, 1943.

Also, that "S" at the end of the hood registration number stands for "suppressed," meaning it was specially built with extra ground straps, capacitors, and other bits to prevent radio interference. The hood above is actually that of a Ford GPW, Wolboldt told me. It was assembled in Louisville, Kentucky likely around September of 1942.

The hood registration number above also ends in "S" for "suppressed," and sits in the serial number range 259500 to 260250, meaning it was built on Aug. 28 or 29 of 1943. That's a big range of serial numbers for only two days, but Wolboldt says the factory in Toledo built over 300 MBs a day. According to Wolboldt, the hood number 20234063 above is a Toledo-built Willys MB hood delivered on either Nov. 26 or Nov. 27, 1943.

The one above is also an MB hood from '43. Sitting in the serial number range 268500 to 269250, Wolboldt says it was accepted by the army on Sept. 27 or Sept. 28, 1943.

And the one above, with only half a vesicant paint-adorned star on it, is an MB delivered between July 7 and July 14, 1942. Speaking of vesicant paint, Wolboldt said it's not really possible to know the Jeeps' hoods' exact ports of entry into Europe after all these years, but the vesicant paint helps narrow down the location and the time frame during which they were used.

"I consider that they were prepared for combat in Europe since the troops could encounter gas at anytime," he told me over Facebook messenger. "As time went on the threat of gas became less. Vesicant paint was heavily used in '43 and '44 in NW Europe, Southern France, and Italy."

Between the date of deliveries gathered via the hood numbers, and the use of the vesicant paint, it's definitely possible that the Jeeps whose hoods used to make up this building's ceiling were in Normandy—which definitely adds to the pedigree of these flat metal panels. "Good chance most if not all went thru Normandy at some point in time," Woldboldt told me. "How many landed in the first wave? Most likely none."

According to Paul Greve, these Jeep hoods could have been used in the Battle of the Bulge, and they possibly also made their way to Feldflugplatz Odendorf, an old German air base roughly 16 miles from the heart of Bonn that the U.S. eventually took control of. Another possibility is that they were used to support the Battle of Remagen, which took place only 15 miles from the center of Bonn.

A lot of this, of course, is just speculation. But Greve is fairly certain, after talking to the folks tearing the building down, that the hoods wound up in a junkyard in Bonn-Endenich, where many broken military vehicles were stored about a third of a mile from the building in which the hoods—knocked completely flat—were discovered hidden behind wood boards.

One of those flattened hoods is for sale on eBay, with a price sitting at just below $600 as of this writing. It's not cheap, but these things are incredible pieces of World War II history hidden from sight for over 70 years.

Editor's Comments: There is one document and numerous photos in this article that we don't have space to display here. If interested, see the story at the following website: https://jalopnik.com/germans-discover-military-jeep-hoods-used-to-repair-a-c-1831021112

Vintage Dozer

Contributors: CMSgt (R) George McElwain and MSgt (R) Bobby Werner

Editor's Note: Watching this guy start and operate this 1929 Cat 60 is fascinating. You heavy junk guys should enjoy it. The video is six minutes long, but it's worth your time. If I were 89 years old, it would take more than six minutes to get me started.

1929 Caterpillar SIXTY starting and pushing dirt

Quizzes - Cars, Trucks, and Engines

Editor's Comments: Quizzes, to me, are always fun and this is one that I think most of you will enjoy, too. There are a number of quizzes from which to choose, so you can test your knowledge with just one or as many as you want.

There are too many to print here and they're better suited to enjoy on the website anyway, so click on the link provided at the bottom right column and see how well you do. Have fun!

zoo.com

https://www.zoo.com/channel/cars

TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 February 2019

Special Points of Interest:

- ⇒ *436th Logistics Readiness Squadron skips the fall: PG 1-2*
- ⇒ *Major General (R) Mary L. Saunders: PG 3*

Inside This Issue:

black history month

February 1-28, 2019

See Tribute on Page 3

436th Logistics Readiness Squadron skips the fall

By Staff Sgt. Zoe Russell, 436th Airlift Wing Public Affairs / *Published November 13, 2018*

Airman 1st Class Kiley Gring, 436th Logistics Readiness Squadron multipurpose vehicle mechanic, operates on top of a B-1000 aircraft tow tractor Nov. 6, 2018, at Dover Air Force Base, Del. Gring wore a body harness connected to the LRS's new mobile "A-frame" fall-protection system, which prevented her from falling on the job. (U.S. Air Force photo by Staff Sgt. Zoe Russell)

DOVER AIR FORCE BASE, Del. -- Sometimes the most mundane tasks can suddenly turn into the most dangerous ones.

According to the Air Force Safety Center, from the fiscal year 2013-2017, active duty and civilian members lost more than 47,000 work days due to almost 5,600 non-sports-related falls. Of those, 13 were fatal.

The threat of falling is all too real for members of the 436th Logistics Readiness Squadron. Anytime a vehicle technician works more than four feet above the ground, a fall protection system must be used.

Continued on PG 2

436th Logistics Readiness Squadron skips the fall

Continued from PG 1

AIRMAN 1ST CLASS WILLIAM PERRY, 436TH LOGISTICS READINESS SQUADRON FIRETRUCK REFUELING MAINTENANCE JOURNEYMAN, WORKS ON TOP OF AN R-11 AIRCRAFT REFUELING TRUCK NOV. 6, 2018, AT DOVER AIR FORCE BASE, DEL. PERRY WAS SAFELY SECURED ON TOP OF THE VEHICLE USING THE SQUADRON'S NEW FALL-PROTECTION EQUIPMENT DESIGNED SPECIFICALLY FOR R-11S. (U.S. AIR FORCE PHOTO BY STAFF SGT. ZOE RUSSELL)

Gary Eley, 436th LRS multipurpose maintenance shop vehicle management flight supervisor, explained the squadron was using outdated and inconvenient fall safety equipment systems.

"What worked in 1981 when I came in [the Air Force] sometimes isn't going to work in 2018," said Eley. "Technology is constantly changing.

You've got to stay with the times. Why go with a system that works half the time when you can go with a system that works all the time?"

To remedy the situation, the 436th LRS purchased two fall safety equipment systems in October, 2018.

The first system was designed specifically for their refueling maintenance shop, providing fall protection for Airmen repairing or inspecting the top of R-11 aircraft refueling trucks. The new system allows technicians to clip their safety belts to two cables that run the full length of the fuel tanks; increasing mobility and offering the security of a "catch" if they fall.

"It gives us a peace of mind, especially on days like today where the weather is wet and rainy, said Staff Sgt. Nigell McAlpin, 436th LRS NCOIC of firetruck maintenance. "These [trucks] get very slippery.

We shouldn't have any falls if everyone is using the equipment correctly."

The second system installed in the 436th LRS multipurpose maintenance shop features two metal "A-frames" with tracks in the upper beams.

Technicians can connect their personal body harnesses to self-retracting lifelines protruding from the upper beams, allowing them to work on vehicles parked under the frames. If a technician were to slip, the maximum he or she would fall is six inches before the lifelines locked in place.

Eley said the A-frames are mobile, user friendly and fit the height of all vehicles. They also allow the technicians to work on vehicles taller than four feet that are parked outside, which previously wasn't an option without violating safety protocols.

"It has made my job easier because if I can do my job safer, then I can do it without worrying about accidents," said Airman 1st Class Kiley Gring, 436th LRS multipurpose vehicle mechanic.

Eley said the modernization of 436th LRS fall-safety equipment not only instills confidence in Dover's LRS technicians, but also mirrors the Air Force's commitment to protecting its most valuable asset: it's Airmen.

Major General (R) Mary L. Saunders

Major General Mary Saunders

Major General (Ret.) Mary Saunders served her country for more than 34 years in the United States Air Force, including serving at the Pentagon as the highest-ranking African-American woman in the Air Force.

Saunders was born in Nacogdoches, grew up in Houston, and earned her bachelor's degree in Social Work at Texas Woman's University before entering Officer Training School at Lackland Air Force Base.

Commissioned a second lieutenant, Saunders began rising through the ranks with command positions in transportation and logistical planning. Saunders later earned her master's degree in guidance and counseling at Rider College in Lawrenceville, New Jersey.

Among her 14 statewide appointments and three overseas assignments, Saunders served as the first female general officer selected as Director of Transportation for the United States Air Force – responsible for a $3.5 billion budget, and training of 32,000 military and civilian personnel.

She also served as vice director for the Defense Logistics Agency, which provides a broad spectrum of logistics, acquisition and technical services to the military branches and other federal agencies. During her military career, Saunders received more than a dozen military awards and decorations, and was known and respected for exemplifying the Air Force's core values: integrity first; service before self; and excellence in everything.

In the continuing spirit of excellence and service to country, the following awards are presented annually in General Saunders' name. The Air Force Logistics Officer's Association presents three Distinguished Service Chapter awards in her name and the Excellence in Leadership Award scholarship is presented to a federal civil service employee.

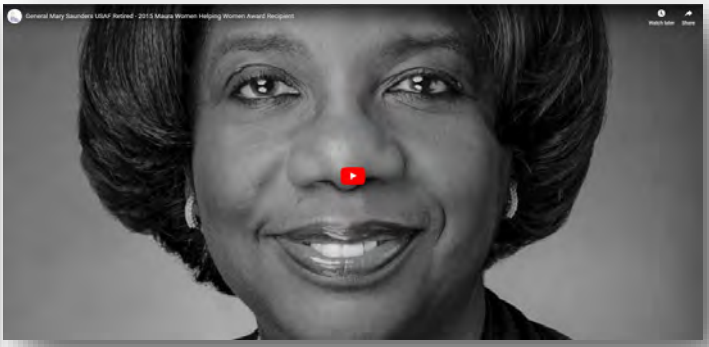
Following her military retirement, Saunders was selected as the executive director of the Texas Woman's University Leadership Institute to prepare young men and women for positions of leadership. Saunders continues to serve as an exemplary leader, accomplished professional, role model and mentor for the next generation of Texas leaders.

Saunders serves as a trustee for the Dallas Women's Foundation and a member of the Advisory Council for Denton County Friends of the Family. Among her civilian honors, Saunders has been named a Distinguished Alumni of Texas Woman's University and a TWU Woman of Distinction. In 2009, Saunders was selected as one of 30 women nationwide to be a member of Leadership America and received the Governor's Yellow Rose of Texas Award in 2010 for her service to her community.

Editor's Comments: Many of us know and served with Major General Mary Saunders. I'm proud to say I was one. She was a Lt Col and Commander of 475th Transportation Squadron, Yokota AB, Japan at the time.

This article and video are obviously dated; however, it's long overdue that we recognize and salute one of our most distinguished transporters, and perhaps there's no more appropriate time to do so than Black History Month.

It is rare for a transporter to reach the grade of general officer, let alone a female and minority. We are extremely honored to feature her bio and say that Major General Saunders is "family."



Major General Mary Saunders USAF Retired
2015 Maura Women Helping Women Award Recipient

See also:
The Ones to Know: Mary Saunders
Air Force Bio

Ground Transporters: Meet Your CFM

FY19 Ground Transportation CFM 101 - CMSgt Scholl

UNITED STATES

12.13.2018

Video by Maya Richardson

Headquarters Air Force, Logistics Readiness

Hear from CMSgt Kiley Scholl on her top initiatives in FY18 and goals for the Ground Transportation Career Field in FY19.

173rd FW Vehicle Maintenance braces for heavy snows

By Tech. Sgt. Jefferson Thompson, 173rd Fighter Wing / Published January 16, 2019

U.S. Air Force Master Sgt. James Childs, 173rd Fighter Wing vehicle maintenance shop, releases a cascade of sparks with a cutting torch during fabrication of a support bracket for a roll-over snow plow, Jan. 14, 2019. If a part is unavailable, then the mechanics at the 173rd Fighter Wing vehicle maintenance shop at Kingsley Field in Klamath Falls, Oregon fabricate it themselves in order to quickly return the vehicle to operation. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

KINGSLEY FIELD, Ore. -- The Klamath Basin sits at more than 4,000 feet of elevation and typically sees a fair share of snow during the winter months. Thanks to plowing operations, the 173rd Fighter Wing continues to train pilots all through the winter months without delay.

If a snowstorm deposits more than one-half-inch, plowing operations begin no matter the time, and quite often it's the middle of the night.

A significant part of winter readiness is having all of the snowplows ready for that next big storm, and the mechanics at the vehicle operations work hard to ensure they are ready.

It's a job that is growing increasingly more interesting as the years pass; for one thing, many of the parts for the older plows are not available any longer and these mechanics cast a net far and wide trying to find a vendor, and even look to other bases to see if they can scavenge for parts.

However, the vehicle maintenance team is quick to point out how valuable these machines really are. "They are easy to work on because they are all-mechanical and they rarely break down," said Senior Master Sgt. Isacc Nunn, the 173rd Fighter Wing vehicle maintenance superintendent.

However, the natural enemy of snow plows are the uneven surfaces hidden beneath smooth snow, and when a plow inevitably runs into them it causes damage that these mechanics have to fix.

A day in early January is an example as Nunn flags in an O.D. Green snowplow with damaged roll-over gears. The "roll-over", as the plow operators refer to it, is the mechanism which rotates the plow and allows it to push snow either to the right or left by rotating vertically 180-degrees.

For this repair, Master Sgt. James Childs points to several parts waiting by the snowplow. "We were able to find these from a company in Canada," says Childs. However, there is one part they couldn't find and he'll make that in-house.

The ability to do that stems from a depth of experience few shops share. Tech. Sgt. John Walling quickly tabulates some of that experience. "If you add up me, Sergeant Childs, Sergeant Nunn, [Master] Sergeant [Michael] Krouse—we probably have at least a hundred years of experience between the four of us." Each of those four grew up working on cars and machinery long before they were old enough to join the ranks of Kingsley Field Airmen.

The fact that they have the equipment to make the parts is also rare, and stems from a time when they needed a part that was damaged in the line of duty and they couldn't find it anywhere. Childs is an accomplished machinist and he knew he could make the part with the proper tools. Their commander at the time agreed and they purchased a milling machine and metal lathe that get used quite often.

The team points out that innovative thinking and planning is key to keeping these pieces of equipment operating.

Continued on PG 6

173rd FW Vehicle Maintenance braces for heavy snows

Continued from PG 5

"I think we are pretty fortunate not only to have the background experience that we all bring to the table, but also having management support us and buy us this equipment," said Childs.

"We're set up so that we can pretty much deal with anything that comes through our door," added Walling.

Getting this particular plow out the door requires Childs to build a new support beam with brackets and a shaft support. It takes several days, as he works around his primary responsibilities, to cut, weld, and machine a new part.

Unless the next big snowstorm arrives with in a day, this snow plow will be ready for it.

RIGHT: U.S. Air Force Master Sgt. James Childs, 173rd Fighter Wing vehicle maintenance shop, wipes heavy-duty grease from his fingers after helping remove a broken part from a snow plow at Kingsley Field in Klamath Falls, Oregon, Jan. 8, 2019.

Most, if not all, parts the shop works on are covered in a protective layer of grease or oil making dirty hands a part of everyday life for the mechanics; it's also why a job isn't finished until the tools and the workspaces are cleaned and prepared for the next job. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

Several of the mechanics assigned to the 173rd Fighter Wing vehicle maintenance shop at Kingsley Field in Klamath Falls, Oregon, gather in the machine shop where they fabricate parts, Jan. 5, 2019. It's unusual for this type of shop to have these tools; however Master Sgt. James Childs is a machinist by trade and has passed on much of his skill set to others in the shop. (U.S. Air National Guard photo by Tech. Sgt. Jefferson Thompson)

SEE ADDITIONAL PHOTOS AT: 173RD FW VEHICLE MAINTENANCE

Why Ford's "Cellular Vehicle-to-Everything" Matters

THE TELECOM AND CONNECTIVITY HARDWARE INDUSTRY COULD HAVE THE MOST TO GAIN

NICHOLAS ROSSOLILLO

Jan 13, 2019

The Motley Fool

Ford (NYSE:F) has been unveiling some radical changes in the last year -- at least as far as traditional automakers go. The company is revamping its lineup, including eliminating nearly all car models in lieu of crossovers and SUVs; a goal has been set of having at least a hybrid-electric option on every vehicle by 2022, including its bread-and-butter F-Series trucks and the Mustang; and a slew of acquisitions have been made to capitalize on new modes of transportation such as ride-sharing and electric bike and scooter start-ups.

Along with other automakers, Ford has also been hard at work at making vehicles smarter, safer, and maybe even fully autonomous. To that end, management made a first-of-its-kind announcement in early January: cellular vehicle-to-everything (dubbed "C-V2X" for short) devices embedded in every production vehicle it makes.

What is C-V2X?

Ford says it already has over 700,000 connected vehicles (which have the ability to tap into a wireless network) on the road, and by next year, every new car it manufactures will have the same capability. However, Ford also wants all of its vehicles to be able to talk directly to other vehicles, pedestrians, and infrastructure like city cameras and traffic lights. Built on the same technology as new 5G mobile networks are, management said at the 2019 Consumer Electronics Show that C-V2X hardware should be in every vehicle it makes by 2022.

To test the viability of its C-V2X ambitions -- which complements its work on making vehicles capable of driving themselves -- Ford signed an agreement with chip-maker Qualcomm (NASDAQ:QCOM). With cars better able to communicate and sense their surrounding environment with or without a cellular network connection, it could make everything about transportation a safer and more efficient experience.

IMAGE SOURCE: GETTY IMAGES

Hey Ford, I'm not into the self-driving car idea

If leaving your vehicle and your local smart city in charge of the commute sounds too utopian (or dystopian) for your taste, that's OK. Ford thinks C-V2X will benefit human drivers as well. The company described the communication enabled by its vision as a "tap on the shoulder" from the driver's car, other cars, devices carried by bikers and pedestrians, and infrastructure itself. The "tap" would essentially come in the form of a warning about possible wrecks, road obstructions, and other unseen developments in the area. Think of future vehicles and their surroundings as an interconnected web of communication working together to make the roads a safer place.

Who wins?

Though Ford's ambitious plan sounds good, nearly every automaker out there has a similar plan for increasing vehicle safety and "connectedness" to the rest of the world. The automaker's 5G network-based angle is a first, but it isn't too far off from what the competition is working on.

And that makes sense. Just as Bluetooth technology, backup cameras, and tech-enabled infotainment systems are ubiquitous in new cars today, new connectivity tech will also soon be the norm in all vehicle makes. Really, Ford's 5G deal is a race to stay ahead of the pack more than a cutting-edge breakthrough. I still believe Ford stock is currently a good value, but not because of C-V2X.

So, who wins the most? The answer lies in the partnership itself. Ford is working with Qualcomm to vet the plan. Other chip makers that enable connectivity and related auto industry parts could be big winners -- both from the manufacture of the vehicles with the embedded tech themselves, but also in the further proliferation of other connected devices. Skyworks Solutions (NASDAQ:SWKS), which made a name for itself in designing connectivity chips for smartphones, comes to mind. Skyworks has been slowly growing its sales outside of the phone market to include automakers and has a portfolio of 5G-enabled infrastructure hardware ready to deploy.

Though the idea is to make C-V2X work even without a wireless connection, mobile carriers like Verizon (NYSE:VZ) could also have a lot to gain from the smart vehicle movement. Verizon was the first to launch a commercial 5G service, which could tee the company up for a battle with traditional internet service providers.

Mobile 5G -- the first iterations of which are forthcoming this year -- could help mobile carriers become more than just phone companies. Telecom could transform into the backbone of all types of communications, facilitating conversations between phones, cars, cameras, buildings, and other equipment.

Continued on PG 8

Why Ford's "Cellular Vehicle-to-Everything" Matters

The telecom and connectivity hardware industry could have the most to gain (*Continued from PG 7*)

With the number of connections utilizing its network the baseline for business performance, getting Ford and other automakers to make use of it could be a strong tailwind in the not-so-distant future.

Ford and its race with its peers to adopt C-V2X is an exciting development to watch in the years ahead; the technology could transform how we get around forever.

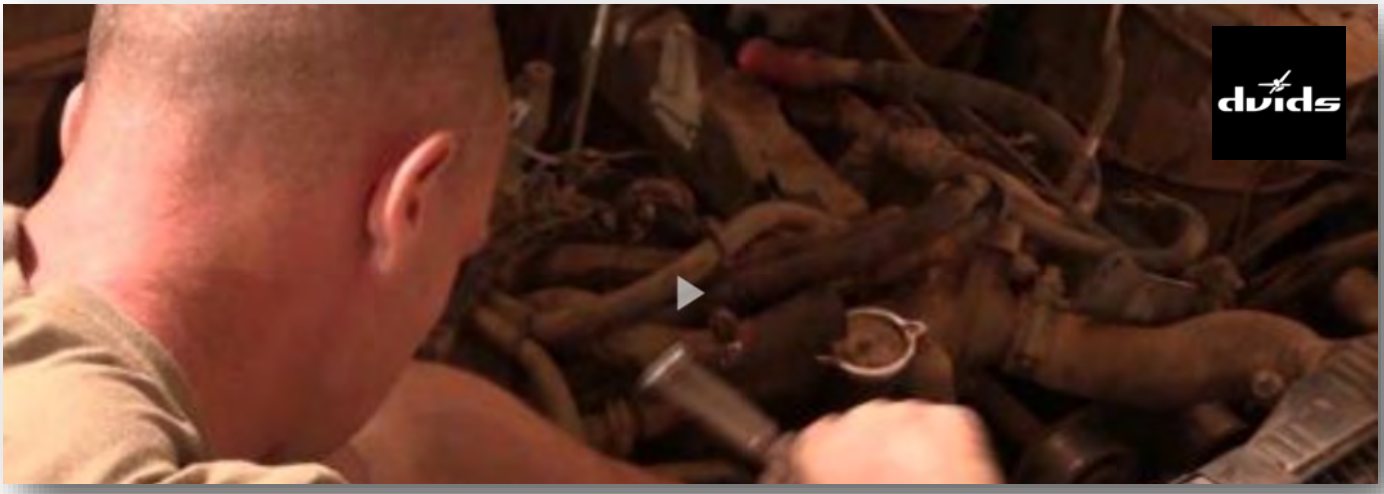
While there are opportunities for automakers to jostle into a competitive advantage by utilizing the movement, investors who want to benefit the most should look at the companies enabling it in the first place: chip makers and mobile network providers.

See Bonus Videos in the Next Column

Ford Adopts C-V2X Communication—CES 2019

6 Ways C-V2X Will Make Roads Safer

A Day in the Life: Vehicle Maintenance



NIGER
12.17.2018
Video by Staff Sgt. Daniel Asselta
435th Air Expeditionary Wing Public Affairs

U.S. Air Force Staff Sgt. Dustin Tischner, a vehicle maintainer deployed to Nigerien Air Base 201, Agadez, Niger, shows us what a day in his life looks like. SSgt Tischner ensures that vehicles run, even in the harshest austere environments like the Sahara.

HDT Truckinginfo

A Closer Look at Peterbilt's Electric Model 220EV

January 9, 2019 • by Jim Park Contributor: CMSgt (R) Dan Berlenbach

With the launch of the battery-electric Model 220EV, Peterbilt is wading into what is sure to become a crowded marketplace and the Model 220EV fits right into the pickup and delivery segment. ***Photo: Jim Park***

With the launch of the Model 220EV here at the CES Show in Las Vegas, Peterbilt is wading into what is sure to become a crowded marketplace. With a limited supply of battery-electric Class 4-6 trucks to choose from and rising consumer interest, the Model 220EV fits right into the pickup-and-delivery segment.

The 220EV joins the previously announced Model 520EV and the Model 579EV in the Peterbilt electric vehicle lineup. In all, Peterbilt will have more than 30 electric vehicles in operation by the end of 2019 with customers representing refuse, regional haul, and city delivery applications.

Continued on PG 10

Continued from PG 9

A Closer Look at Peterbilt's Electric Model 220EV

"We think those three applications are going to have the most immediate and near-term payback for our customers," said Peterbilt General Manager Jason Skoog. "Today, we have Model 520EV's and Model 579EV's on the road with customers, experiencing real-world environments and performing well. This truck will be going into a major customer sometime later this summer."

In addition to the customer field trials, validation testing is underway at the Paccar Technical Center in Mount Vernon, Washington.

Using an e-axle frees up space between the frame rails for other components – in this case, batteries. Photo: Jim Park

The zero-emission 220EV is powered by two TransPower battery packs with a total of 148 kWh and a Meritor Blue Horizon two-speed drive eAxle. It features a range of 100 miles and a recharge time of one hour when using a DC fast charging system, making it an ideal option for local pick-up and delivery operations.

"The big advantage to using an integrated motor in the drive axle is that we free up space between the frame rails for other components, in this case, the batteries," said Scott Newhouse, Peterbilt's chief engineer.

Peterbilt will begin delivering the 220EV in the summer of 2019.

Watch Newhouse explain more about the eAxle:

Peterbilt 220EV Walkaround

Related: ***Freightliner Says New Cascadia Has First Level 2 Automation in North America***

‘REAL HEROES NEVER BRAG’

Editors Comments: We published this story in November 2015. Chief Baird has since supplied additional information and a video, so we decided to reprint it and run a brief follow-up article. The update starts in the second column after the note.

It is fitting that we run a follow-up story this month. February 26 will mark Chief Baird’s 89th birthday. He is our group’s senior vehicle maintainer and member. We offer our congratulations and a very happy birthday!

Note: The ‘clicker’ Chief Baird described in his story is officially the Acme No. 470 clicker “Airborne Cricket”.

Clickers have appeared in numerous well-known feature films (The Longest Day), television series (Band of Brothers) and documentaries.

To learn more about this device visit the following website: ***WWII Dog Tags***.

Clickers (Nov 2015)

by CMSgt (R) Al Baird / 472

About six years ago while I was on a three-year RV adventure, we spent about three weeks on my son-in-law's father’s farm. While I was there his uncle Ralph, who lived about a mile down the road, found out I was a golfer. So, he invited me to his country club where we had lunch and played golf five or six times. He was a school teacher and he also coached the school’s golf team.

I told him I was retired USAF and our ensuing conversations covered many subjects, but he never once mentioned being in the military.

Then this winter while I was on the farm again supervising some major repair work for my son-in-law, my wife and I went down and visited Ralph’s ninety one year old wife. She was also a school teacher. I brought up the subject of Ralph (who had died about two years ago) and she began talking about his time in the Army during WW2.

It turned out that Ralph was one of those crazy people that jumped out of an airplane over Normandy with a rifle and a ***clicker*** (an advanced communication device).

After the war ended he returned home with his clicker, his dog tags, and a small piece of one of his parachutes tied together with a string from his chute.

Like so many others of his generation after returning home, he attended college under the GI bill and became a teacher. Ralph was definitely a qualified member of the greatest generation and a hero.

But Ralph, and those like Ralph, never accepted the fact that they were heroes; they wouldn't even talk about it. I think they might have believed you had to be dead to be a hero.

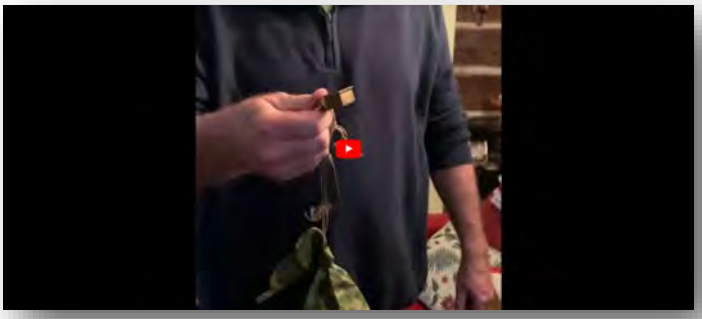
Anyway, I was allowed to handle Ralph’s ***clicker*** and it still works just fine.

Clickers Update (Feb 2019)

Remember the story I told about the fellow I played golf with several times and he never mentioned serving his county?

This is his clicker, dog tag and a piece of the ‘chute that he had when he bailed out over Normandy. So, this completes that story. The point was, real heroes never brag.

(Enlarge to view photo)



View and hear a 3-second video of this D-Day clicker in action.

'3 Days of Peace & Music'

Editor's Comments: To say this article is a bit unusual for *Truckin' On* would be an understatement; however, I wanted to pay tribute to the **50th anniversary of Woodstock,** which will be in August this year. I also thought there might be a way to weave a vehicle/transportation story into it to make it legit and, sure enough, there is one. So, who better to ask than someone who was there in 1969? My former boss, Col (R) Doug Steward, was a college student in Upstate New York at the time and attended this now legendary music festival. So, for all you baby boomers and old hippies, here is his story.

Summer of '69...as I remember it

By Col (R) Doug Steward

They say that anyone who can remember the '60s wasn't really there. In my case, I was there and, true to form, can't remember many details. With that in mind, let me reminisce vaguely about the summer of '69. So, to make this more like an authentic war story, I'll start appropriately – "There I was…

My high school bud and I, being fans of that era's music, decided we would go to the music festival in Woodstock, NY. Only one or two minor problems – transportation, days off, and money. We were home from college, earning money for the next semester.

My friend's brother had a '63 (?) Comet (?) convertible (?) (see above about memory) that we could borrow. We decided we could get away with missing one day of work, so we took off on Thursday after work and stopped to spend the night in Binghamton, NY.

Next morning, car was broke – needed a new starter (or was it an alternator?). Both of us being incompetent mechanics, we found someone to replace it and, substantially poorer, got on our way. Joining the traffic jam flowing into the area, we got as far as we could and parked by pulling off onto the shoulder, like thousands of other cars.

We bought tickets off of some people who had extra (they said). We hadn't heard what they had heard: that they had stopped charging for admission. So we spent most of our remaining money on the tickets.

Sleeping bags and blankets safely in hand, we made our way the mile or so to the site and found a place to park our tired butts. I think we came in before Melanie, or was it John Sebastian (ed. note…John Sebastian was next day) (or someone else completely…maybe it was Ritchie Havens. I know I saw Ravi Shankar). You can find the complete playlist, and as I look at it, I find that some groups stand out as making an impression and others as a "who? Really? No clue" kind of experience.

So, CCR (oh, come on, Credence Clearwater Revival), the Who, Country Joe, Santana, JA (really, you have to ask? Okay – Jefferson Airplane), Ravi Shankar, Janis (yes, Joplin), and others made strong lasting impressions as being outstanding.

Laying (lying? No, I'm not lying, so it must be laying) in the rain all night wrapped up in a wet sleeping bag also made an impression. The last group from Saturday, JA, started at sunrise Sunday.

Because JA was my favorite group, we had made it up to the front for their set. Lasting memory – some groups (e.g., Santana, CCR) are even better in person – JA is NOT one of them, at least harmonically. Instrumentally, they are great in person. They finished their set and it was time for us to hit the road.

Joining thousands of other people who left Sunday morning to get back to work on Monday, we walked back to the car: tired, thirsty, and broke. No money for gas or food. (Lasting memory: The one hot can of Carling Black Label beer that was in the trunk tasted great!...the only time Carling Black Label tasted good, as a matter of fact).

We made it back to the car, put the top down (YES! It WAS a convertible) and started driving out. As we were reasonably close to the front and there were miles of cars parked behind us, we were passing (very slowly) hundreds of people who were still walking to their cars.

People wanted rides and we had them sitting on the hood, the trunk and the back seat – some would jump off and then another group would jump on.

As people jumped on, we told them of our plight (no gas money, etc.) and they gladly donated to our trip home. We ended up with sufficient funds to buy gas and food on the way home.

So, as a transportation story, one of the morals is: it is great to have mechanical skills – too bad I have none. As a human interest story: one can't necessarily count on the kindness of strangers, but don't be surprised when you see it. As a slice of Americana: half a million (or so) young people, many of them under the influence of illegal substances, and not one fight.

So, that was the highlight of the summer of '69. Three days of peace, love, and music…and a couple of lessons in transportation.

TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 March 2019

Special Points of Interest:

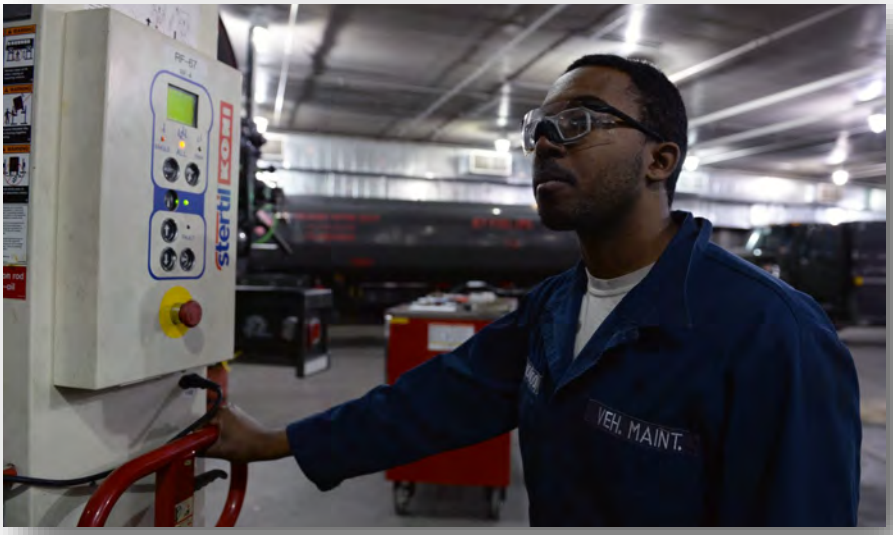
- ⇒ *Best in PACAF: 673rd LRS achieves 93% vehicle mission-capable rate: PG 1-2*
- ⇒ *Vehicle Maintenance fixing up the fleet: PG 3-4*

Inside This Issue:

AIR FORCE HISTORY: Mustache March from days of Olds

Best in PACAF: 673d LRS achieves 93% vehicle mission-capable rate

By Airman 1st Class Crystal A. Jenkins/JBER Public Affairs/Jan. 22, 2019



Airman 1st Class Warren Norwood, a mission general vehicle equipment maintenance apprentice with the 673d Logistics Readiness Squadron Vehicle Maintenance, Refueling Maintenance shop, operates a heavy truck lift, Jan. 26, 2018, at Joint Base Elmendorf-Richardson, Alaska. The Refueling Maintenance shop repairs and services all refueling equipment such as the R-11 and R-12 at JBER. (Photo by Airman 1st Class Crystal A. Jenkins)

JOINT BASE ELMENDORF-RICHARDSON, Alaska —

Recently, the third-largest vehicle maintenance fleet in the U.S. Air Force, centered at Joint Base Elmendorf-Richardson, has achieved and maintained a 93-percent mission-capable rate.

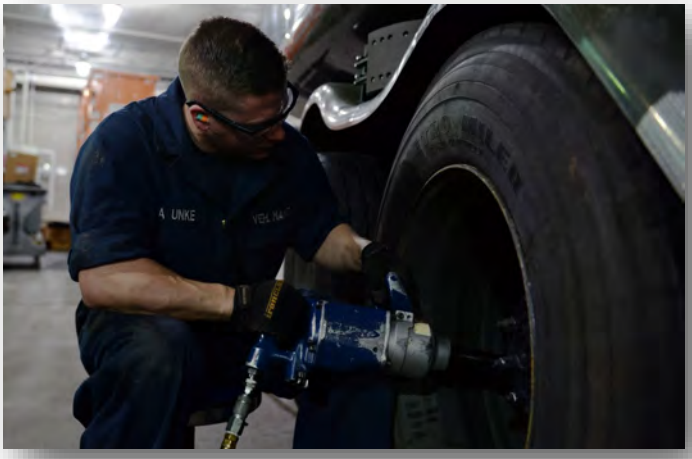
Such a solid Pacific Air Forces ranking proves the 673d Logistics Readiness Squadron is ready for the fight tonight and tomorrow.

Achieving these types of operational levels, though, is no small feat for the 673d LRS. These Vehicle Maintenance Airmen are responsible for managing, inspecting, troubleshooting and undertaking all vehicle repairs. "On a daily basis, we maintain more than 1,700 vehicles with an estimated value of $203 million," said U.S. Air Force Tech. Sgt. Neigel Wright, 673d LRS fleet management and analysis section chief. "Our customer base encompasses both the 3rd Wing and 673d Air Base Wing, as well as U.S. Army Alaska, Alaska Command, 176th Alaska Air National Guard, 477th Air Force Reserves, 611th Air Operations Center, 611th Air Support Group, and the Marine Reserve at JBER alone. This doesn't include the many geographically separated customers we support throughout the Pacific."

Continued on PG 2

Best in PACAF: 673d LRS achieves 93% vehicle mission-capable rate

CONTINUED FROM PG 1



Senior Airman Samuel Unke, a mission general vehicle equipment maintenance journeymen with the 673d Logistics Readiness Squadron Vehicle Maintenance, Refueling Maintenance shop, torques the lug nuts on an R-11 after a tire replacement, Jan. 26, 2018, at Joint Base Elmendorf -Richardson, Alaska. The Refueling Maintenance shop repairs and services all refueling equipment such as the R-11 and R-12 at JBER. (Photo by Airman 1st Class Crystal A. Jenkins)

Even though this giant machine of personnel and equipment's gears are well-oiled, they know it is essential to continue this pursuit for excellence. They must stay familiar with the ever-changing variety of vehicles with a vast mixture of maintenance needs.

"From the snow blowers, snow plows, and broom trucks to the flight line fuel trucks, deicers and staircase trucks, if it's broke, we fix it," said Leon Sutton, shop supervisor for the 673d LRS.

"It doesn't matter if it's New Year's Eve on a shift change, our guys come in and get the job done so the mission keeps going."

Being in the far north, JBER faces a unique set of issues. The extreme climate and the installation's sheer size mean JBER trucks are used three to four times more than trucks in the Lower 48, in terms of hours on the road.

During the summer months, rebuild programs go into full swing, but starting every October, the Heavy Equipment Repair and Flightline Maintenance shops begin 24/7 operations, dedicated to snow removal with more than 100 vehicles to service. No matter what the weather or problem is, the Airmen's expertise is vital to the base's success.

"Overall, it's a team effort to make sure our vehicles are maintained and serviced in a timely manner," said U.S. Air Force Staff Sgt. Dylan Proteau, noncommissioned officer in charge of Flightline Maintenance.

"Whether it's a part or tool needed from one of the other shops, or simply making sure that a job is done right instead of fast, our Airmen step up to the plate and give it their all."

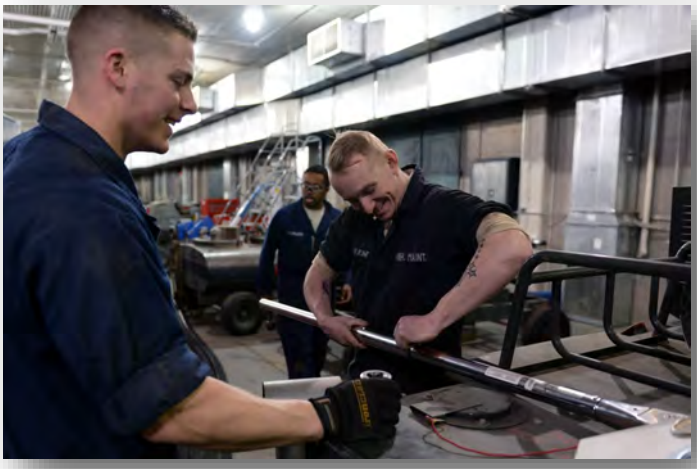
A 93 percent rating means that for 1,700 vehicles, more than 1,580 of them are fully operational and ready for the mission, while the others are being repaired or replaced.

Since vehicle maintenance Airmen are required to be subject matter experts on the many different machines they repair, specialized on-the-job training is received.

"I think the tactile type of advanced training our Airmen receive from the PACAF Transportation Center helps our Airmen sharpen their skill-set immensely," said U.S. Air Force Tech. Sgt. Jackie Rieke, 673d LRS Flight Support section chief. "This set-aside time allows them to combine their on-the-job training with a deeper knowledge of their professional expertise. Sure it takes them out of the bay for the day, but we gain that back tenfold when they are able to advance in their specialized skills and get repairs done more efficiently."

Whether it is transportation vehicles, upholstery, or body work, it is peoples' dedication to fixing something right the first time that is the key to success, said Air Force Tech. Sgt. Thomas Wooldridge, 673d LRS main shop noncommissioned officer in charge.

"I have stuck with asking my Airmen to do something over telling them," Wooldridge said. "I find a general and mutual level of respect increases almost anyone's desire to put quality over quantity. I believe this is what truly gives us the ability to achieve and maintain these kind of ratings."



Senior Airman Blade LeJeune and Senior Airman Samuel Unke, mission general vehicle equipment maintenance journeymen with the 673d Logistics Readiness Squadron Vehicle Maintenance, Refueling Maintenance shop, assemble a heavy-duty torque wrench, Jan. 26, 2018, at Joint Base Elmendorf-Richardson, Alaska. The Refueling Maintenance shop repairs and services all refueling equipment such as the R-11 and R-12 at JBER. (Photo by Airman 1st Class Crystal A. Jenkins)

See 9 more pics at... Best in PACAF

Vehicle Maintenance fixing up the fleet

U.S. Air Force Staff Sgt. Braxton Willoughby, 380th Expeditionary Logistics Readiness Squadron vehicle maintenance customer service representative, repairs a parking brake of a vehicle at Al Dhafra Air Base, United Arab Emirates, Jan. 16, 2019. The flight determines the overall mechanical condition of vehicles and equipment, diagnoses component malfunction and initiates repair actions. (U.S. Air Force photo by Senior Airman Mya M. Crosby)

AL DHAFRA, UNITED ARAB EMIRATES / 01.19.2019

Story by Senior Airman Mya Crosby

380th Air Expeditionary Wing Public Affairs

Being in a deployed environment means that most deployed personnel don't have the capability to bring their personal vehicles.

This leads to the option of using Government Motored Vehicles to help ADAB members transit for work and for sustenance purposes.

The 380th Expeditionary Logistics Readiness Squadron vehicle management flight ensures that those vehicles remain in top shape to support the mission.

From transporting personnel to their work centers around the installation to lugging thousands of gallons of fuels to the aircraft that will support the airframes keeping the skies safe in Southwest Asia, Al Dhafra Air Base relies heavily on the GMV fleet.

With substantial usage to support the mission day to day, this efficient crew ensures they're ready to service any vehicle from any unit that arrives to their shop.

"We get a wide request from every section and squadron out there, from the aircraft maintenance squadron to the civil engineer squadron," said Staff Sgt. Wendell Patterson, 380th ELRS vehicle maintenance material control journeyman. "There are over 400 vehicles in our fleet and we see a lot of them come through for [routine] maintenance."

The Vehicle Maintenance Specialists are in charge of vehicle inspections, diagnostics and repair, as well as keeping inventory of any spare parts. These are vehicles ranging from a U-130 aircraft tow vehicle to a small hatchback car, and the flight has to be in the know about it.

"We in VM have to know every vehicle that the Air Force has to offer," said Tech. Sgt. James Bushman, 380th Expeditionary Logistics Readiness Squadron vehicle maintenance night shift section chief. "Getting a vehicle up and running, back to the unit it's assigned to, and not have it come back, is a good indicator that you did your best to give the customer a quality product, and that's something to be proud of."

Their pride extends from the other units from the installation to other installations, as they all depend on each other to accomplish the mission.

CONTINUED ON PG 4

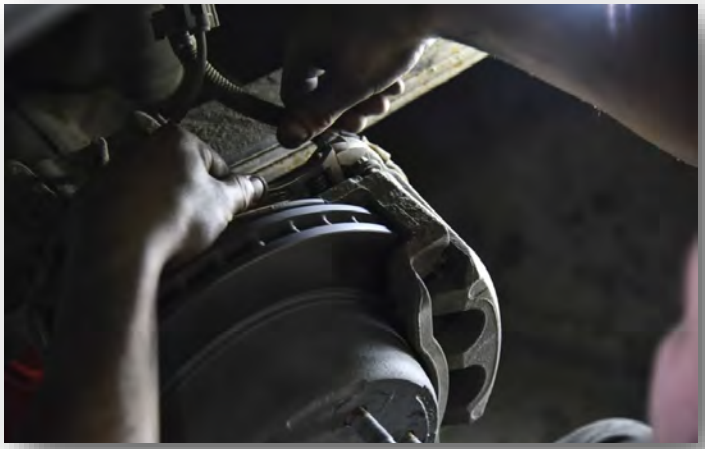
Vehicle Maintenance fixing up the fleet

Continued from PG 3

“Something most people don't know about my job is that we work with every deployed base around the Area of Responsibility to get parts if we don't have a certain part,” Patterson said. “We can contact Al Udeid Air Base, Qatar; Kandahar, Afghanistan; or Bagram Airfield, Afghanistan; for whatever we might need, rather than relying on contracts to get required parts.”

Whether they’re servicing shops here at ADAB, or assisting another AFECNT bases, the shop remains geared up and ready to go through their vehicular repairs and inspections.

U.S. Air Force Senior Airman Jamacia Huff, 380th Expeditionary Logistics Readiness Squadron vehicle maintenance material control journeyman, tends to a vehicle maintenance customer on the phone at Al Dhafra Air Base, United Arab Emirates, Jan. 16, 2019. The flight solves complex maintenance problems by interpreting layout drawings, specifications, schematics, diagrams, and operating characteristics of vehicles and components. (U.S. Air Force photo by Senior Airman Mya M. Crosby)



U.S. Air Force Staff Sgt. Braxton Willoughby, 380th Expeditionary Logistics Readiness Squadron vehicle maintenance customer service representative, repairs a parking brake of a vehicle at Al Dhafra Air Base, United Arab Emirates, Jan. 16, 2019. The responsibilities of Vehicle Management Specialists are to inspect, troubleshoot and repair Government Motor Vehicles. (U.S. Air Force photo by Senior Airman Mya M. Crosby)

U.S. Air Force Staff Sgt. Braxton Willoughby, 380th Expeditionary Logistics Readiness Squadron vehicle maintenance customer service representative, passes a wrench to Tech. Sgt. James Bushman, 380th Expeditionary Logistics Readiness Squadron vehicle maintenance night shift section chief, at Al Dhafra Air Base, United Arab Emirates, Jan. 16, 2019. The responsibilities of Vehicle Management specialists are to inspect, troubleshoot and repair Government Motor Vehicles. (U.S. Air Force photo by Senior Airman Mya M. Crosby)

U.S. Air Force Staff Sgt. Wendell Patterson, 380th Expeditionary Logistics Readiness Squadron vehicle maintenance material control journeyman, conducts a working stock inventory at Al Dhafra Air Base, United Arab Emirates, Jan. 16, 2019. The flight determines the overall mechanical condition of vehicles and equipment, diagnoses component malfunction and initiates repair actions. (U.S. Air Force photo by Senior Airman Mya M. Crosby)

Average American needs to start caring about troubles in trucking industry, says host

THIS SHOULD BE REQUIRED VIEWING FOR EVERYONE WHO HATES SHARING THE ROAD WITH TRUCKS.

BY ASHLEY - FEBRUARY 16, 2019

CDL LIFE NEWS
TRUCKING NEWS & ENTERTAINMENT

Watch as conservative political commentator Glen Beck explains to the general public why they need to start paying serious attention to issues within the trucking industry.

In a video that aired on Wednesday, February 13, entitled ***"The Trucking Industry Crisis: Think It Doesn't Affect you?"***, Beck explains the vital role that trucking plays in the U.S. economy, then looks at the mainstream media's coverage of the 'truck driver shortage', and finishes by explaining how quickly the nation would descend into chaos without truckers delivering the products that average Americans need to survive.

"You may say, oh that's great, I'm not in the truck driving industry, it doesn't really affect me, but oh yes it does. In fact, it affects all of us," Beck warns viewers in the video. You can take a look at the video clip below.

EDITOR'S NOTE: THE 6 1/2 MINUTE VIDEO BELOW HAS RESTRICTIONS; IT CAN ONLY BE VIEWED ON YOUTUBE. CLICK ON THE IMAGE AND THEN FOLLOW THE INSTRUCTIONS TO VIEW IT ON YOUTUBE. **DO NOT MISS IT. IT'S WELL WORTH YOUR TIME.**

726th EABS Vehicle Maintenance

DJIBOUTI / 02.14.2019

Video by Staff Sgt. Daniel Asselta

435th Air Expeditionary Wing Public Affairs

When you think about the United States Air Force, you often think fighter aircraft and heavy cargo transports soaring through the clouds, but behind the scenes, ground vehicles to make this happen. To enable Air Power supporting Combined Joint Task Force-Horn of Africa, 726th Expeditionary Air Base Squadron vehicle maintainers must be ready to fix any ground vehicle needing a fix that comes their way.

Editor's Comments: On Feb 19, 2019, the Air Force announced its new "Deploy or get out" policy. See the following websites:

- Air Force Times / Stars and Stripes

In an effort to maintain our focus on deployed USAF Vehicle Management and Ground Transportation units and show our appreciation for their sacrifices, we will feature as many articles and videos as become available to us.

The article on pages 3 and 4 and this video are two such examples.

At the risk of sounding cliché, we thank all of you who have deployed, are now deployed, and/or will deploy.

Trucking Safety Tips for Car Drivers

What to Do and Not to Do as You Drive Near Big Rigs

By Jonathan Ramsey

Editor's Note: This article is from 2017, but the safety information is still relevant. Summer is nearing and a lot of people will be on the Interstates traveling to vacation destinations. Who knows, it might even save a life.

In 1986, I learned how to drive a car. It wasn't until this year, though, that I learned how to drive a car safely around 18-wheelers. Where did I gain such knowledge? I earned my commercial driver's license and became an over-the-road trucker. In nine months behind the wheel of a Freightliner Cascadia, I've marveled at how oblivious automobile drivers are to the dangers of a loaded tractor-trailer. They're just as oblivious, in fact, as I used to be.

There are more than 2 million tractor-trailers on the road, and I know it can seem as if every one of them is trying to get in your way. I assure you that's not what we drivers want. Because we drive the lumbering leviathans of the road, however, sometimes we can't help it. And until Amazon figures out how to deliver chainsaws and end tables via drone, cars and trucks will need to play nice out there. So here are a few tips on what to do and what not to do next time you happen upon a semi:

Give Trucks Stopping Space: The magic number for trucks is 80,000. That's how many pounds my truck can weigh when fully loaded. That's the equivalent of about 24 Honda Accords or six adult African elephants. Because of that weight, my truck needs roughly 550 feet — the length of 1.5 football fields — to come to a complete stop from 55 miles per hour. A 2017 Ford Fusion, on the other hand, can stop from 70 mph in 178 feet. On the highway, however, it doesn't matter if the Fusion driver can brake quickly enough to avoid the accident ahead. What matters is whether I have enough space to avoid the Fusion.

Don't "Grillegate": Grillegating is tailgating at the opposite end. It's what happens when drivers pass me, pull over 25 feet in front of me, then drive the same speed I'm driving. I know you don't want to be stuck behind me, but 25 feet isn't enough of a safety cushion in relation to another car, never mind an 80,000-pound tractor-trailer. I cannot suspend the laws of physics if you need to panic-brake, so I will not have the space I need to even attempt saving your life. Another pro tip: Never, ever cruise between two semis that are less than 100 feet apart unless bottled-up traffic demands it. Inexplicably, minivan drivers love to tuck in between two trucks when the roads are as open as prairies. If you're in the fast lane being tailgated by a car, stay there and get around all the trucks in the slow lane. You're much safer with a car on your bumper than my truck on it.

Continued on pg 8

Trucking Safety Tips for Car Drivers

What to Do and Not to Do as You Drive Near Big Rigs

By Jonathan Ramsey

Continued from PG 7

Camp Out at Yellowstone, Not Near a Truck: Car drivers hang out beside my truck on the highway, usually in one of my large blind spots. This is a terrible idea. Back to those six elephants: If you drove up behind them as they were sprinting down the middle lane at 65 mph, you wouldn't dawdle in their slipstream, even if they were majestic and maintaining good lane discipline. Remember this when you approach a truck.

If you need to pass an 18-wheeler, get around it and keep moving. Also, because of my truck's massive braking distance, it's easier for me to try to go around an emergency situation than to brake for it. When you maintain formation at 62 mph next to my trailer, you block my best escape route.

Don't Match a Truck's Speed at the Merge: Car drivers on highway on-ramps will often see my truck and then match its speed, putting us on a collision course at the actual merge. It's as if the other driver is waiting for me to pull an Indycar move. But I don't have an Indycar move. I'm driving a 40-ton truck, probably at top speed, which might not be all that fast by your standards. Most freight trucks today are speed-limited: Mine can't go faster than 62 mph (on a downhill stretch, gravity will get it to 80 mph). Even if I could override the speed limiter, the truck can't outrun any car built after 1948. So if you give your car just a bit of gas, I'll be in your rearview mirror and out of your life by the time you hit the highway. This will make us both happy.

Beware of Deadly Underride: Underride accidents occur when a car runs under the side or the back of a trailer. More than 200 people are killed each year in side underride crashes, according to NBC News, citing government statistics. TCE Insurance Services, which specializes in trucking accident issues, reports that underride incidents most frequently happen at night and on very bright, sunny days. The gray-white color of most trailers makes them hard to see in bright sunlight. And at night, driver vision is often impaired by oncoming headlights. A driver might not see the trailer blocking the road. TCE also said that underride crashes usually involve flatbeds, which have much less visible surface, and those flatbeds are often carrying heavy construction equipment. So keep a keen eye out in work zones.

Pass on the Left: You may have seen these messages while driving behind a big truck: The back of the trailer has an arrow on the left door, pointing left and captioned, "Passing Side." An arrow on the right door points right and reads, "Suicide." True statement.

Whenever possible, pass trucks on the left, even if it means waiting a few seconds longer to do it. I know I have six or seven mirrors, and I know I take my time when changing lanes, but my road awareness is better on the left. When in the city, do not — I repeat, do not — sneak between a truck and the curb when you want to turn right at an intersection. The only exception is when you have a dedicated lane to do so. A month ago, a driver in Los Angeles squeezed between my truck and the curb even though I had my right turn signal on. I saw him just before I squished his car against a lamppost. He'll probably try it again, but not for a while.

My Turn Signal Is Your Friend: You do not need to be scared or offended when my turn signal starts to flash while you're next to me. The signal doesn't mean I'm commandeering your lane. It doesn't mean that you should get out of the way. It doesn't mean I'm trying to kill you. It just means that my truck is 73 feet long and weighs 80,000 pounds and, because of that, I need to give you and everyone else in traffic lots of notice of my intentions.

So please spare a little space in your heart — and your lane — when you see that turn signal light up. Every trucker out there would be most grateful. Especially me.

edmunds

Amazon Leads $700M Investment in Electric Truck Maker

FEBRUARY 15, 2019 • BY STAFF WRITER / **HDT TRUCKINGINFO**

AMAZON IS LEADING A $700 MILLION INVESTMENT IN RIVIAN AUTOMOTIVE.
PHOTO COURTESY OF RIVIAN.

As it builds out its delivery fleet, Amazon is moving toward using a battery-electric delivery vehicle produced by Rivian Automotive, a Plymouth, Mich., manufacturer that earned media praise when it showed its first two vehicles at the L.A. Auto Show in November. The company is leading a $700-million round of new investment in Rivian.

Rivian, which will produce the vehicles at its manufacturing plant in Normal, Ill., was also negotiating with General Motors, Bloomberg reported.

While Rivian showed its R1T pickup and R1S midsize SUV in Los Angeles, it could develop a delivery van on its skateboard platform, said Michelle Krebs, an executive analyst at Autotrader. The two vehicles can deliver more than 400 miles of range.

"The investment is a drop in the bucket for Amazon, but it is huge for Rivian in terms of the amount of money and in terms of raising the profile of Rivian," Krebs said. "Amazon is exploring ways to reinvent its delivery fleet, and Rivian's electric-powered skateboard concept, which could carry a variety of body styles, offers an interesting possibility.

While Rivian has shown a concept pickup truck and SUV, it could just as easily be offered as a delivery van. Electric vehicles for fleets makes more sense than individual ownership as routes, with charging stations strategically located, can be planned to optimize charging and range."

Rivian will remain an independent company following the investment round, which included several other undisclosed investors, Rivian announced. The company was founded by CEO R.J. Scaringe.

"We're inspired by Rivian's vision for the future of electric transportation," said Jeff Wilke, Amazon's CEO of worldwide consumer. "R.J. has built an impressive organization, with a product portfolio and technology to match. We're thrilled to invest in such an innovative company."

Always Wanted to Own a Military Tactical Vehicle? Here's Your Chance

Members of Marine Heavy Helicopter Squadron 462, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, and 1st Transportation Support Battalion, 1st Marine Logistics Group, prepare a seven-ton Medium Tactical Vehicle Replacement (MTRV) to be lifted by a CH-53E Super Stallion at Marine Corps Air Station Miramar, Calif., on Jan. 16, 2019. (U.S. Marine Corps photo by Lance Cpl. Clare J. McIntire)

An M1161 ITV Growler. Photo via Flickr

Military.com

20 Feb 2019

Military.com | By Matthew Cox / Contributor: CMSgt (R) Dan Berlenbach / 2T3xx

If you are in the market for any size of military surplus vehicle, keep an eye on GovPlanet. The online auction house is about to start selling U.S. Navy and Marine Corps surplus M1161 ITV Growlers and seven-ton Medium Tactical Vehicle Replacement trucks.

Beginning in March, GovPlanet, which started selling military Humvees in 2014, will be the "exclusive source" for a fleet of etired ITVs and MTVRs, according to GovPlanet's website.

The M1161 ITV Growler is a 4x4 "jeep-style" vehicle with a Navistar 2.8-liter diesel, 132-horsepower engine. It is approximately 13.5 feet long, 5 feet wide, and 6 feet high. The ITV was developed by the American Growler company in 1999 and entered into service with the Marine Corps in 2009 as a utility, scout or fast-attack vehicle, according to a GovPlanet press release.

The MTVR is a 6x6, seven-ton cargo truck with a Cat C12 diesel, 410-horsepower engine. It is approximately 26 feet long, 8 feet wide, and 11.5 feet high. The MTVR entered into production in 2005 and is still in regular operation with the Navy and Marine Corps as a prime mover for the M777 howitzer, as well as troops, fuel, water and a wide variety of other equipment, the release states.

"This is obviously an extremely rare and unique opportunity to purchase highly [specialized] vehicles built for and used by the U.S. military," said Doug Feick, senior vice president of new business and corporate development for Ritchie Bros., which owns GovPlanet.

"Following up on the success we achieved with the sales of the Humvee for the U.S. Department of Defense, which garnered a ton of public interest and excitement, sales of the ITVs and MTVRs showcase our ability to provide innovative, best-in-class disposition solutions for the U.S. government, as well as other federal, state, and local agencies," he said in the release.

Both the ITV and MTVR are currently on display at Ritchie Bros.' massive six-day onsite auction in Orlando, Florida. More than 13,500 equipment items, trucks and other industrial assets are set to sell in that auction.

WHAT THE HELL IS A "JEEP"? — HOW DID AMERICA'S FAMOUS MILITARY 4×4 GET ITS NAME?

BY MILITARYHISTORYNOW.COM • 30 NOVEMBER, 2018

"JEEP," "QUAD" OR "BANTAM" — REGARDLESS OF THE NAME, THE FAMOUS ARMY UTILITY VEHICLE WAS EVERYWHERE IN WORLD WAR TWO. (IMAGE SOURCE: WIKICOMMONS)

"THE ORIGIN OF THE WORD 'JEEP' IS STILL MIRED IN CONTROVERSY, EVEN 75 YEARS AFTER THE FIRST MODELS ROLLED OFF ASSEMBLY LINES."

EDITOR'S COMMENTS: I THINK MORE THAN ANY OTHER VEHICLE, WE'VE FEATURED ARTICLES ABOUT THE JEEP. ALTHOUGH NO LONGER IN THE INVENTORY, IT'S PERHAPS THE MOST ICONIC MILITARY VEHICLE IN THE WORLD—EVER. IT HAPPENS TO BE MY FAVORITE, WHICH PROBABLY EXPLAINS WHY SO MANY ARTICLES. SO, HERE WE GO AGAIN...ANOTHER ARTICLE. SOME OF YOU MIGHT ALREADY KNOW THIS STORY. IF SO, YOU CAN REFRESH YOUR MEMORY; IT MIGHT OFFER A SLIGHTLY DIFFERENT TWIST, OR JUST APPRECIATE THE PHOTOS. IF YOU DON'T KNOW THIS STORY, ENJOY!

IF HISTORIANS COULD pick a single piece of military hardware to symbolize the whole of the Second World War, they'd be hard pressed to come up with a better choice than the beloved Jeep.

U.S. factories produced nearly 650,000 of the ubiquitous utility vehicles between 1941 and 1945 – that's nearly 500 a day for the duration of America's participation in the conflict. Each one cost Uncle Sam about $650. At that price, Jeeps were a real bargain, particularly when considering that a single sub-machine gun went for $200. The 2,000-pound, four-wheel-drive runabout was the embodiment of the word workhorse. Jeeps performed a seemingly endless array of jobs everywhere Allied soldiers fought. From medevac duties in Pacific jungles and armed reconnaissance in North Africa to towing artillery on the Russian Front, jeeps literally did it all and more.

In fact, the legendary machines have carved out such an indelible niche in the public's consciousness, few today even stop to think about the vehicle's peculiar-sounding name and where it came from. And interestingly enough, the origin of the word "jeep" is still mired in controversy, even 75 years after the first models rolled off assembly lines.

CONTINUED ON PG 12

WHAT THE HELL IS A "JEEP"? — HOW DID AMERICA'S FAMOUS MILITARY 4×4 GET ITS NAME?

Continued from PG 11

BY MILITARYHISTORYNOW.COM • 30 NOVEMBER, 2018

Nearly 650,000 jeeps were manufactured during World War Two.

Meet the Jeep

What's *not* up for debate is the fact that the word "jeep" wasn't the original designation for the vehicle. The now-generic moniker didn't even become an official brand name until 1950 — well after the earliest post-war civilian variants had hit the market.

At the time of the jeep's initial adoption by the War Department (ten months prior to the attack on Pearl Harbor), the compact utility vehicle was known simply as the Willys-Overland Model MB, after the now-defunct Toledo-based automaker Willys Knight. Subsequent variants manufactured on contract by Ford were designated Model GPW. The army unimaginatively referred to the machines as "Truck, 1/4 ton, 4×4." [1]

Early nicknames for prototype models were numerous. They included "bantam," "pygmy" and "quad."

The first known use of the word "jeep" to describe the box-like vehicle appeared in *The Washington Daily News* on Feb. 19, 1941.[1] That's when Willys officials demonstrated the new scout car's impressive off-road capabilities to Congress by driving a presentation model right up the steps of the Capitol building (see picture). In an article covering the spectacle, journalist Katharine Hillyer reported that GIs who had already worked with the new experimental machine had christened it "the jeep." The name stuck.

But why "jeep"?

Disputed Name

The most often cited explanation is that "jeep" is a derivative of the initials "GP," which supposedly stand for "general purpose." Even the Willys' own wartime president said as much. [2]

Editor's Note: For what it's worth, this is the version I accept as valid.

"Meet the Jeep" wrote Scientific American in early 1942. "The United States Army's answer to Schicklegruber's Panzer divisions."

Yet skeptics argue that the full acronym "GPW" was only applied to Ford versions of the machine and that the first two letters didn't stand for "general purpose" at all.

The G denoted "government," while the "P" was used only to classify the vehicle's roughly six-and-a-half foot wheelbase. Incidentally, the third letter, "W," was in reference to Willys being the original manufacturer. [3]

Furthermore, the word "jeep" actually pre-dates the famous 4×4 by several years — a fact that all but destroys the widely held GP theory.

In 1936, cartoonist E.C. Segar's introduced a magical teleporting dog called "Eugene the Jeep" in his popular *Thimble Theatre* comic strip. In fact, the four-legged critter was the pet and sidekick of the famed cartoon sailor Popeye (here's an animated short circa 1940 featuring the make-believe canine).

Some posit that GIs were probably big fans of the character and appropriated the name for the army's bouncy new scout car, perhaps because it reminded them of the nimble trans-dimensional travelling pooch. [4]

Continued on PG 13

What the Hell is a "Jeep"? — How Did America's Famous Military 4×4 Get Its Name?

Continued from PG 12

by MilitaryHistoryNow.com • 30 November, 2018

A tank-killing jeep is equipped with a 37-mm gun.
(Image source: WikiCommons)

Interestingly, E.C. Segar didn't even coin the word "jeep." It had reportedly been floating around U.S. Army motor pools as far back as 1914. [5] First World War-era doughboys were known to refer to any army utility truck or car by the slang term "jeep."

But why *that* word? No one seems to know. Incidentally, "jeep" was also applied to 1930s-era tractors, as well as pre-1941 bombers and even warships [6] – small navy escort flattops were dubbed "jeep carriers."

But with the widespread use of the Willys 4×4 during the Second World War, all other uses of the word jeep soon fell by the wayside.

According to one etymologist, there are even still *more* common (albeit dubious) explanations for the origins of the word:

- "Jeep" may have been a variation of the word "cheap," in reference to the Willy MB's low cost. Unlikely.

It could also be an abbreviation for the expression "jeepers" — shorthand for the expletive "Jesus!" — which is supposedly what U.S. Army general George Lynch yelled out during a particularly bouncy off-road test-drive in the car's prototype phase. An interesting story, but unverifiable.

Another explanation is that jeep is actually an acronym for "just enough essential parts," a nod to the simplicity and reliability of the vehicle. Again, fun but doubtful.

Popeye's pet, Eugene the Jeep.

TRUCKIN' ON

Dedicated to the Men and Women
of
AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 April 2019

Special Points of Interest:

- ⇒ *'Echo Company' Soldiers Maintain AUAB Air Defenses: PG 1-2*
- ⇒ *Enabling the Joint Communications Support Element (Airborne): PG 3-5*

Inside This Issue:

NATIONAL MUSEUM OF THE US AIR FORCE™

Women's History Month
1 - 31 Mar 2019
(click photo)

'Echo Company' Soldiers maintain AUAB air defenses

By Tech. Sgt. Christopher Hubenthal, 379th Air Expeditionary Wing Public Affairs / Published February 06, 2019

U.S. Army Spc. Jaylyn Wilson Echo Company, 1st Battalion, 43rd Air Defense Artillery (ADA) Battalion, 11th ADA Brigade wheeled vehicle mechanic, prepares a military vehicle's tires for rotation as part of routine maintenance Jan. 28, 2019, at Al Udeid Air Base, Qatar. Soldiers of Echo Company perform mechanical work and repairs for various equipment and assets that support Al Udeid's air defense capabilities, including surface-to-air missile systems. (U.S. Air Force photo by Tech. Sgt. Christopher Hubenthal).

AL UDEID AIR BASE, Qatar --

Al Udeid Air Base is home to more than just Airmen and aircraft.

U.S. Army soldiers from Echo Company, 1st Battalion, 43rd Air Defense Artillery regiment, 11th ADA Brigade also call Al Udeid home, providing support to the 1-43rd's automotive, communications, and ground support equipment for U.S. Central Command's "Patriot Air Defense" capability.

"Echo Company is the logistical, maintenance and supply company that provides field level maintenance support to the 1st Battalion, 43rd Air Defense Artillery Regiment," said U.S. Army 1st Lt. Jazmin Guevara, 1-43rd ADA executive officer. "From a logistical perspective, our Soldiers' ability to effectively do their jobs directly affects the battalion's ability to conduct their air defense mission."

Continued on PG 2

‘Echo Company’ Soldiers maintain AUAB air defenses

U.S. Army Spc. Jaylyn Wilson, Echo Company, 1st Battalion, 43rd Air Defense Artillery (ADA) Battalion, 11th ADA Brigade wheeled vehicle mechanic (left), and U.S. Army Spc. Brent Fleming, 1-43rd ADA allied trade specialist, conducts an operation check on a Palletized Load System truck Jan. 29, 2019, at Al Udeid Air Base, Qatar. Soldiers of Echo Company perform mechanical work and repairs for various equipment and assets that support Al Udeid’s air defense capabilities, including surface-to-air missile systems. (U.S. Air Force photo by Tech. Sgt. Christopher Hubenthal)

Continued from PG 1

Guevara said Echo company’s maintainers tirelessly monitor the status of their ADA systems, and provide rapid maintenance and repair when necessary.

“The Patriot system repairers make up our intermediate support element, responsible for ensuring that all the major end items of the Patriot missile system are ready to fire at a moment’s notice,” said Guevara. “Daily they conduct courtesy calls, during which they check on the current operating status of the Patriot operating sites. The ISE’s mission is unique because they must be ready to respond 24 hours a day.”

Echo Company’s Soldiers also provide conventional maintenance on the vehicles, communications equipment and electronics needed to fulfill their mission requirements. These assets can include forklifts, High Mobility Multipurpose Wheeled Vehicles, Light Medium Tactical Vehicles, air conditioning units and generators.

U.S. Army Spc. Shanikka Smith, 1-43rd ADA utilities equipment repairer, said the combined experiences and efforts of every Soldier in Echo Company makes the unit better as a whole. “Everybody has their own part but everyone’s capable of doing different types of mechanical work,” Smith said. “Without mechanics, equipment wouldn’t be up and running smoothly how it is now. Everybody plays a big role.” According to Guevara, Echo Company’s united effort to ensure warfighting equipment is well maintained and well supplied is essential to supporting military efforts the USCENTCOM area of responsibility.

“In every major conflict or war fought by the United States, the ability to provide sustained logistics has been one of the largest force multipliers,” said Guevara. “Echo Maintenance Company is the bridge between system operations and logistics. There is a special sense of pride and commitment gained through maintaining the battalion’s equipment readiness. This translates to a unique group of Soldiers who grow close together and work hand in hand to guarantee the mission is a success.”

See more pics at ‘Echo Company’

Enabling the Joint Communications Support Element (Airborne)

BY SMSGT JUAN TORRES
COMMUNICATIONS SUPPORT DETACHMENT/SENIOR ENLISTED LEADER

JCSE COMMUNICATIONS SUPPORT DETACHMENT

JCSE

MACDILL AFB, FL — The purpose of this article is to bring awareness to the existence of the JCSE, the capabilities it can project and the small but impactful enabler support structure that keeps our Nation's Joint Force Headquarters Commanders communicating on a global scale.

Air Force Vehicle Maintainers, Electrical Power Production, and HVAC enablers work alongside Army enablers and Navy Seabees to support the JCSE "Voice Heard Around The World" continued mission. Air Force maintainers must adapt to joint policies, learn Army, Navy and Marines processes and integrate their expertise into one single detachment to provide logistical capabilities to more than 1,100 communicators executing missions in five continents.

In July of 1861 a communicator from the Confederate Army signaled to his commanding officer that the Union Army was flanking him. This information turned the tide of battle and thus the first major battle of Bull Run was shaped by the quick actions of a communicator utilizing of a newly developed communications method called the "Wig-Wag".

Fast forward to 2019 where the battlefield is inundated with technology in order for each of the opposing forces to gain the upper hand. The newest technology is employed at the tip of the spear and leveraged by commanders to maintain our nation's overmatch on the battlefield.

Instead of signal flags and message runners, we now utilize satellite transmissions and bounce signals from continent to continent in order to keep our forward commanders and troops on ground informed. The civil war communicator did not need an enabler to signal to his headquarters. On today's battlefield that same communicator could not signal on the battlefield without an enabler!

Continued on PG 4

Enabling the Joint Communications Support Element (Airborne)

Continued from PG 3

JCSE Mission


CSD Beach PT

The Joint Communications Support Element (JCSE) (Airborne) is a short fuse, rapidly deployable communications support provider assigned to the Joint Enabling Capability Command (JECC), which falls under the United States Transportation Command (USTRANSCOM).

The JCSE began its 55 year lineage as the Communications Support Element of the United States Strike Command (USSTRICOM) in 1961.

Ten years later designated as the JSCE when the USSTRICOM became the United States Readiness Command (USREDCOM).

Since then this exceptional organization has served with distinction in every conflict, crisis, and strategic centric readiness exercise over that last five plus decades.

The mission of the JCSE is to provide rapidly deployable, en-route, early entry and scalable command, control, communications, computer, coalition, intelligence, surveillance, and reconnaissance (C5ISR) service capability across the full spectrum of operations to combatant commanders or other agencies and directed in order to facilitate rapid establishment of a Joint Force Headquarters and bridge joint C5ISR requirements.

The JCSE has been a part of nearly every operation that the United States has participated in since October of 1962 when the unit was prepped to respond during the nuclear missile crisis where the Soviet Union threatened to emplace nuclear weapons on the island nation of Cuba, known as the Cuban Missile Crisis.

Communications Support Detachment

All of the JCSE's enablers are assigned to the CSD. The CSD is commanded by an Army Ordnance Warrant Officer in the grade of CW-5 with an MOS of 915E, Senior Ordnance Logistician.

An Air Force Senior Master Sergeant (E-8) with an AFSC of 2T390 as the Senior Enlisted Leader. With the main body comprised of 51 personnel. Due to the joint nature of the JCSE, the CSD personnel are a mixture of Army, Navy, Air Force and Civilian personnel.

The service members are all NCOs, one WS-12, two WG-10's and one contractor. Together, they provide support through six commodities; (1). Vehicle Management (2). Electrical Power Generation (3). HVAC (4). Allied Trades (5). Maritime Operations and (6). Parachute Riggers for aerial delivery.

CSD Mission

The CSD provides strategic logistics support operations for the JCSE and its complex missions supporting six Global Combatant Commands. Support functions are accomplished by 15 different AFSCs/MOSs to include, but not limited to, home station and forward deployed vehicle management, electrical power generation, environmental control, heat and air conditioning operations, fuels management, airborne parachute rigger operations, maritime operations and line-haul ground movements.

Support is provided as far forward as the JCSE communicators are located through direct interaction and relationships developed with theater designated supply and distribution agencies. All accomplished with no interruption to C5ISR support by the JCSE to combatant or JFHQ commanders.

Due to the unique mission of the CSD there are many opportunities for training that most maintainers in the Air Force or Army would not be afforded during their careers.

Continued on PG 5

Enabling the Joint Communications Support Element (Airborne)

Continued from PG 4

Paratrooper Recovery

CSD Enabling Training

Besides your normal 2T3 and Army Ordnance schoolhouse courses, Pirates are also sent to training from Original Equipment Manufacturers (OEM) such as Airborne School, Zodiac, Evinrude, Oshkosh, Caterpillar, and Eaton Transmissions.

These courses provide the CSD maintainers a firsthand technical training opportunity, enabling them to perform maintenance at a high level.

The maritime mission of the CSD is a separate function that was developed for two purposes; the main purpose is to support Airborne Operations where Paratroopers may land in water or where a "water jump" is planned for the JCSE.

The CSD has the capability to support all tenant organizations on MacDill Air force Base through maritime operations when there is a need. Service members, regardless of branch, assigned to the CSD attend the Evinrude Maritime Repair course in Maryland and become certified repairmen upon requirement.

Lastly, the CSD Allied Trades shop is comparable to any shop that you will find in an Air Force Installation or Army's Combat Brigades. Innovation and development of new process keep maintainers assigned to the Allied Trades shop extremely busy. They have the ability to fabricate components for testing, new communications processes, and to make repairs through machining and welding.

Vehicle Management

The Communications Support Detachment is a selectively manned assignment in a Joint Communications Airborne Unit supporting Joint Task Force and Global Combatant Commands in five continents. Selected members accomplish Vehicle Management responsibilities like any other unit in the Air Force.


Prepping Line-haul Mission

However, ambiguity is the key to VM personnel assigned to the CSD and, therefore, all members must possess a 7-level. 2T3X1s complete scheduled and unscheduled maintenance by inspecting, maintaining, troubleshooting, and repairing 121 general-purpose, tactical and maritime assets and equipment. 2T3X7s uses the Defense Property Accountability System (DPAS), ESS, LIMS-EV and TRT tool to initiate and process workload requirements for seven Communications Support Detachment work centers. Additionally, all members may be called upon to fulfill additional duties not within their AFSC to include, but not limited to, perform tactical generator maintenance in support of mobile communication systems for contingency purposes, fulfill coxswain training, Safety Swimmer qualifications and line-haul duties. Furthermore, selective individuals would also have the opportunity to attend Basic Airborne Training at Ft. Benning, GA.

Conclusion

The Service Members of the CSD not only provide support through their military occupational specialties but also through their ability to operate in ambiguity. Each member that deploys as part of a communications support team must not only know their job but also have a working knowledge on the communications package that is being deployed. CSD enablers operate individually and with little to no guidance. Truly embracing the CSD motto of "Excellence without Exception!"

Why Might Universal Coolant Be a Bad Idea?

By Ford Motor Company Published: February 28, 2019

For more than 130 years, the heat generated by combustible gas engines has been kept in check by the invention of the water-cooled engine.

Over the years, glycol has been added to the mix, and since then, the refinements haven't stopped.

To keep up with rapidly advancing engine technology, Motorcraft® has a new addition to its line of coolants for Ford and Lincoln vehicles. It's called Motorcraft Yellow Antifreeze/Coolant. This next-generation antifreeze/coolant, which is designed for select 2018–2019 Ford vehicles, has the following advantages:

Immediate corrosion protection

Improved resistance to deposits created by certain chemical reactions

Freeze protection to – 34°F and anti-boil protection to 265°F

Extended coolant life: Initial change-out at 10 years or 200,000 miles and every 5 years or 100,000 miles thereafter

Meets Ford Motor Company warranty requirements*

Motorcraft continues to offer a full line of coolants for older Ford vehicles, broken into three main types:

Conventional (inorganic)

Initial service life is 45,000 miles, then every 30,000 miles.

Organic Additive Technology

Designed for an initial service life of 100,000 miles and then every 50,000 miles.

Hybrid

Features both organic and inorganic chemistry. The particular service period for a hybrid's coolant is determined by its specific chemistry.

Keep in mind that there are many coolants on the market labeled "all makes, all models."

However, Ford Motor Company does not recommend the use of these types of universal coolants in its vehicles.

In fact, coolants do not have an industry-wide standards organization or rating system, so some unapproved coolants may contain unspecified additives that could cause harm to the cooling system, including potential engine failure.

Here's a reference to help identify the best coolant for Ford vehicles.

2002 and earlier • Motorcraft Premium Antifreeze/Coolant

2002–2010 • Motorcraft Gold Antifreeze/Coolant

Select 2009–2012 • Motorcraft Specialty Green Engine Coolant

Most 2012–2019 • Motorcraft Orange Antifreeze/Coolant

Select 2018–2019 • Motorcraft Yellow Antifreeze/Coolant

Remember, Motorcraft offers the only antifreeze/coolants recommended by Ford engineers for use in Ford, Lincoln and Mercury vehicles.

These products meet specific Ford Motor Company engineering standards and are subjected to extensive in-vehicle testing.

FleetOwner®

THE OPEN ROAD

EDITOR'S COMMENTS: We have published several articles in *Truckin' On,* including last month's video featuring Glenn Beck, sounding the alarm of a trucker shortage. Make no mistake about it, it's real and it's serious. However, the U.S. Department of Labor has a different perspective as to its cause. So, I asked our resident commercial fleet expert, CMSgt (R) Billy Dover, his thoughts on this latest report. In summary, he said, "My position may surprise you. For the most part, the BLS study makes a strong case that driver shortage is influenced more by compensation than labor capacity."

INDUSTRY PERSPECTIVES > THE OPEN ROAD

LABOR DEPT.: DON'T BELIEVE MEDIA ON TRUCKER SHORTAGE

MEANWHILE, CONVERSATIONS AT TCA SURROUND JUST HOW HIGH DRIVER PAY NEEDS TO BE.

Neil Abt | Mar 18, 2019

Hardly a day goes by without the driver shortage coming up in conversation. It remains the top industry concern, according to the American Transportation Research Institute's annual survey.

Yet, according to a new report from the U.S. Department of Labor, it is all just another case of fake news.

The Bureau of Labor Statistics' latest monthly labor review begins by claiming "the trade press covering the U.S. trucking industry often portrays the U.S. labor market for truck drivers as dysfunctional, citing persistent driver shortages and high levels of firm-level turnover and predicting significant resulting constraints on the supply of motor freight services."

BLS' report proceeds to pick apart many of the common complaints surrounding the driver shortage, suggesting that statistics indicate the industry is not all that different from other blue-collar occupations.

While long-haul truckload sector has experienced "high and persistent turnover rates for decades, the overall picture is consistent with a market in which labor supply responds to increasing labor demand over time, and a deeper look does not find evidence of a secular shortage."

It found that drivers with higher earnings and working hours are less likely to leave their existing positions - a statement that on its surface seems quite logical.

"As a whole, the market for truck drivers appears to work as well as any other blue-collar labor market, and while it tends to be 'tight,' it imposes no constraints on entry into (or exit from) the occupation," BLS said. "There is thus no reason to think that, given sufficient time, driver supply should fail to respond to price signals in the standard way."

In the end, BLS concludes "there is not, and has never been, a serious shortage of people willing to work as truck drivers."

Continued on PG 8

FleetOwner

Continued from PG 7

This report was published online around the same time I was at the Truckload Carriers Association's annual conference. The event in Las Vegas featured fleet executives and consultants engaged in frank discussions regarding what it truly takes to attracts drivers.

For example, Lana Betts, co-president of DriverIQ, shared results from a survey of recruiters that found a majority believe $75,000 in annual compensation is required to attract new drivers. The survey also found that 25 percent said the magic level to attract drivers is $100,000.

That is quite a difference from the current average salary of $55,000 a year that American Trucking Associations (ATA) cites as an immediate, barrier-free path to the middle class.

Eric Fuller, president and CEO of U.S. Xpress Enterprises, did not address an exact salary level, but estimated new truck drivers will demand a 25% to 30% pay premium over other jobs that allow them to be at home every night. In the past, Fuller said, that was premium was more in the range of 10%-15%.

Another interesting statistics from DriverIQ came from the question of hiring interstate drivers below the age of 21, based on the conditions laid out in the DRIVE-Safe Act.

Back in 2012, 30% of fleets said they would even consider hiring entry level drivers. That figure has since soared to 65%, which Batts said showed a "fundamental shift" in industry's thinking. However, she suggested the reality is that a much lower percentage appears seriously ready to consider taking this step within their own fleet.

Fuller agreed, admitting he was "not fully on board" with those under the age of 21 driving heavy trucks. It is a complex job and "I don't think this is the right way to go in the long term," he said.

Thomas Grojean, chairman of Hirschbach Motor Lines, said he was in the "same camp" as Fuller, and was concerned about being a "guinea pig" when it comes to these drivers.

There were also mixed data regarding the popularity and cost effectiveness of recruiting programs specifically targeting groups such as military veterans and women.

Instead, the greatest success comes from referrals of existing drivers. These drivers already have come to understand the culture of their companies, and generally are having their expectations met, whether that is pay, home time, or overall working environment.

According to Stay Metrics, new drivers' expectations are clearly not being met. Data show of the more than 3,000 drivers hired back in January 2018 among 89 carriers, only about 40% were still with them at the start of this year.

Tim Hindes, CEO of co-founder of Stay Metrics, told me at TCA that he recommends to fleets they focus needs to be on "drivers first - not customers, not shareholders. They get taken care of in the end."

"Anybody not laser focused on making the driver experience at your company the best it's ever been… fire them," he said.

Regardless of whether there is actually an industrywide shortage of drivers or not, that seems like worthwhile advice to ensure your fleet tries to stay ahead.

RELATED ARTICLE

Targeting Technicians, Part 1: Trucking industry faces major shortage, opportunities for diesel mechanics

CONTRIBUTOR: CMSGT (R) BILLY DOVER

Ellen's Blog

A little history…

By Ellen Voie, CAE
Women In Trucking Association, Inc.

March is Women's History Month, so I thought this blog should be about the history of the Women In Trucking Association through my experience as the founder. I am repeatedly asked the question of why I started the organization, so here is my story.

First, I'll go back many years to "set the stage." I was one of the lucky people whose mom told me I could do anything I wanted, and there were no "girl" careers. She encouraged me when I took shop class instead of home ick (okay, home etc.). I learned woodworking, welding, drafting and auto mechanics.

This was in 1975, shortly after Title IX of the federal civil rights act was adopted to create a level playing field in education for girls as well as boys. Until then, girls studied home economics, and boys took shop class.

Girls were finally able to play basketball, volleyball and track and field in my small high school. When the boys got new uniforms, so did the girls, which was unheard of in those days, as most teams gave the girls the stinky old jersey's from the boys' teams after they received new ones. No longer!

Shop class was so much fun, and my instructor insisted I was the best welder he'd ever had! I loved the auto mechanics lessons, and when I wanted to use the family car, I disconnected the distributor cap so my older brother couldn't get it started! These were more valuable to me than cooking, baking or cleaning!

In 1978 I was hired at a steel fabricating plant in central Wisconsin where I worked in the drafting department, designing material handling equipment, such as steel pallets, bins, and racking. It was fun, but not very exciting.

In 1979, my mom passed away, and I was ready to move on, but my bosses asked if I wanted to transfer into the Traffic Department instead of drafting. I didn't have a clue what was involved in "traffic," but they doubled my salary and sent me to school for "Traffic and Transportation Management." After completing the course, my boss left the company and I was promoted to the position of Traffic Manager.

We had three plants creating steel products as varied as material handling, fireplaces, and jacks. I was responsible for bringing the raw materials into the plants and for shipping the completed products out to our customers.

We also had three trucks of our own, and I was in charge of hiring, firing and managing the three drivers.

This occurred before deregulation and all freight rates were regulated by tariffs, so the carriers tried to sell the customer on service, or sometimes bribes. Yes, I was offered everything from dates with NBA players to illegal drugs.

This was in the late '70s.

I was twenty years old.

I ended up marrying a professional driver, and we started our own trucking company. I also did free-lance work as a transportation consultant while I ran our small carrier, raised two children and attended college to earn my bachelor's and then master's degree in communication.

I was offered numerous writing opportunities in various magazines. My monthly columns were about family life in the trucking industry. I completed my Master's Thesis on "The Complex Identities of Women Married to Professional Drivers." I later published a book filled with some of my most popular articles called, "Marriage In the Long Run."

After twenty years, my marriage ended, and my children were nearly grown. I was hired for the position of Executive Director of Trucker Buddy International (www.truckerbuddy.org) where I led the program for six years.

Then, I was recruited by Schneider National to lead their retention efforts. My job was to initiate corporate level programs designed to attract and retain non-traditional groups, such as women!

At the time, I was completing my pilot's license, and I belonged to an organization for female pilots. It struck me that there wasn't a similar group for women in the trucking industry; so I started one.

That was in 2007 when the Women In Trucking Association was formed. I copied a lot from the female pilot's organization, but tapped into the people who supported this mission.

I had a great team who shared my passion, and we put together a fantastic staff, board and support group. Here we are, nearly twelve years later, with a success story I could never have imagined.

So, that's my story and in a way, the story of Women In Trucking's beginning.

WOMEN IN TRUCKING

The SAC Mentality: The Origins of Organizational Culture in Strategic Air Command, 1946-1962

MELVIN G. DEAILE

A DISSERTATION SUBMITTED TO THE FACULTY OF THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR THE DEGREE OF DOCTOR OF PHILOSOPHY IN THE DEPARTMENT OF HISTORY. CHAPEL HILL 2007

EDITOR'S NOTE: THE TEXT IN THIS ARTICLE WAS EXTRACTED FROM A 346-PAGE DISSERTATION. SEE THE LINK ABOVE FOR THE COMPLETE DOCUMENT. THE REASON FOR PUBLISHING IT IN *TRUCKIN' ON* IS THAT IT EXPLAINS THE ORIGIN OF AIR FORCE AUTO HOBBY SHOPS, THE BRAINCHILD OF LEGENDARY SAC/CC, GENERAL CURTIS LEMAY.

LeMay's contributions to SAC culture extended beyond building barracks and designing airplanes; the SAC commander created recreational facilities unique to the organization that, like the barracks design, became fixtures of the Air Force writ large. The expansion of SAC under the rearmament sparked by the Korean War severely stressed the SAC personnel system. SAC could barely keep fifty percent of its airmen after they completed their initial enlistment. When the expansion of SAC began in earnest, the organization drew heavily on the National Guard and Air Force Reserves. For example, in January 1951, SAC had four months to organize four entire wings.

USAF SKILLS DEVELOPMENT PROGRAM

SAC planned to go out and screen these volunteer outfits to select people to come on active duty. Keeping volunteer airmen on active duty given the intense requirements of the SAC mission and lifestyle proved a challenge to LeMay. "I would stay on in the Air Force; it was the only thing I knew how to do or wanted to do. But our reenlistment rate was pretty pitiful," LeMay recalled, "It seemed to me that if we fired up a new form of off-duty recreation, that might help a bit. His solution was to establish various 'clubs' that would appeal to the differing interests of SAC members. The clubs formed in SAC also reflected the values of the organization's leadership. The uniqueness of SAC's different clubs, in addition to the existing 'social' clubs, was that they addressed more the interests of the commander, which may or may not have been the interests of the members. LeMay, the engineer, enjoyed tinkering with cars and planes. General P. K. Carlton, LeMay's aide in the early 1950s, recalled that LeMay once tried golf but hated the sport because he figured no matter how hard he tried he could never become an expert at it.

LeMay approached cars differently. LeMay's aide recalled, "He liked to drive race cars...he would get in the car business up to his eyeballs."76 One of the first things LeMay envisioned was an auto hobby shop that was a do-it-yourself type garage. Here SAC members could perform minor maintenance on their vehicles with the help of their fellow airmen. To LeMay's amazement, the Auto Hobby Shops caught on: "people started building cars, making hot rods, sports cars, fiddling with engines, souping them up, so on."

As he had with the airmen's barracks, the popular SAC general lobbied various communities to contribute machine tools and automotive repair equipment to SAC's auto hobby shops. In LeMay's estimation, "The automobile hobby shop got to be a vital thing on our bases, as much identified with SAC as the B-47."

DRIVE HISTORY

HISTORIC HVA VEHICLE ASSOC.

FEATURED VIDEO

The McGee Roadster – Hot Rod Legend

For many, a 1932 Ford roadster is the quintessential hot rod. Take a look back at the original—the trendsetting car that became the benchmark of style for so many hot rods that came after it and remained an icon even as hot rod tastes changed throughout the decades. The McGee Roadster was recently added to the HVA National Historic Vehicle Register, a program in partnership with the U.S. Department of the Interior, Historic American Engineering Record (HAER) to be archived in Library of Congress.

Where Do Old Bumper Cars Go?

WordPress.com

Contributor: CMSgt (R) Tom Kingsbury

Fun stuff people send me

The ones in Coney Island and Rockaway Park back in the 20s thru to the 50s ran on electric. Had a pole on the back going to a metal electrical charged overhead plate. *THESE ARE.*

Remember driving the bumper cars at amusement parks or a fair, don't you? They were so much fun…Well now, what do you do with old Bumper Cars?

(and check out the license plates!)

Yes, you read that right; these little beasties are street legal.

They run on either Kawasaki or Honda motorcycle engines and co-opt vintage bumper car bodies into the most awesome form of mini-car we've seen in too long. There are seven of these little monsters floating around California and they're all the creation of one man, Tom Wright, a builder in the outskirts of San Diego who figured the leftovers of the Long Beach Pike amusement park needed a more dignified end than the trash heap.

They were originally powered by two cylinder Harley Davidson Motorcycle engines but they rattled like heck because of the two cylinder vibration, so Tom replaced them with four cylinder Honda or Kawasaki 750s, and a couple have been measured as capable of 160 MPH, which is terrifyingly fast in machines with such a short wheelbase.

By the way, they are almost indestructible in accidents!

TRUCKIN' ON

Dedicated to the Men and Women
of
AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 May 2019

Special Points of Interest:

- ⇒ *380th ELRS FaRM: Repairing firetrucks and refuelers: PG 1-3*
- ⇒ *773rd LRS innovates with driving simulator: PG 4*

Inside This Issue:

Final Salute

[A legend passes: Dick Cole, last of the Doolittle Raiders, dies at 103]

By: Stephen Losey

380th ELRS FaRM: Repairing firetrucks and refuelers

By Tech. Sgt. Darnell T. Cannady, 380th AEW/PA
Published April 03, 2019

Senior Airman Ismael Garcia, 380th Expeditionary Logistics Readiness Squadron general-purpose mechanic, remove the pilot valve from a refueler truck at Al Dhafra Air Base, United Arab Emirates, Mar. 28, 2019. The FaRM is responsible for 70 assets including 31 refuelers, 29 Fuels Operational Readiness Capability Equipment, and 10 Fire Trucks. (U.S. Air Force photo by Tech. Sgt. Darnell T. Cannady)

Continued on PG 2

380th ELRS FaRM: Repairing firetrucks and refuelers

Continued from PG 1

Senior Airman Freddie Martinez, 380th Expeditionary Logistics Readiness Squadron firetruck and refueling maintenance journeyman, starts the refueler as Senior Airman Ismael Garcia, 380th ELRS general-purpose mechanic, remove the pilot valve from a refueler truck at Al Dhafra Air Base, United Arab Emirates, Mar. 28, 2019. The FaRM is responsible for 70 assets including 31 refuelers, 29 Fuels Operational Readiness Capability Equipment, and 10 Fire Trucks. (U.S. Air Force photo by Tech. Sgt. Darnell T. Cannady)

AL DHAFRA AIR BASE, United Arab Emirates --

Whenever there is an issue involving specialty vehicles at Al Dhafra Air Base, United Arab Emirates, that is when the 380th Expeditionary Logistics Readiness Squadron's Firetruck and Refueling mechanics gets to work.

FaRM provides safety and serviceability to specialty vehicles to enable emergency firefighting response and aircraft or base assets refueling capabilities.

"The refuelers that we service and repair fuel all aircrafts on base, form KC-10, U-2, RQ-4s, and E-3s," said Tech. Sgt. Jared Hopper, 380th ELRS NCOIC, fire truck and refueling maintenance. "The fire trucks that we are responsible for are used for flight line emergencies and base medical and structural emergencies."

FaRM is responsible for 70 assets including 31 Refuelers, 29 Fuels Operational Readiness Capability Equipment, and 10 Fire Trucks.

"As a Fire Truck and Re-fueling mechanic, we go through exhaustive additional training to be knowledgeable in the accessory systems added to these vehicles," said Hopper. "We require being able to think quickly and solve difficult problems at the drop of a hat. In addition, the ability to comprehend multiple system schematics and diagnose and problem solve mechanical vehicle components to ensure that our mission continues."

These members directly affect the vehicles needed to keep ADAB operational.

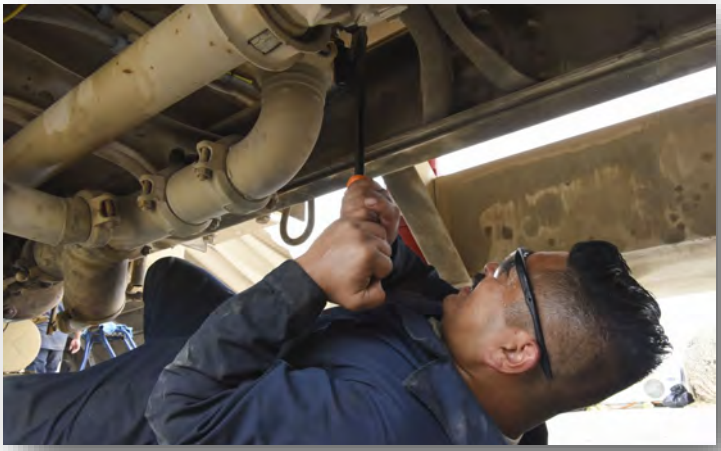
"My favorite part of the job is having a direct impact on the mission," said Staff Sgt. Gabriel Villalpando, 380th ELRS firetruck and refueling maintenance craftsman. "We have a direct impact on the flight line, you need the firetrucks to fight fires and the refuelers fuel the planes."

"Being a firetruck/refueler mechanic has always been a very demanding and self-fulfilling career", said Senior Airman Jeremy Glodowski, 380th ELRS firetruck and refueling maintenance. "I look forward to what challenges await me in the future."

The FaRM uses the experiences from each member to enhance it's capabilities.

"I have a pretty good knowledge on most of these trucks compared to the other guys so it helped with me being here with these guys because if they have an issue I can share my knowledge with them," said Senior Airman Freddie Martinez, 380th ELRS firetruck and refueling maintenance journeyman. "We can work together to solve an issue. We have pretty good turnaround times and trucks don't normally stay down too long."

By working together as a team, the FaRM ensures their maintainers are better equipped to solve issues here and at their home station.



Senior Airman Ismael Garcia, 380th Expeditionary Logistics Readiness Squadron general-purpose mechanic, opens and closes a tank to pump of a refueler truck at Al Dhafra Air Base, United Arab Emirates, Mar. 28, 2019. The FaRM provide safe and serviceability to specialty vehicles to enable emergency firefighting response and aircraft or base assets refueling capabilities. (U.S. Air Force photo by Tech. Sgt. Darnell T. Cannady)

Continued on PG 3

380th ELRS FaRM: Repairing firetrucks and refuelers

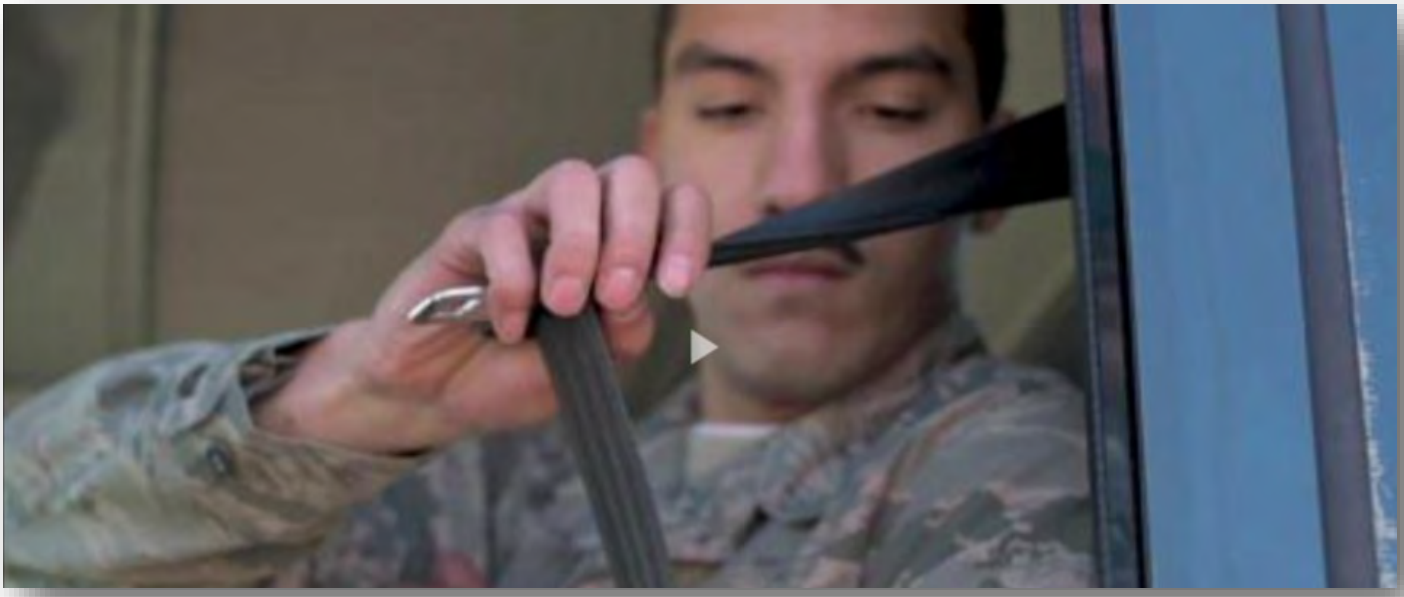
Continued from PG 2

"These guys have been very helpful in which they know that I don't tend to usually work on these types of vehicles so whenever you have a question, ask," said Senior Airman Ismael Garcia, 380th ELRS general-purpose mechanic.

"I have a better understanding to how FaRM works and a better appreciation for the guys back home for what they have to deal with on a day-to-day basis."

RIGHT: Staff Sgt. Gabriel Villalpando, 380th Expeditionary Logistics Readiness Squadron firetruck and refueling maintenance craftsman, removes the alternator belt from a fire truck at Al Dhafra Air Base, United Arab Emirates, Mar. 28, 2019. The FaRM provide safe and serviceability to specialty vehicles to enable emergency firefighting response and aircraft or base assets refueling capabilities. (U.S. Air Force photo by Tech. Sgt. Darnell T. Cannady)

Vehicle Training & Certification for Commercial Equivalent Vehicles



UNITED STATES
02.27.2019
Video by Megan Bisson
Headquarters Air Force, Logistics Readiness

CMSgt Kiley Scholl and SMSgt Dustin Brown, the Ground Transportation Senior Leaders, are excited to announce a new initiative that will impact every commercial-equivalent vehicle operator.

The United States Air Force is partnering with the American Association of Motor Vehicle Administrators to create a vehicle training and certification program!

773d LRS innovates with driving simulator

By Airman 1st Class Caitlin Russell | 673d Air Base Wing Public Affairs | April 11, 2019

U.S. Air Force Chief Master Sgt. Jeffrey Ruckman, 673d Civil Engineer Squadron superintendent, tests the 773d Logistics Readiness Squadron ground transportation section's new driving simulator at Joint Base Elmendorf-Richardson, Alaska, April 5, 2019. The interactive simulator allows drivers to interact with computer-generated vehicles in a realistic environment. (U.S. Air Force photo by Airman 1st Class Caitlin Russell) (Photo by Airman 1st Class Caitlin Russell)

JOINT BASE ELMENDORF-RICHARDSON, Alaska —

Personnel with the 773d Logistics Readiness Squadron ground transportation section recently installed a driving simulator to further innovation at Joint Base Elmendorf-Richardson, Alaska.

The interactive driving simulator provides a dynamic training environment for a wide variety of commercial truck applications. The single operator unit allows drivers to interact with computer-generated vehicles in a realistic environment.

"While the simulator isn't exactly the same as our real machinery, it allows the Airmen to train without causing real damage to our equipment," said U.S. Air Force Tech. Sgt. Anthony Quail, 773d Logistics Readiness Squadron noncommissioned officer in charge of training, validation and operations. "We are currently in the beginning stages of the program. We're working on creating lesson plans and scenarios for our Airmen."

The simulator features four monitors, three pedals, a steering wheel, an adjustable chair and a gear shift to make it as realistic as possible. It also includes a high-resolution visual system, multiple malfunction capabilities, a scenario developer that can recreate collisions, and more than a hundred different simulations.

"The settings allow for a variety in training, which can help Airmen overcome fears of driving specialized vehicles in a slew of conditions," Quail said. "It's a great tool to potentially reduce accidents on the base."

Airmen will have the capabilities to test different vehicles, road conditions and equipment before taking their skills into the real world.

"Having the opportunity to train on the simulator has helped me learn how to drive stick-shift," said Airman 1st Class Collin Parrish, 773d Logistics Readiness Squadron ground transporter. "I learned everything from how to start a manual transmission, how to feather the clutch and how to shift gears. The entire process of learning manual is made easier by working first on the simulator and then moving to a tractor trailer."

Parrish also said having the simulator as a training tool provides a solid foundation to build upon.

"The goal for the simulator is to increase our safety and training, while also lowering the cost of damages and repairs to our equipment," Quail said. "We appreciate having the ability to further our skills on the simulator, and create more confident and efficient Airmen. The training our personnel will get is invaluable."

Voice of America

USA

April 07, 2019 5:00 AM

Steve Herman

Secret Service Drives Hard to Protect the President

Protecting the president of the United States involves far more than being willing to step into the path of gunfire. As VOA's White House bureau chief Steve Herman reports from the Secret Service's training center in Laurel, Maryland, every one of its agents and officers also has to learn how to drive.

MHAFB 366th LRS new tool proves the benefits of innovation

By Airman 1st Class Andrew Kobialka, 366th Fighter Wing / Published March 15, 2019

Mr. Kent Kleffner, 366th Logistics Readiness Squadron automotive service excellence master technician, trains Staff Sgt. Jory Fueston, 366th LRS vehicle management technician, on how to use their new vehicle diagnostic tool, March 12, 2019 at Mountain Home Air Force Base, Idaho. This tool is compatible with a large variety of vehicles, enabling LRS to save resources by performing diagnostic maintenance in-house. (U.S. Air Force Photo by Airman 1st Class Andrew Kobialka)

MOUNTAIN HOME AIR FORCE BASE, Idaho -- Few things are more familiar than the start of an engine. Even though people may always recognize that sound, not all engines are made the same.

Cars, trucks, buses, snow plows and a myriad of other vehicles require custom diagnostic tools and knowledgeable technicians to keep them at peak performance.

For the 366th Logistics Readiness Squadron, their mission of maintaining every land vehicle on the entire base can be a daunting task.

Until now.

366th LRS is among the first squadrons in the Air Force to begin testing an all-in-one diagnostic tool that eliminates the need to have many versatile tools and regularly outsourced vehicle maintenance.

Most manufacturers have proprietary software built into their vehicles that require maintainers to use a specific tool and pay a subscription to diagnose problems. Now, LRS only needs to use the proprietary diagnostic software on a diesel laptop platform. “It allows us to get in and diagnose and also program new components when they are replaced,” said Tom Mattern, the 366th LRS vehicles management training lead.

The tool is fully compatible with most vehicles spanning from light-duty to massive heavy-duty vehicles. Mattern explained that without Texa capabilities, the same diagnostic power could require up to eight or more individual tools, relying on outsourcing the maintenance.

The old process here required submitting to proprietary demands, which takes time. “We used to have to wait weeks at a time for contractors to come out,” said Capt. Danielle Rella, 366th LRS vehicle management flight commander.

Rella explained that in order to receive a contractor’s diagnosis, LRS Airmen would spend 50 man-hours towing vehicles from here to Boise.

With the new tool, Airmen are able to find problems and fix them in-house.

“From a training perspective, now I only have to train Airmen on one tool rather than 12,” said Mattern.

The improvements provided by the diagnostic tool enhances LRS efficiency and it also enhances readiness for the entire wing. And the benefits don’t stop there: The cost-savings potential is notable, Rella said. The software, platform and associated cables cost $10,000 but is projected to save $12,000 annually.

Continued on PG 7

MHAFB 366th LRS new tool proves the benefits of innovation

Continued from PG 6

Meaning it will pay for itself in less than one year and continue to save money for years to come.

These savings come from the cost of contractor repair temporary duty (TDY) and various diagnostic software subscriptions.

Not only does this tool prove to increase efficiency, Airmen on deployments will be better equipped to do their job down range.

“Deployment ready vehicle rates will go up,” Mattern said. “And once down range, Airmen can have one tool to do all the jobs they need.”

The opportunity to streamline the maintenance process and reduce costs will only improve our readiness here and abroad.

“Once we finish analyzing the performance capabilities of this tool, it could have huge effects Air Force wide,” Mattern said.

Gunfighters have a history of innovation, and the Airmen of 366th LRS aims to continue to build upon that legacy.

Innovating to be faster and more efficient,” Rella said. “This is the epitome of enhanced readiness and we are proud to be laying down that groundwork.”

The new proprietary vehicle diagnostic tool at Mountain Home Air Force Base, Idaho, replaces the need for having multiple tools for different types of vehicles. This saves resources by eliminating the need to outsource maintenance. (U.S. Air Force photo by Airman 1st Class Andrew Kobialka)

The 366th Logistics Readiness Squadron parks out different vehicles to practice using the new Texa diagnostic tool on. This tool will increase work efficiency and save resources. (U.S. Air Force Photo by Airman 1st Class Andrew Kobialka)

Mr. Kent Kleffner, 366th Logistics Readiness Squadron automotive service excellence master technician, trains Staff Sgt. Jory Fueston, 366th LRS vehicle management technician, on how to use their new vehicle diagnostic tool, March 12, 2019. This tool is capable of operating with a large variety of vehicles, enabling LRS to save resources by performing diagnostic maintenance in-house. (U.S. Air Force Photo by Airman 1st Class Andrew Kobialka)

MISAWA LOGISTICS MECHANICS CONDUCT THEIR FIRST COMBAT READINESS EXERCISE

By Airman 1st Class Collette Brooks, 35th Fighter Wing Public Affairs / Published April 02, 2019

MISAWA AIR BASE, Japan --

The 35th Logistics Readiness Squadron conducted their first agile combat employment exercise at Misawa Air Base, Japan, March 20.

ACE tests Airmen's ability to demonstrate advanced readiness and forward thinking while responding to unexpected contingency operations. The event afforded Airmen an opportunity to practice and employ the skills required to project combat air power here and across the Indo-Pacific region.

The exercise kicked off with a full unit recall, bag drag and a handful of Airmen performing a mock deployment out-processing with the 35th LRS unit deployment manager. The remaining 22 Airmen packed an ISU 90, an oversized portable storage unit, with tools and mechanical equipment deemed necessary to service inoperable vehicles.

U.S. Air Force Senior Airman Michael Yingling, left, a 35th Logistics Readiness Squadron customer service technician, places a bucket of tools on the ground with Tech. Sgt. Garrett Dicus, right, the 35th LRS multipurpose maintenance section chief, during the first LRS agile combat employment exercise at Misawa Air Base, Japan, March 20, 2019. The ACE concept tests Airmen's ability to demonstrate advanced readiness and forward thinking while responding to an unexpected contingency operation. (U.S. Air Force photo by Airman 1st Class Collette Brooks)

"The logistical requirements prepared before the exercise helped immensely," explained Tech. Sgt. Garrett Dicus, the 35th LRS multipurpose maintenance section chief. "There's a tool for every job and narrowing it down to what's absolutely necessary was not an easy task. As a flight, we consolidated information compiled from previous experience and input from other sections to determine required equipment to achieve our mission on the go."

U.S. Air Force Airman 1st Class Kevin Corr, a 35th Logistics Readiness Squadron firetruck refueling technician, inspects a motor during the first LRS agile combat employment exercise at Misawa Air Base, Japan, March 20, 2019. An air compressor allows Airmen to access pressurized air which converts power into energy and can be used to service an inoperable motor vehicle. (U.S. Air Force photo by Airman 1st Class Collette Brooks)

Five randomly-selected logistics Airmen fixed three motor vehicles with a variety of mechanical issues in a simulated deployed setting while only utilizing tools from the prepacked storage unit.

"Performing vehicle maintenance to the best of our ability, regardless of location or supplies is crucial for the safety and security of expeditionary team members," explained 1st Lt. Chase Barnes, the 35th LRS vehicle management flight commander. "If we had to pack up Misawa and move elsewhere tomorrow, we must possess the skills to do so. This exercise prepares our Airmen to continuously support the mission of completing vehicle maintenance while facing space and tool limitations."

Tech. Sgt. Jamal Goode, the 35th LRS war reserve materiel and rapid airfield damage repair maintenance operation NCO in charge, added why it's important to conduct training exercises.

Continued on PG 9

MISAWA LOGISTICS MECHANICS CONDUCT THEIR FIRST COMBAT READINESS EXERCISE

Continued from PG 8

"This experience gauged our capability to support the Indo-Pacific region regardless of notification or accessible equipment," explained Goode. "It not only tested our mental readiness but our physical endurance as well."

The exercise challenged the Airmen to fix a disabled Humvee, small pickup truck and standard forklift with a variety of mechanical issues.

"Since you'd find those three types of vehicles in a deployed location, having the knowledge and skills to maintain each one is vital," explained Master Sgt. John Hoffman, the 35th LRS vehicle maintenance chief.

"We altered the Humvee to have a throttle position sensory issue while the truck had an air conditioning outage and the forklift suffered a flat tire and faulty engine."

Airmen weren't able to use daily conveniences such as consistent electricity, air sources, internet or an overhead cover.

U.S. Air Force Staff Sgt. Adrian Torrez, the 35th Logistic Readiness Squadron light duty vehicle NCO in charge, writes on a vehicle maintenance ticket during the first LRS agile combat employment exercise at Misawa Air Base, Japan, March 20, 2019. A job ticket details what mechanical issues mechanics need to service on an inoperable motor vehicle. (U.S. Air Force photo by Airman 1st Class Collette Brooks)

U.S. Air Force Tech. Sgt. Garrett Dicus, the 35th Logistics Readiness Squadron multiple maintenance section chief, inspects an air compressor during the first LRS Agile Combat Employment exercise at Misawa Air Base, Japan, March 20, 2019. Airmen were only allowed to use a limited number of mechanical tools such as standard car jacks, fuses, light bulbs, and a generator in order to test their innovation and personal skillset during an unexpected contingency operations. (U.S. Air Force photo by Airman 1st Class Collette Brooks)

Continued on PG 10

MISAWA LOGISTICS MECHANICS CONDUCT THEIR FIRST COMBAT READINESS EXERCISE

Continued from PG 9

They could only access the storage unit housing items such as personal protective equipment, portable tool boxes, standard car jacks, air compressors, hazardous material spill kits, fuses, light bulbs, wiper blades and a generator.

"When in a deployed location, our mechanics must know how to get our vehicles from point A to point B, no matter what," explained Hoffman. "Limited access to tools and materials posed a challenge, but this training showcases how important thinking outside the box and working as a team are during undesirable situations."

With innovation being a common theme throughout the exercise, 35th LRS leadership complimented the team's efforts.

"The mechanics did fantastic today," expressed Barnes. "Not only were their attitudes great but they completed the task with quality and care.

Airmen with the 35th Logistic Readiness Squadron discuss operations and move materials during the first LRS Agile Combat Employment exercise at Misawa Air Base, Japan, March 20, 2019. The exercise challenged the Airmen to determine the tools that were absolutely critical to completing the vehicle operations mission, ensuring that no space is wasted when preparing for contingency relocation operations. (U.S. Air Force photo by Airman 1st Class Collette Brooks)

Being the first at Misawa AB to execute this exercise from start to finish was a huge learning feat. I look forward to building upon our Airmen's vehicle maintenance skills until perfected."

Airmen with the 35th Logistic Readiness Squadron work on inoperable vehicles during the first LRS Agile Combat Employment exercise at Misawa Air Base, Japan, March 20, 2019. The primary objective of the exercise was to fix a small pickup truck and a standard fork lift with an array of mechanical issues while having a limited number of tools to work with, similar to the work environment 35th LRS Airmen would face in a real-world evacuation or expeditionary setting (U.S. Air Force photo by Airman 1st Class Collette Brooks)

LRS Vehicle Maintenance keeps mission moving

Airman 1st Class Joshua Byers, 341st Logistics Readiness Squadron vehicle mechanic, left, and Staff Sgt. Willie Hatcher, 341st LRS firetruck and refueler maintenance apprentice, examine the underside of a Humvee April 12, 2019, at Malmstrom Air Force Base, Mont. The vehicle maintenance shop perform vehicle repairs as critical as an entire engine rebuild. (U.S. Air Force photo by Airman 1st Class Tristan Truesdell)

By Airman 1st Class Tristan Truesdell, 341st Missile Wing Public Affairs / Published April 15, 2019

MALMSTROM AIR FORCE BASE, Mont. --

Since the production of the first automobile in the 19th century, vehicles have become an important aspect of daily life. From normal transportation to construction and working vehicles, they're also used to accomplish numerous military missions.

What happens when those vehicles break down? Who fixes it? How can a vital mission run if one of the gears stops?

The 341st Logistics Readiness Squadron's vehicle maintenance shop has it covered.

"Our priorities include the armored Humvees and BearCats," said Airman 1st Class Joshua Byers, 341st LRS vehicle mechanic. "We also work on cranes, forklifts, passenger vehicles and snow removal equipment."

If a vehicle needs repairs, customer service performs an incoming inspection, then routes it to the appropriate shop.

On average, the vehicle maintenance shop receives 25 to 30 vehicles per week and perform tasks from resealing leaks in the engine to complete engine and transmission rebuilds.

"Normally, vehicles come in for an annual or scheduled checkup," said Staff Sgt. Willie Hatcher, 341st LRS firetruck and refueler maintenance apprentice. "Otherwise, it's a simple 'something isn't working and we need to fix it'.

"If things are good, we can have vehicles back to duty in as little as a day," he added. "But sometimes you just find more fixes after you fixed the initial problem."

Incoming vehicles go through four inspections at a minimum. If the servicing requested evolves into more repairs, some vehicles can receive 10 inspections.

Staff Sgt. Willie Hatcher, 341st Logistics Readiness Squadron firetruck and refueler maintenance apprentice, left, and Airman 1st Class Joshua Byers, 341st LRS vehicle mechanic, examine the engine bay of a fleet vehicle April 9, 2019, at Malmstrom Air Force Base, Mont. A minimum of four inspections are performed per incoming and outgoing vehicle to ensure services have been completed successfully. (U.S. Air Force photo by Airman 1st Class Tristan Truesdell)

Continued on PG 12

LRS Vehicle Maintenance keeps mission moving

Continued from PG 11

Once fixes have been applied, vehicles go through yet another inspection process to ensure the problem has been fixed and it is up to driving standards once again.

Afterwards, the shop NCO in charge finishes up the process with a thorough check before returning the vehicle to customer service so it can return to duty.

“We’re able to come in every day with a goal in mind and execute it,” said Byers.

“Even as Airmen, we get to work on and solve problems. It gives us job satisfaction.

“Without us, there could be a delay in convoys, no transportation to and from missile alert facilities or launch facilities and snow wouldn’t get cleared,” he added.

“Almost anything that involves a vehicle could not function effectively like it does now.”

Airman 1st Class Joshua Byers, 341st Logistics Readiness Squadron vehicle mechanic, troubleshoots a BearCat engine bay April 9, 2019, at Malmstrom Air Force Base, Mont. The vehicle maintenance shop receive an average of 25 to 30 vehicles per week in need of maintenance. (U.S. Air Force photo by Airman 1st Class Tristan Truesdell)

Zoo

Cars, Trucks & Engines

Can You Identify These American Trucks?

BY CRAIG

Nothing is more American than a big, growling pickup. And of course, the favorites are produced by Ford and Chevy but there are many other makes out there. Would you be able to identify them all? Let's see!

Editor’s Hint: They’re not all trucks.

Click on the link below and test your knowledge.

American Truck Quiz

Ellen's Blog

Thanking people for doing their job

By Ellen Voie, CAE

Women In Trucking Association, Inc.

This week I traveled to Australia to speak at a conference. On my flight from Sydney to Perth, I was pulled aside for additional screening for explosives. The agent passed a wand over my luggage, my shoes and my hands. He then put the wand into a reader before he let me go. I thanked him for doing his job and went on my way.

On my return flight, I was again "selected" for additional screening and went through the process again. I made a point to thank the agent for doing his job.

Many people would feel inconvenienced for being pulled aside for additional screening. However, these people are only doing their job. They are asked to pick travelers at random and check them for explosives. Did I enjoy the process? No . Did I appreciate the delay? No . However, I did appreciate the fact that these people were helping to keep us all safe by looking for potential explosive material.

Sometimes we take these people for granted. In the trucking industry, we need to appreciate the person doing the random check for hours of service violations, or for faulty brakes or any other of the numerous potential violations that occur at a road-side inspection.

These people are hired to keep you legal and to keep our highways safe. They're doing their job; If you honestly thought about their perspective, you would appreciate what they are doing to keep you and your family safe.

Instead of having an "attitude" at a scale or inspection site, what if you put yourselves in their shoes? They are hired to check your truck, your documents, and your company's safety record. They are there to make sure you and your fellow drivers are in compliance.

Think about their perspective. They don't hate you. They understand the value of your time. They know you're doing your job to deliver your load. They don't want to see you lose income because of time constraints. They don't know you personally, and it's not about you.

Have you ever noticed someone doing their job and wondered how they could get up and go to work each day?

What about the person who cleans the restrooms at the airport or the showers at the truck stop? Have you ever thanked them for a clean shower or toilet?

A few years ago my colleague, Char, and I decided to thank at least one person each day for making life better by cleaning, serving, or waiting on us. The first person we saw was a woman who was cleaning the mirrors in an elevator. We thanked her for making the elevator spotless. The look on her face was priceless. It was apparent that she wasn't used to being noticed, much less appreciated, by the folks staying at the hotel.

Now, when I see someone working hard to keep something clean, maintained or by serving me, I thank them. Everyone needs a smile and an acknowledgment (and a good tip!) Don't you wish more people recognized how hard you work to serve them?

What if we started a trend in thanking people for doing their jobs? If you have followed my blog, you'll know that at Women In Trucking Association we've started a project called #SteeringTowardKindness. I share many of these stories on our weekly show on SiriusXM's Road Dog Channel 146 (10 am central to noon each Saturday.)

Feel free to send me your experience at Steering Toward Kindness (president@womenintrucking.org) or post it on our Facebook page, and I'll share the story with others.

We could probably all be more understanding when we are inconvenienced by people who are merely doing the job they were hired to do.

Next time you're pulled over at a scale or roadside inspection, in an airport for additional screening, or for any other delays on your time, thank the person for doing his or her job. You might surprise them, and maybe you'll start a trend in thanking people for doing their job.

WOMEN IN TRUCKING

ROAD DOG TRUCKING RADIO

TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 June 2019

Special Points of Interest:

- ⇒ *341st LRS, nothing but the best: PG 1-2*
- ⇒ *GSA Fleet Remarketing & Marshalling: PG 2-4*

Inside This Issue:

In Memoriam

Col (Ret) Michael J. Healy

Dec 20, 1937 - May 27, 2019

Obituary

341st LRS, nothing but the best

By Senior Airman Daniel Brosam, 341st Missile Wing Public Affairs
Published April 30, 2019

MALMSTROM AIR FORCE BASE, Mont. -- The 341st Logistics Readiness Squadron was recognized as the Air Force 2018 non-flying Logistics Readiness Squadron of the Year.

The award recognizes units and individuals within the logistics community for outstanding contributions to the Air Force mission.

"It is no surprise our Airmen, civilian and contractor team won the most prestigious award any non-flying logistics readiness squadron can achieve," said Chief Master Sgt. Michael Montano, 341st LRS superintendent. "They are hardworking individuals who come together and gel as a team to accomplish a common goal of supporting the mission at hand.

"As we all value the 341st Missile Wing's mission, accomplishing it takes more than one person or organization to make it successful and that starts with the logistical support our 197 Airmen provide on a daily basis," he continued. "Our Airmen earned this award. We have one of the best teams any leader could ask for."

Continued on PG 2

341st LRS, nothing but the best

Continued from PG 1

The 341st LRS is responsible for supporting vehicle and transportation needs for the wing and its 13,800-square mile missile complex.

The squadron consists of the Vehicle Operations Flight, Vehicle Management Flight, Transportation Management Flight, Installation Readiness Flight and the Material Management Flight all of which provide contractor-operated supply and fuels services to enhance Team Malmstrom's combat readiness of personnel and equipment.

These flights also support 21 tenant units in two states, as well as the largest geographic traffic management area in the Department of Defense.

They control more than $48.8 million in assets, including more than 800 vehicles and an annual operating budget in excess of $2.7 million.

Their overall mission is to maintain a high state of mobility readiness.

“It is important that every Airman understands how they affect the mission,” Montano said. “From fixing a vehicle to driving a vehicle and everything in between, it takes everyone to make our wing successful. We depend on the wing’s units to support the mighty LRS Airmen and to ensure we are ready and capable to come to work ready.

“I would like to thank all of our Airmen for taking our mission seriously and accomplishing it,” he continued. “It has been proven with multiple team awards and outstanding performers throughout the many inspections we go through every year. Also, a fine running squadron like the 341st LRS cannot be greased without a great leader, and the commander, Lt. Col. Mark Lawson, has been the conduit to our success who ensures our Airmen are heard.”

GSA® Fleet

Remarketing & Marshalling

EDITOR’S COMMENTS: CMSGT TROY SAUNDERS RETIRED IN 2017 AND HAS SINCE ACQUIRED THE NEW TITLE OF GSA MARSHALLING LEAD, LEASING ACQUISITION AND REMARKETING DIVISION, GSA - OFFICE OF FLEET MANAGEMENT. HE ASKED US TO PUBLISH AN ARTICLE AND TWO FLYERS THAT ILLUSTRATE HOW GSA REMARKETS ITS LEASE VEHICLES.

CHIEF (R) SAUNDERS: “GSA Fleet has definitely kept me in the mix of vehicles, not only for the Air Force and DoD broadly, but all federal agencies that lease GSA vehicles. Presently, I am knee deep in getting the word out on a new 2020 Auction and Marshalling Contract. The auctioning of vehicles is straightforward, but the marshalling role assuring lease vehicles are in place for GSA customers may be a bit unfamiliar for most. In short, marshalling deals with the movement of new and old lease vehicles in or out of the GSA fleet or between our customers.

Anyway, I know most everyone who has ever dealt with a GSA lease is fairly familiar with how the lease works, but I suspect (like me before I came into this job) most people don't know what happens to an old lease vehicle once it is turned in and they drive off with a new replacement vehicle.

In the future look for an article on how GSA remarkets lease vehicles and garner some insight on how GSA maximizes taxpayer dollars while keeping lease rates low. But for now, I am spreading the word on GSA Fleet’s Auction and Marshalling contract.

I suspect a good number of readers are either part of GSA Fleet or are GSA customers, and maybe a few might have contacts interested in a potential government contract.

Please see the flyers on the next two pages for more information on our remarketing auction and marshalling contracts, and feel free to share with any interested parties.”

Editor’s Note: Here’s a link that’s answers many frequently asked questions regarding GSA Auto Auctions.

GSA Fleet℠

Right Vehicle
Right Price
Great Service

GSA Fleet Auctions

Vehicle Auction Contractors Needed

ABOUT...

The General Services Administration Office of Fleet Management (GSA Fleet) seeks contractors interested in providing auction support services for GSA Fleet leased vehicles. Vehicles include, but are not limited to, sedans, sport utility vehicles, trucks, ambulances, police vehicles, buses, medium & heavy duty trucks, and more.

WHAT ARE WE LOOKING FOR?

- Transportation/Vehicle Shuttle Svcs.
- License Plate removal and return
- Security and Storage
- Electronic Inventory Management
- Vehicle Condition Reporting
- Vehicle Reconditioning Services
- Vehicle Decommissioning
- Maintenance and Repair
- Marketing
- Live auctions with concurrent live broadcast
- Static Internet Sales

Please be aware that in addition to requested Auction services, contractors must be able to provide required Marshalling services as well.

Contact autoauctions@gsa.gov for more information regarding Marshalling services.

GSA Fleet℠

Right Vehicle
Right Price
Great Service

GSA Fleet Marshalling

Vehicle Marshalling Contractors Needed

ABOUT...

The General Services Administration Office of Fleet Management (GSA Fleet) seeks contractors interested in providing vehicle marshalling support services for GSA Fleet leased vehicles. Vehicles include, but are not limited to, sedans, sport utility vehicles, trucks, ambulances, police vehicles, buses, medium & heavy duty trucks, and more.

WHAT ARE WE LOOKING FOR?

- Receipt, acceptance, and inspection of new vehicles
- Pre-Delivery Inspection (PDI) per manufacturer specifications
- Pick-up of vehicles from local dealerships and receiving inspection
- Electronic data upload capability
- Vehicle pre-assignment preparation
- Vehicle and Fuel card exchanges with GSA Fleet customer agencies
- Security and storage of vehicles, Fleet fuel cards and license plates
- Coordination of repairs, refueling and services
- Vehicle drop-off/pick-up to off-site vendors

GSA provides all specialty equipment, Fleet fuel cards, license plates and documentation.

If interested, please contact GSA Fleet's Auto Auctions mailbox at autoauctions@gsa.gov

The Joint Communications Support Element (JCSE) - Revisited -

The Tour

By SMSgt (R) Roger Storman / SMSgt (R) Gary McLean

In April we featured an article in Truckin' On by SMSgt Juan Torres titled, 'Enabling the Joint Communications Support Element (Airborne).' This is a follow-up to that article.

On May 3, SMSgt Torres invited me and Gary McLean to MacDill AFB for a tour of the JCSE. It's not often that long-time retirees like us get an invitation to spend a few hours with active duty troops, so, naturally, we were thrilled at the opportunity.

SMSgt Juan Torres, Joint Communications Support Element, MacDill AFB, FL

SMSgt Torres (2T3) wears several hats; he is the squadron superintendent, first sergeant, and oversees a joint vehicle management section comprised of Air Force, Army, Navy Seabees, and civilian technicians.

It's a diverse, multi-talented, combat-ready team, many of whom are jump qualified. Our interest, of course, was in the vehicle management section. They support joint combat communications requirements around the world and often carry out their mission in harm's way. This became apparent as we toured their facilities and saw some of the sophisticated vehicles in the fleet.

The most prominent was a $3M HMMWV with a complete command and control package that included a top-mounted satellite dish capable of communicating with command elements world-wide - very impressive. Incidentally, SMSgt Torres mentioned that they receive substantial funding from all branches of service.

HMMWV w/command & control capability

We also toured a fully equipped machine shop - metal bender, lathe, plasma cutter, and even a small 3D printer, to name just a few. This shop, manned by an Army machinist, is a rare sight in vehicle maintenance nowadays. The machinist gave us a demo of their plasma cutter. Never having seen one before, I was fascinated.

Army SGT Clark Millikan demonstrates the shop's plasma cutter

Continued on PG 6

The Joint Communications Support Element (JCSE) - Revisited -

Continued from PG 5

The JCSE vehicle maintenance shop also maintains watercraft, which, of course, includes outboard motors and associated equipment.

Among their watercraft fleet are Zodiak inflatable boats. After all, what self-respecting, combat-ready organization would be caught without one, right?

Since MacDill sits adjacent to Tampa Bay, we were invited along on a "training mission" that demonstrated the Zodiak's capability. Powered by two 225 horsepower Evinrude outboards, it zipped us across the bay in no time flat.

As impressed as we were with the shop, vehicles, and watercraft, what stood out even more to us were the people we met. There didn't seem to be any cross-service rivalry.

Despite multiple AFSC and MOS, everyone worked together as one team with one mission in mind. They were proud of their elite organization and eager to show us around.

We want to recognize and thank the following personnel:

* Army Machinist, SGT Clark Millikan for an energetic and well-informed tour of his shop.

Army SGT (Machinist) Clark Millikan

* Equally impressive were the Zodiak/boat shop crew of NCOIC, SSgt Justin Olson (Air Force), Zodiak/Watercraft Engineer, SSG Orlando Lott (Army), and Zodiak/Fuel Handler, SPC Emmanuel Montenegro (Army).

Boat Shop Personnel — L to R: Army SSG Orlando Lott, Air Force SSgt Justin Olson, and Army SPC Emmanuel Montenegro

Continued on PG 7

The Joint Communications Support Element (JCSE) - Revisited -

Continued from PG 6

* Last, but not least, is WG-10 Scott Gierke. Scott is a retired MSgt (2T3) and refueling maintenance mechanic. Having served with JCSE while on active duty, he is also a master parachutist. His experience, expertise, and extraordinary degree of enthusiasm provides leadership to a shop already infused with high morale.

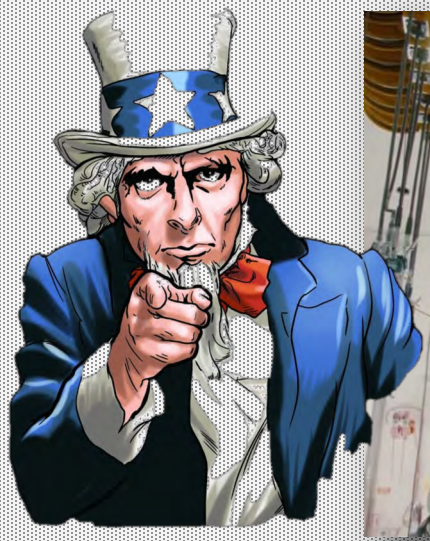
At the end of our tour, we walked away from these exceptional warriors with a deep sense of pride and the feeling that our military continues to be the best of the best, and with more than a little envy!

We both had our share of unique assignments while serving, but this group is something special that we would love to have been involved with back in the day.

It was an honor and a privilege to spend time with folks who live at the forefront. At the end of the day, SMSgt Torres presented us with a challenge coin as we completed the tour. Gary and I agree that this day was the highlight of our year so far — in a word, AWESOME!

SMSgt Torres and WG-10 Scott Gierke

Long Beach Fleet Services Wants You!
Hot New Recruiting Video



"Like most fleet organizations outside the military, the City of Long Beach is competing for an ever-shrinking pool of technicians. We are having to take an aggressive recruiting approach to bring on qualified, interested staff. This video is a key part of that effort."

Dan Berlenbach — Fleet Services Manager, City of Long Beach

Leavitt's Freight Service Earns Mark of Excellence

Editor's Comments: *Thinking of continuing your driving career after separation? Well, not all trucking firms are created equal. Leavitt's Freight Service in Springfield, Oregon just received their PTDI certification, and that's a big deal for a trucking company. In the words of CMSgt (R) Billy Dover, Leavitt's Sr. Rick Manager, "The effort involved in getting this certification was significant. We've already been approached by our parent company about expanding our training efforts to assist them." See press release below.*

FOR IMMEDIATE RELEASE

Leavitt's Freight Service Receives PTDI Certification

Springfield, OR – May 22, – Leavitt's Freight Service Driver Finishing program has received certification by the Professional Truck Driver Institute (PTDI). Leavitt's Freight Service recently underwent an intense assessment to obtain verification of their program's excellence.

Leavitt's Freight Service, a specialized flatbed carrier based in Springfield OR for 60-plus years was recently recognized by the Professional Truck Driver Institute (PTDI) as the first motor carrier to receive PTDI Certification of their "Driver Finishing Program" using the newest edition of the PTDI Driver Finishing standards released in Jan 2019. The primary goal of Driver Finishing programs is MASTERY of solo commercial vehicle driver skills. This is different than proficiency acquired through entry level training programs designed to obtain an initial Commercial Driver's License (CDL). Driver Finishing training programs are typically offered by trucking companies to their employees who may have recently earned their CDL. Leavitt's Freight Service initiated their Driver Finishing program in May 2014 with superior results over the last 5-years.

Certification is awarded to Driver Finishing programs that have demonstrated they follow and deliver on each of PTDI's rigorous Driver Finishing standards. Third-party review and certification is an important component for ensuring a company delivers quality and relevant training.

Continued on PG 9

Leavitt's Freight Service Earns Mark of Excellence

Continued from PG 8

We are very excited to award Leavitt's Freight Service PTDI certification. They join an exclusive group of programs who are committed to driver professionalism and operational quality," commented Tim Blum, Executive Director of PTDI.

PTDI standards are result of collaboration among truck driving industry stakeholders. Key requirements of the standards include: instructional personnel who have graduated an approved train-the-trainer course, curriculum and lesson plans that offer content focused on PTDI defined skills and company specific procedures, specific driver assessments and program evaluation for continuous improvement. Ongoing reporting is required to maintain certification.

For truckload carriers, LTL or private fleets, certification provides a significant opportunity to improve the quality of their training programs and driver safety. The Driver Finishing standards and certification boast potential for quality improvements, cost efficiencies and another key benefit: mitigating risk. As operational scrutiny and litigation continue to rise, offering a certified Driver Finishing Program demonstrates the company has made a deliberate effort to deliver safe and professional drivers.

For additional information contact Billy Dover, SR Risk Manager, Leavitt's Freight Service, 541-505-5320, Email bdover@leavitts.com or PTDI at 720-575-7445, info@ptdi.org, www.ptdi.org.

###

PTDI is a nonprofit organization established for developing uniform entry-level truck driver training and motor carrier driver finishing standards. Widely known as the gold standard for driver training best practices, PTDI helps organizations fully prepare their drivers for the responsibility of operating a heavy vehicle on our roadways. Headquartered in Denver, Colorado, PTDI Certified training courses can be found throughout North America.

POLARIS DAGOR

This could be the Army's new Infantry Squad Vehicle

BY: SHAWN SNOW — ARMY TIMES

THE ARMY WANTS A NEW LIGHTWEIGHT EXPEDITIONARY ALL-TERRAIN VEHICLE THAT CAN PACK A NINE-MAN SQUAD AND ASSOCIATED COMBAT EQUIPMENT. ONE COMPETITOR IS POLARIS' DAGOR. (COURTESY PHOTO/ POLARIS). SEE STORY AND AN AWESOME VIDEO ON PG

This could be the Army's new Infantry Squad Vehicle

Continued from PG 9

A UH-60 Black Hawk helicopter assigned to the 2nd Assault Helicopter Battalion, 82nd Combat Aviation Brigade, lifts a Polaris Dagor in support of the XVIII Airborne Corps' DeGlopper Air Assault School on Fort Bragg, N.C., Mar. 23, 2017. (Capt. Adan Cazarez/Army)

The Army is in the hunt for lightweight expeditionary all-terrain vehicle that can pack a nine-man squad and associated combat equipment.

Dubbed the Infantry Squad Vehicle, or ISV, the Army is seeking to procure nearly 651 of the highly mobile lightweight vehicles spanning fiscal year 2020 to 2024, according to a special notice posted by the Army in February.

The Army is seeking input from industry leaders about the best way to procure these vehicles.

And one competitor for this new infantry vehicle is the Polaris DAGOR, a version of which has been fielded with the 82nd Airborne since 2016, according to Mark McCormick, the senior director for Polaris government and defense.

Polaris, with their partner SAIC, responded to the Army's April request for proposal for its new Infantry Squad Vehicle, McCormick said.

The DAGOR is the largest of the Polaris family of military vehicles, which includes the smaller MRZRs already fielded by the Army and Marine Corps.

The vehicle can be sling loaded by the Army's UH-60 Black Hawks, or internally transported by CH-47, and it can be airdropped by C-130 or C-17, McCormick told Army Times.

Variations of the DAGOR can be configured to haul smaller four to five-man special operations teams on a multi-day mission, or carry a nine-man infantry squad, according to McCormick.

The vehicle is designed with high clearance that aids the vehicle in operating in austere environments, McCormick explained.

The DAGOR already matches much of the requirements the Army detailed in its Sept. 2018 market questionnaire for industry leaders. That questionnaire was posted to the government's business opportunities site known as FedBizOpps.

"The ISV is envisioned as a lightweight, highly mobile open cab vehicle," the posting reads. "Survivability will be achieved through high mobility, a roll cage and occupant restraints."

A special notice posted to FedBizOpps in February said the Army plans to award a prototype contract to up to three vendors by Aug. 20, 2019, with a production award contract for one vendor by March 31, 2020.

Summer – A time to enjoy family, friends, and practice good risk management

By Josh Aycock, Air Force Safety Center Public Affairs / Published May 22, 2019

Summer is a time that every Airmen should rejoice. The beautiful weather is cause to explore the corners of not only the United States, but also countries across the globe, as Airmen are engaging in worldwide operations. With those adventures come risks. Airmen are encouraged to have a plan, understand their local hazards, and practice good risk management.

KIRTLAND AIR FORCE BASE, NM --

While June 21st is the official beginning of summer, Memorial Day weekend acts as the unofficial kickoff to the summer season for many Air Force families. The weather is in that sweet spot between not too hot, and not too cold. Many families are enjoying an extended weekend together. Friends gather to barbeque and take time to honor those who died while serving the United States. Simply put, it is a great jump-start for the season to come.

As Airmen approach and plan for summer activities, leadership at all levels should take the time to discuss risk management and highlight hazards Airmen may encounter during the upcoming months. The Air Force's top three leaders began that conversation in a tri-signature memo recently sent to all Airmen.

"As you execute our Air Force mission or participate in summer activities with your family and friends, please use what you have learned about risk management," the memo read. "Plan for the unexpected, make wise choices, and avoid unnecessary risks."

The memo also emphasized how personal safety directly ties to Air Force readiness. Over the past decade, preventable accidents on and off duty have tragically claimed 16 Airmen lives on average per year during the summer months.

"A loss of life to a preventable accident impacts not only the Airmen and their families, but the entire Air Force and how we get the mission done," said Maj. Gen. John T. Rauch, Air Force Chief of Safety. "That's why it's so important for Airmen and leaders to understand risk management isn't something that you simply focus on part time.

It is a method of understanding what your hazards are, mitigating those risks where possible, and accepting risk at the appropriate levels, both on and off duty."

Rising temperatures lead to more time spent outdoors, traveling to enjoy family vacations, and increased chances of dehydration, exposing Airmen to more risk during the summer months. While Airmen commonly acknowledge these risks, they do not always register risks in the moment.

"Many of us tend to want to turn our brains off and relax when summer hits, however the opposite needs to happen," said Bill Parsons, Air Force Safety Center's Occupation Safety division chief. "Don't let your guard down in the summer."

Parsons continued that one hazard in particular stands out as often overlooked. "Every year we lose Airmen to water-related activities and many times it's simply due to lack of preparation," Parsons said. "Airmen must intimately understand the hazards presented by water, whether it is temperature, depth, currents, or adding alcohol and sleep deprivation into the mix."

Alcohol is another major hazard that often impairs good risk management. Over the last five years, 66 Airmen deaths occurred throughout the summer. At least 22 of those deaths involved alcohol.

"It's not that Airmen don't know that alcohol impairs their decision making ability because I'm confident the Air Force takes every opportunity to emphasize and re-emphasize that message," said Rauch. "What's missing is a well thought out plan before engaging in their chosen activities. Excessive alcohol, poor judgement, and summer activities with the lack of a plan simply don't mix."

Summer is a time that every Airmen should rejoice. The beautiful weather is cause to explore the corners of not only the United States, but also countries across the globe, as Airmen are engaging in worldwide operations. With those adventures come risks. Airmen are encouraged to have a plan, understand their local hazards, and practice good risk management.

Full-Service Gas Stations...Remember?

Editor's Comments: After reading CMSgt (R) Al Baird's email, it occurred to me that we have never done an article on service stations or, as they were known in some parts of the country, filling stations. I'm not sure why we've never covered it, but it's true.

For those of us who remember full-service gas stations, this article will come as no surprise. Some of you, however, grew up knowing only the self-service stations of today.

Service stations back then were not just convenience stores with gas pumps. They were the neighborhood garage. Most had one or two stalls and a mechanic on duty to service/repair your car.

As Chief Baird explains, full-service was exactly what the name implied. Service station attendants pumped your gas, cleaned your windshield, checked your oil, and perhaps your tires. But, was it really a good thing?

Texaco had a famous slogan/jingle in those days that said, "You can trust your car to the man who wears the star."

Some service stations, however, were dishonest and attendants used "tricks of the trade" to scam customers into spending more money and making unnecessary repairs. These places preyed upon the unsuspecting and unknowing—especially women.

I remember an episode of *'60 Minutes'* that had hidden cameras at a few of these unscrupulous stations and when the reporter confronted the station managers, he and his crew were run off the property.

Most full-service stations, though, were honest and hard-working; it was the few dishonest ones that gave the rest a bad name.

So, enjoy Chief Baird's reminiscences and the video. Think you still want full-service gas stations again?

Chief (R) Al Baird: "This video brought back really old memories of early scams developed by service stations to lighten your wallet.

Tricks included:

Attendants would place their thumb on your dipstick at the right place to show you were one quart of oil low and then, if you stayed in your car, they would sell you an empty can of overpriced oil.

They would conceal a sharp object in their hand and damage your fan belt and then tell you all the terrible things that could happen if you didn't let them to replace it.

When you pulled into a service station during those days, attendants would swarm around your car, clean your windshield, your windows, and then dive under your hood before you could say, "Fill 'er up."

When self-service gas stations came on line their lucrative business ended, forcing them to run for political offices, where they still serve today.

Anyway, I thought everyone might get a chuckle out of it as I did."

TRUCKIN' ON

Dedicated to the Men and Women
of
AF Ground Transportation & Vehicle Management — Past, Present, and Future

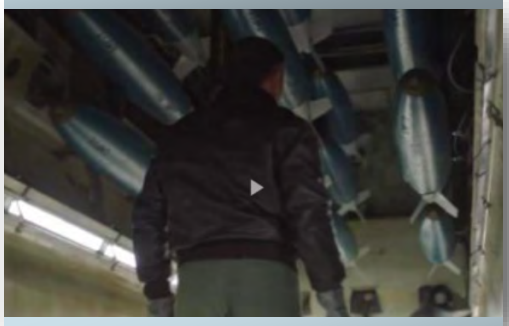
1 July 2019

SPECIAL POINTS OF INTEREST:

- ⇒ *628TH LRS BRINGS HOME 1ST PLACE TROPHY AT AIR FORCE COMPETITION: PG 1-2*
- ⇒ *VANDENBERG AFB BECOMES FIRST BASE IN AFSPC TO OFFER CDL TRAINING: PG 3-4*

INSIDE THIS ISSUE:

THE SQUADRON: THE HEARTBEAT OF THE AIR FORCE



SAN ANTONIO, TX, UNITED STATES
06.26.2019
VIDEO BY CHRISTA DANDREA
AIRMAN

dvids

628th LRS brings home 1st place trophy at Air Force competition

BY SENIOR AIRMAN CHRISTIAN SULLIVAN | JOINT BASE CHARLESTON PUBLIC AFFAIRS | JUNE 11, 2019

VEHICLE OPERATORS FROM THE 628TH LOGISTICS READINESS SQUADRON, HOIST THE 3RD ANNUAL GROUND TRANSPORTATION RODEO TROPHY ABOVE THEIR HEADS IN TRIUMPH AFTER WINNING THE COMPETITION AT FORT LEONARD WOOD, MO., MAY 11, 2019. THE EVENTS WERE DESIGNED TO SHOW THE SPEED AND EFFICIENCY AIRMEN NEED TO OPERATE IN A CONTESTED ENVIRONMENT. IN ADDITION TO BRAGGING RIGHTS FOR THE YEAR, MEMBERS OF THE WINNING TEAM WILL ALSO TAKE THE TRAVELING TROPHY BACK TO THEIR BASE TO DISPLAY WITH HONOR UNTIL NEXT YEAR'S COMPETITION. (U.S. AIR FORCE PHOTO BY AIRMAN 1ST CLASS SOLOMON COOK) (PHOTO BY AIRMAN 1ST CLASS SOLOMON COOK)

FORT LEONARD WOOD, Mo. —

The 628th Logistics Readiness Squadron from Joint Base Charleston, South Carolina separated themselves from 12 different bases across the Air Force by taking home first place in the 3rd Annual Ground Transportation Rodeo, May 10-12, 2019, at Fort Leonard Wood, Missouri.

The squadron's ground transportation team competed in a bevy of challenges against units from across the Air Force, coming out above their peers, showing their mission capability and readiness first-hand to the command chief for Air Mobility Command, Chief Master Sgt. Terrance Greene, a former ground transportation Airman.

"Looking at the career field over the years I have never seen it coming together like it is today," said Greene at the competition. "Back in the day, it was really disjointed. I am seeing the career field come together."

Continued on PG 2

628th LRS brings home 1st place trophy at Air Force competition

Continued from PG 1

Tech. Sgt. Paul Freebern, 628th LRS NCOIC of training validation and operations, said he was pleasantly surprised to see Greene, who used to be the command chief at Charleston.

“He graced us with words of wisdom several times throughout the weekend of events,” he said.

The competition included a career field Air Force Instruction test, a forklift driving competition, a relay and a tractor driving competition. The events were designed to show the speed and efficiency Airmen need to operate in a contested environment.

“Every time you touch or knock a barrier over during the forklift competition there was time added, which is directly applicable to operating in a warehouse that has small aisles,” said Freebern. “It’s not a race in the real world but if you’re in a deployed environment, you can use these skills to be more efficient and effective when accomplishing the mission.”

One of the JB Charleston’s Airmen used his experience from back home to help separate himself in the tractor driving portion of the competition.

“I’ve been driving tractors since I was 14 years old,” said Senior Airman Vincent Campbell, 628th LRS vehicle operator and dispatcher. “It’s a skillset I’ve always had and feel like a qualified driver to represent our base.”

Campbell’s experience was integral to the team winning the competition considering the team’s final score and narrow margin of victory in the competition.

“We squeaked by, winning by only two points,” said Freebern. “Airman Campbell’s tractor driving event put us over the top, finishing 45 seconds better than the second place Airman in the competition.”

Although the Airmen from different bases were competing against each other, they all strive to accomplish the Air Force mission, using each other’s techniques and teamwork to take back to their respective home stations.

“It takes a lot of teamwork to win stuff like this,” said Campbell. “Seeing all the other operators in our career field was great. It’s good to see all the outstanding Airmen working together.”

World’s First Filling Station

Contributor: CMSgt (R) Al Baird

Editor’s Note: Last month Chief Baird submitted an article about full-service gas stations and some of the “shady” practices they used to trick customers. This month’s story is about the world’s first filling station. See video (right) and the link below.

In a time when “car” was not even a word yet, and people relied on horses to pull their wagons, one woman challenged the status quo. To prove to the world that her husband’s invention was the future of mobility, Bertha Benz went on the first long-distance journey with an automobile, facing all kinds of challenges but stopping at nothing. The rest, as they say, is history.

Bertha Benz Memorial Route. The World’s First Filling Station.

Vandenberg AFB becomes first base in AFSPC to offer CDL training

By Senior Airman Clayton Wear, 30th Space Wing Public Affairs / Published June 11, 2019

Staff Sgt. Fernando Ayala, 30th Logistics Readiness Squadron cargo operations documenter, guides Airman Samuel Tripp, 30th LRS ground transporter, during an American Association of Motor Vehicle Administrators certification April 29, 2019, at Vandenberg Air Force Base, Calif. Ayala was assessed by the American Association of Motor Vehicle Administrators so that he can issue Commercial Drivers Licenses. (U.S. Air Force photo by Senior Airman Clayton Wear)

VANDENBERG AIR FORCE BASE, Calif. (AFNS) --

Starting June 17, the 30th Logistics Readiness Squadron will implement a new certification program under the Department of Transportation, making Vandenberg Air Force Base the first within Air Force Space Command to uphold this new standard.

Previously, Airmen were allowed to drive buses and tractor-trailers without having to attain a commercial driver's license. Under the new program, Airmen will be certified to receive their CDLs when separating from the Air Force.

On April 29, Tech. Sgt. Michael Sandoval, 30th LRS noncommissioned officer in charge of training validation and operations, and Staff Sgt. Fernando Ayala, 30th LRS cargo operations documenter, were certified as American Association of Motor Vehicle Administrators. With this certification, they can now certify Airmen for their CDL.

"This program has been a continuous improvement process that we are adapting in partnership with AAMVA to ensure we provide the expertise and knowledge to operate commercial vehicles on public roads," Sandoval said.

Airmen assigned to the 30th LRS will now be required to obtain their CDL under this assessment program to execute the mission, while also adhering to the standards set by the Department of Transportation.

Airmen are now required to have a CDL before driving buses and tractor-trailers. This transition will require the administration of the new certification program. Two evaluators from the Air Force Installation and Mission Support Center performed a site-visit evaluation April 29-30. Ayala and Sandoval took the lead in becoming assessors during this two-day program, which tested their skills to administer the CDL evaluation.

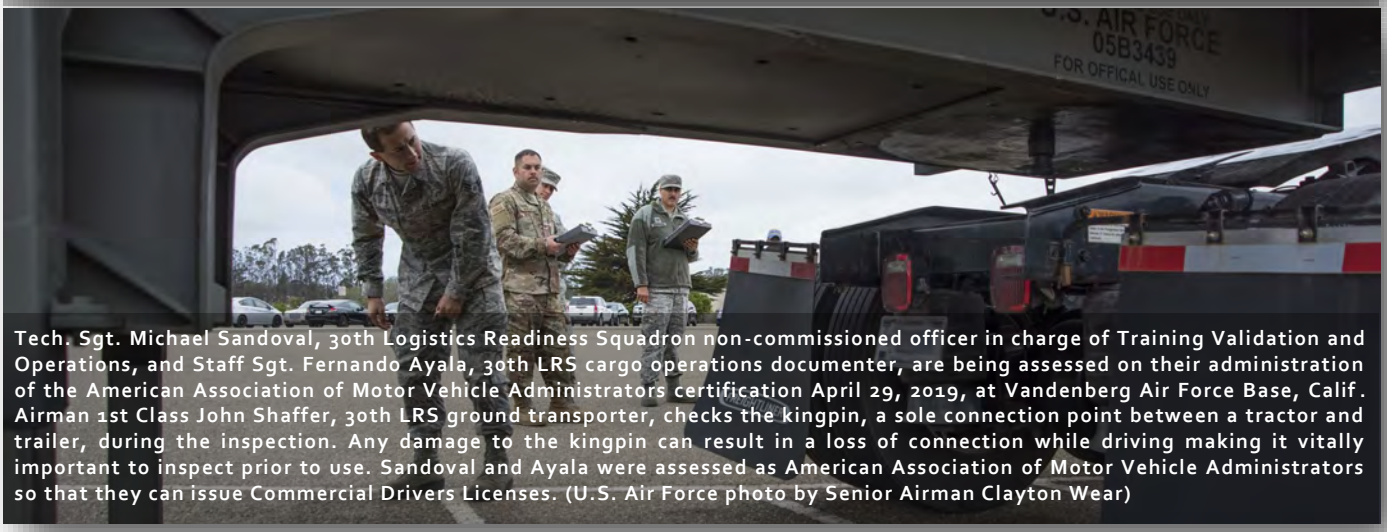
Ayala and Sandoval will begin applying this training to assess Vandenberg AFB Airmen. This includes everyone that drives the tractor-trailer combination from 30th LRS, the 30th Security Forces Squadron and the 30th Civil Engineer Squadron. When asked about his hopes for this new program, according to Ayala, he is excited by the thought of everyone on base safely operating all commercial vehicles by receiving training to uphold the national standards set by the Commercial Motor Vehicle Safety Act of 1986.

Continued on PG 4

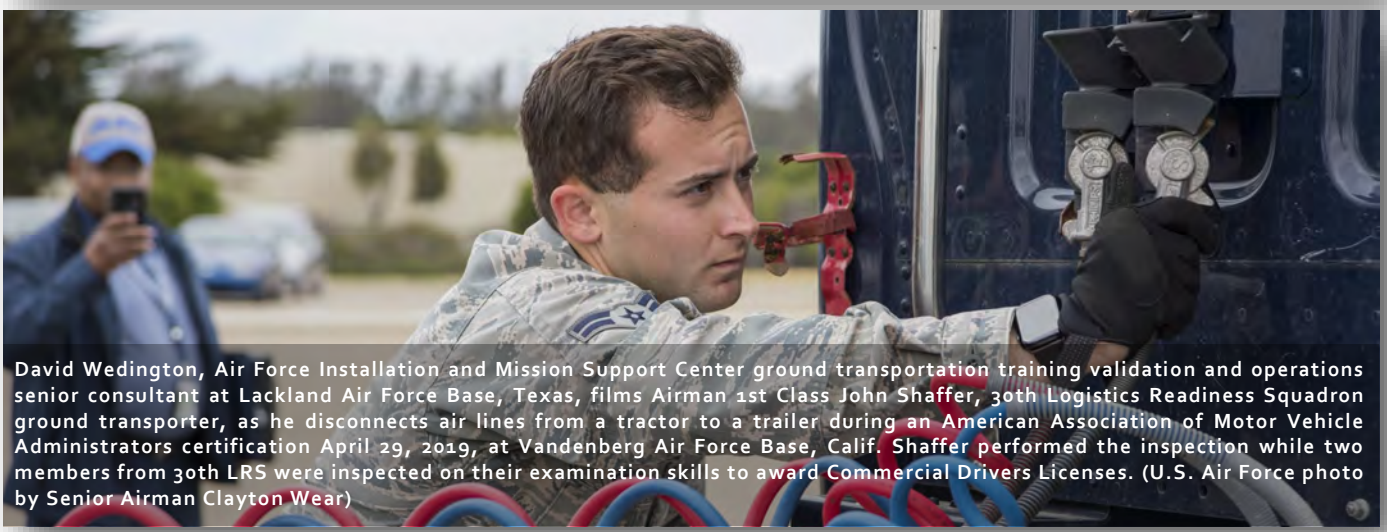
Vandenberg AFB becomes first base in AFSPC to offer CDL training

Continued from PG 3

Airman 1st Class John Shaffer, 30th Logistics Readiness Squadron ground transporter, receives direction from Tech. Sgt. Michael Sandoval, 30th LRS non-commissioned officer in charge of Training Validation and Operations, and Staff Sgt. Fernando Ayala, 30th LRS cargo operations documenter, before performing a tractor-trailer inspection April 29, 2019, at Vandenberg Air Force Base, Calif. Two experienced training and validation experts from the Air Force Installation and Mission Support Center Lackland Air Force Base, Texas, came to Vandenberg AFB to certify Sandoval and Ayala as the first American Association of Motor Vehicle Administrators in Air Force Space Command. (U.S. Air Force photo by Senior Airman Clayton Wear)



Tech. Sgt. Michael Sandoval, 30th Logistics Readiness Squadron non-commissioned officer in charge of Training Validation and Operations, and Staff Sgt. Fernando Ayala, 30th LRS cargo operations documenter, are being assessed on their administration of the American Association of Motor Vehicle Administrators certification April 29, 2019, at Vandenberg Air Force Base, Calif. Airman 1st Class John Shaffer, 30th LRS ground transporter, checks the kingpin, a sole connection point between a tractor and trailer, during the inspection. Any damage to the kingpin can result in a loss of connection while driving making it vitally important to inspect prior to use. Sandoval and Ayala were assessed as American Association of Motor Vehicle Administrators so that they can issue Commercial Drivers Licenses. (U.S. Air Force photo by Senior Airman Clayton Wear)



David Wedington, Air Force Installation and Mission Support Center ground transportation training validation and operations senior consultant at Lackland Air Force Base, Texas, films Airman 1st Class John Shaffer, 30th Logistics Readiness Squadron ground transporter, as he disconnects air lines from a tractor to a trailer during an American Association of Motor Vehicle Administrators certification April 29, 2019, at Vandenberg Air Force Base, Calif. Shaffer performed the inspection while two members from 30th LRS were inspected on their examination skills to award Commercial Drivers Licenses. (U.S. Air Force photo by Senior Airman Clayton Wear)

GOVERNMENT FLEET
MANAGING PUBLIC SECTOR VEHICLES & EQUIPMENT

OPERATIONS

Berlenbach Named Fleet Manager of the Year

JUNE 18, 2019 • BY GF STAFF

Photo by Yvette Ponthier

Dan Berlenbach, fleet services bureau manager for the City of Long Beach, Calif., was named the 2019 Public Sector Fleet Manager of the Year during the Honors Celebration at the 2019 Government Fleet Expo & Conference in New Orleans.

This award is sponsored by GovPlanet. Joe Lane, national director of state, provincial, and local government, presented the award to Berlenbach.

"Learn from those around you, that's how you really get smart. Lead with compassion and guts. Put your people first. Serve - that's what we do, right? We're in public service," Berlenbach told GFX attendees during his acceptance speech.

Berlenbach dedicated the award to Stevaughn Matthews, a garage services assistant who died while working in the Long Beach fleet shop in 2016.

A panel of judges consisting of fleet managers from around the country reviewed each candidate in 10 categories: business plan, technology implementation, productivity, policies, preventive maintenance program, utilization management, replacement program, customer service, fuel management, and safety. Berlenbach was up against two other finalists for this award.

Over the past few years, the Long Beach fleet has invested in electric vehicles, hybrid trucks, and renewable fuels. Berlenbach and his team are active in the community, with membership on three high school auto shop advisory boards and two local colleges, an internship program with the local Job Corps, and donations to local shelters.

In addition to his role leading the Long Beach fleet, Berlenbach was elected the president of the Municipal Equipment Maintenance Association (MEMA) earlier this year. In 2018, he was also inducted into the Public Fleet Hall of Fame.

GOVERNMENT FLEET
MANAGING PUBLIC SECTOR VEHICLES & EQUIPMENT

OPERATIONS

Leading Fleets Rankings Announced at GFX

JUNE 18, 2019 • BY GF STAFF

Editor's Note: Each year we publish Government Fleet's 'Leading Fleets' and this year is no exception. That said, however, they're too numerous to list them all here, so we have elected to list those fleets managed by former USAF vehicle fleet managers. The list includes the top 20 of 50 fleets by rank order, the remaining 30, and notable fleets. Hopefully, we didn't miss anyone. Click on the link (right) to view the entire list: Leading Fleets

Government Fleet announced the rankings for the top 20 of the 50 Leading Fleets and recognized the remaining award recipients at the Government Fleet Expo and Conference (GFX) on June 18. Judges Craig Croner, Brian Franklin, and Sam Lamerato were on stage to congratulate the fleet. Ford and Geotab were the award sponsors.

Fleets are judged on showing leadership with staff, with customers, and within the community; staying efficient and competitive; overcoming challenges; and having a vision and direction for the operation.

also named the No. 1 fleets in size categories — the No. 1 small fleet (499 or fewer assets) is the City of Dublin, Ohio, with 297 vehicles, and the No. 1 mid-size fleet (500-999 assets) is the City of Oceanside, Calif., with 544 units. Denver is the overall No. 1 as well as the No. 1 large fleet (1,000 or more assets), with more than 1,800 vehicles.

TOP 20		REMAINING FLEETS (ALPHABETICAL)		NOTABLE FLEETS	
No. 6 - City of Long Beach, CA	Dan Berlenbach	City of Lakeland, FL Fleet Management	Gary McLean	City of Fairfield, CA	Dave Renschler
		City of Tampa, FL Fleet Management Division	Connie White-Arnold		
		Denver International Airport	Jeff Booton		
		Hillsborough County, FL, Fleet Management Department	Robert Stine		

Airman recounts road from MTI to LRS commander

By Senior Airman Alexandria Lee, 100th Air Refueling Wing Public Affairs / Published May 09, 2019

U.S. Air Force Maj. Anthony LaMagna, 100th Logistics Readiness Squadron commander, poses for a photo at RAF Mildenhall, England, May 2, 2019. LaMagna participates in 'Walking with Warriors' once a week, where all leadership leave their desk and interact with Airmen, from top leadership on down. (U.S. Air Force photo by Senior Airman Alexandria Lee)

RAF MILDENHALL, England -- Most Airmen look back at their basic training experience and remember a variety of things, but most never forget their military training instructor, fortunately for 100th Logistics Readiness Squadron, they have their own personal one keeping the squadron united and effective.

Maj. Anthony LaMagna, 100th Logistics Readiness Squadron commander, has experienced many career fields during his nearly two-decade career in the Air Force, and all of them have shaped him into the commander he is today.

"My ability to lead, follow and embrace teamwork all grew even as an older Airman," LaMagna said.

"I realized how much developmental skills and lessons the Air Force had given me and I wanted to give back, and MTI duties broaden my capabilities, and it made me better."

"Trust is a huge core value to me - from supervisor to subordinate, to commander to squadron, trust has to be there. To build trust, it is key to explain your vision, your expectation and delegate to see it through.

Airmen don't need me, I need them. I can't do my job without them. I depend on my squadron to make it happen."

Lt. Col. Paul Weme, 100th Maintenance Squadron commander, shared his thoughts on LaMagna's leadership skills.

"LaMagna is the quintessential Air Force officer," Weme said. "His approach as a leader is one that always requires high standards and determination because he understands his squadron as prior enlisted, and he has a shared perspective with his unit."

Continued on PG 8

Airman recounts road from MTI to LRS commander

Continued from PG 7

U.S. Air Force Senior Airman Jacob Sampsel, 100th Logistics Readiness Squadron mission generated vehicle and equipment maintenance technician and Maj. Anthony LaMagna, 100th Logistics Readiness Squadron commander, check the fuel systems of an LRS assigned vehicle at RAF Mildenhall, England, May 2, 2019. LaMagna has had his fair number of trials and tribulations. From coming in as an older Airman to losing family members; he overcame personal barriers and struggles throughout his career to fulfill his goal of commissioning. (U.S. Air Force photo by Senior Airman Alexandria Lee.)

"He has an understanding of the enlisted core, what they are working through and how they see and perceive their leaders. He knows the expectations of his Airmen, the responsibility they put on their leadership, and he tries to meet and exceed their expectations."

LaMagna believes leadership is more than being in charge, and being an officer is more than rank.

"'Walking with the Warriors' is so important to me because a lot of times, Airmen only see their commander when they get rewarded or reprimanded," LaMagna said. "I don't want that to be the case for my people, that's why we all get out from behind our desk and interact with our Airmen, once a week from leadership on down. I want to see them, and we can learn from each other. Nothing beats sincerity." Airman 1st Class Jaquavius Johnson, 100th Logistics Readiness Squadron traffic management journeyman, agrees.

"Whenever I interact with Major LaMagna he always greets me with a smile, a handshake and always ask me about my day," Johnson said. "It's a small thing, but to me it makes a difference. I feel welcomed. I feel like that's the responsibility of every commander to get to know their squadron. It's a little thing, but to me those are the things that matter."

LaMagna has had his fair number of trials and tribulations. From coming in as an older Airman to losing family members; he overcame personal barriers and struggles throughout his career.

"During my career, I had the opportunity to work for a civilian company. It was a wonderful opportunity, but with that came hard times," LaMagna said. "My wife and I lost several family members during that time. Our military family truly helped us to get through that hard time, and we learned that when you let people in, they can help you in more ways than one."

Throughout his commission, he handles new trials as he did before; working as a team, with his team – from the youngest Airman to senior enlisted.

"The men and women of the 100th LRS are trusted and empowered from top to bottom," LaMagna said. "As an MTI, we trained the basic fundamentals of military service in the Air Force, but the approach we take as commanders is far different. We lead a total force that is trained and dedicated to executing the mission, leading the people, managing resources and improving the unit.

"I still pinch myself. We are beyond thankful for the opportunity and trust the Air Force has given us. My enlisted time was amazing and gave me a foundation they don't have to outrank you to teach you."

U.S. Air Force Maj. Anthony LaMagna, 100th Logistics Readiness Squadron commander and Master Sgt. Morales Davgene, 100th Logistics Readiness Squadron vehicle fleet manager, check the brakes of an LRS assigned vehicle at RAF Mildenhall, England, May 2, 2019. LaMagna has had his fair number of trials and tribulations. From coming in as an older Airman to losing family members; he overcame personal barriers and struggles throughout his career to fulfill his goal of commissioning. (U.S. Air Force photo by Senior Airman Alexandria Lee)

See more pics at MTI to LRS Commander

Ellen's Blog

Trucking Isn't So Different!

By Ellen Voie, CAE

Women In Trucking Association, Inc.

I was recently reading a trade journal when I found an article titled "The Seven Percent."* It was about the lack of women in the industry and how the numbers aren't moving fast enough.

The statistics showed that there is currently a significant operator shortage, and more than 320,000 new operators will be needed within the next ten years. To add to the deficit, the average operator is about 46 years old, and more than forty percent are over the age of 50.

The article described the lack of women in the profession is crucial. Although women accounted for nearly 13 percent of students, only seven percent of them ended up working in the field.

Sound familiar? At first glance, you could assume that this data is about the trucking industry, but you're wrong; it's about pilots.

There are some glaring differences between pilots and professional drivers, but it appears that they are needed, wanted, and valued in both industries.

Let's look at the similarities. Women make up just under eight percent of professional drivers. For pilots, that number is an overall seven percent but can be broken down into commercial (airline and business jet) pilots who make up only 4.3 percent and private pilots, or general aviation pilots who do not earn a living flying an airplane who make up 6.1 percent.

Female pilots in the Air Force are six percent of the population. The figure that drives the total percentage up is that nearly 13 percent of student pilots are women.

In the trucking industry, we don't count "student CDL holders" in our percentages, but student pilots could take years to turn that status into a sport or private pilot certificate, so they are considered in the totals.

There is a massive turnover for professional drivers who have completed their CDL training and have been hired by a carrier. One study found that 77 percent of new drivers leave the industry in the first three months.

These drivers are not considered students anymore, as they have finished their schooling and have been hired by a trucking company.

In the air, eighty percent of student pilots drop out of training. That's pretty close to the trucking drop out (turnover) rate, but the pilots had not attained that final certification.

For professional drivers, time away from home and lifestyle changes are often the reasons cited for leaving.

Lifestyle includes the driver's relationship with his or her carrier and the expectations each side has of the other person that isn't being met.

For pilots, it's often a lack of money or time to complete training, but for some, it's the inability to overcome the things you need to learn in the event of an emergency, such as learning stalls and avoiding spins.

For both pilots and professional drivers, medical problems stop many from proceeding. Both require physicals from FAA or DOT approved medical examiners who are looking at your health as a transportation operator using the highways or airways.

In the article I referenced earlier, "The Seven Percent," there were numerous interviews with women who described harassment and assault from their male colleagues as deterrents. In trucking, there are also tales of women being harassed from their male peers as well. It's unfortunate that in 2019 we're still dealing with (a few) Neanderthal men working in transportation careers.

The first female professional driver, according to Wikipedia, was Luella Bates, who obtained a driver's license and drove a truck in 1920; however, the first woman to receive a commercial driver's license was Lillie McGee in 1929.

The airlines were right behind, as the first woman to earn her pilot's license was Mary Nicholson, who passed her certificate in 1929. Helen Richey was the first woman in the United States to fly for a commercial airline in 1934. She was later pushed out of the union!

I'm always intrigued by the similarities between women in various modes of transportation. Female pilots and female professional drivers have a great deal in common as both continue to remain under the ten percent mark.

At Women In Trucking Association, we're working hard to change this and will be watching for higher numbers in the years ahead as we advance our mission to increase the percentage of women employed in our industry. For more information or to join, visit www.womenintrucking.org

WOMEN IN TRUCKING

Popular Mechanics

This Weird Humvee Is a Sideways-Driving Freak Machine

DARREN ORF

The Paris Air Show famously delivers exotic designs that very well may never see the light of day. After all, military contracts and hardware procurement is often full of delays and disappointments. But among the mounds of military hardware paraded at this year's show, Arquus' Scarbée might just be one of the weirdest.

As a subdivision of Volvo, Arquus is in the business of armored military vehicles. Formerly named Renault Trucks Defense, Arquus' main business partner is the French military, and its latest creation is the Scarabée (which is French for "beetle").

© Arquus This Humvee Is a Sideways-Driving Freak Machine

At first glance, it's an already impressive truck. Smaller and lighter than the U.S. Humvee, it comes with a diesel (rated for 620 miles), an additional electric engine, a 12.7mm machine-gun turret, a 30mm anti-tank weapon, an array of radar systems, and it can be airdropped if needed. But its "wow" feature is its wheel system. Of course, being a Humvee, the Scarabée comes with all-wheel drive. But unlike your friendly neighborhood Subaru, the Scarabée's wheels can turn independently of one another, allowing the Humvee to sort of scuttle sideways and in many other directions. You can see the vehicle in action below:

Of course, with this free range of movement, the Scarabée could also complete a 180-degree turn on a dime, allowing the wheels to independently turn in opposite directions. According to Popular Science, the vehicle could replace France's 730 light armored vehicles as early as 2025. **Source:** Popular Science / Interesting Engineering

South Korean Brands Again Sweep J.D. Power's U.S. Initial Quality Survey

U.S. News & World Report June 19, 2019

FILE PHOTO: The logo of Hyundai Motors is pictured at the second media day for the Shanghai auto show in Shanghai, China, April 17, 2019. REUTERS / Aly Song / File Photo REUTERS

DETROIT (REUTERS) - South Korean brands again demonstrated the best initial quality among 32 automotive brands sold in the United States, according to an annual ranking by researcher J.D. Power, with about half of the domestic brands better than average and all European brands below average.

Genesis, Kia and Hyundai, all part of the Hyundai Group, were the top three brands in the 2019 U.S. Initial Quality Study (IQS), which measures problems in the first 90 days of vehicle ownership. The latest IQS results were released on Wednesday.

Among those brands scoring below the industry average of 93 problems per 100 vehicles were Japanese automaker Honda, German luxury maker Mercedes-Benz, Fiat Chrysler Automobile's Jeep and General Motors' Cadillac.

Anchoring the bottom of the rankings were British brands Jaguar and Land Rover, both affiliates of India's Tata Motors.

J.D. Power said Tesla was not included in the latest IQS because its sample size was "unrepresentative."

The 2019 IQS brand rankings and scores are as follows:

Genesis	63	Porsche	96	Mitsubishi	121
Kia	70	Honda	98	Land Rover	123
Hyundai	71	Cadillac	100	Jaguar	130
Ford	83	Jeep	100		
Lincoln	84	Infiniti	101		
Chevrolet	85	BMW	102		
Nissan	86	Ram	105		
Dodge	90	Audi	106		
Lexus	90	Mini	107		
Toyota	90	Acura	110		
Buick	92	Chrysler	113		
INDUSTRY AVERAGE	93	Subaru	113		
GMC	94	Volkswagen	113		
Mazda	94	Volvo	114		
Mercedes-Benz	94	Alfa Romeo	118		

(Reporting by Paul Lienert; Editing by Sandra Maler)

Life on The Rock

Shemya AFB, Alaska 1974-1975

The 'Pea Patch'

By SMSgt (R) Roger Storman

Brief Background

The United States Atomic Energy Commission (AEC) was created in 1946 to manage the development, use, and control of atomic (nuclear) energy for military and civilian applications.

It was abolished in 1974 and its functions were assigned to the Energy Research and Development Administration (ERDA) and the Nuclear Regulatory Commission (NRC). The Department of Energy was created in 1977, which absorbed the responsibility of ERDA.

So, what does all that have to do with Shemya?

Well, the AEC selected a nearby (200 miles) island called Amchitka to conduct a series of nuclear tests. The latest of these three tests (Cannikin) was in 1971 and was the largest underground test ever conducted by the United States.

The Cannikin blast sparked world-wide controversy and protests and eventually forced the AEC to dismantle its test site. The camp on Amchitka that housed AEC personnel was moved to Shemya.

AEC Leaves Shemya

When the AEC left Shemya a few years later they abandoned three Chevy pickup trucks and disposed of them in the island's dump, which we called the 'Pea Patch.'

This was not DRMO; it was an uncontrolled junkyard. I have forgotten the year/model of the trucks, but they were relatively new at the time and only needed a few minor repairs and some body work to make them useable again.

Enter vehicle maintenance

There was no way mechanics were going to let three perfectly good trucks go to waste. We could use them as shop trucks and/or drive them around the island as we pleased.

If you don't know anything about Shemya, there was no civilian population, no town, or anything besides the base itself.

Our recreation consisted of the consolidated club, gym, MWR hobby shops, theater, AFRTS, and enjoying what nature had to offer. The island was only two by four miles, so there wasn't much sightseeing to do with our newly acquired transportation.

The aerial photo in the next column will give you an idea of just how desolate the island is, especially in the winter.

Now, back to the trucks. We brought all three trucks to the shop, performed minor repairs, and then took them to the body shop. That's where things got a little carried away.

Someone decided to completely paint all of them. Yeah, what a great idea! So we painted one red, one green, and one orange. They really stood out. There were no markings of any kind, although I think we fashioned custom plates for them.

The trucks were distributed among our shops. If I recall correctly, one went to the main shop, one to heavy equipment, and another to refueling maintenance.

The problem, as we soon discovered, was gas. Since these vehicles were not authorized and had no registration numbers, we didn't have Serv-O-Plates to obtain fuel.

However, we soon overcame that minor obstacle, too. Each time one of the trucks needed gas, I called the MOGAS truck into the shop, removed the counter from the meter, and fueled our trucks. I think the POL folks were wise to our thievery, but they didn't say anything. Our day of reckoning, however, wasn't long in coming.

The Alaskan Air Command (AAC) IG showed up for an inspection and there was no way to hide the trucks. In fact, we didn't even try. Naturally, they wanted to know where we got them, how we charged parts, and where we were getting fuel — BUSTED!

We were written up; however, the IG actually had a solution. We transferred the trucks to MWR and then leased them back for a nominal fee of $1.00 a month each. They were issued Serv-O-Plates and we were able to obtain fuel legally. Our fun was over but as the saying goes, all is well that ends well.

TRUCKIN' ON

Dedicated to the Men and Women
of
AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 August 2019

The Survey Says...

SURVEY QUESTION: WHAT DID YOU DO AFTER RETIREMENT/SEPARATION AND WHAT ARE YOU DOING NOW?

David Burger

After I was retired (1994) for almost 2 months, I went back to work in the SP Shop where I did mobile maintenance for 463L equipment on the flightline. I also did mobile maintenance for the same equipment at Tocumen IAP during the Howard AFB runway closure in 1995.

I started buying parts when we lost our COPARS contract and took the GP Shop Supervisor position until we closed operations in Sep 1999.

In 2000, I started out as Assistant Chief of Maintenance in Braswell Shipyard here in Panama. I was Chief of Maintenance in less than 2 months. My shop was responsible for the rolling stock in the shipyard (cranes, forklifts, cherry pickers) along with providing cooling water, fire main, drinking water, sewage line, compressed air connections, and ballast water to the ships in the drydocks.

In 2005 I was reassigned to the warehouse in charge of tools, and I went back to maintenance in 2006. In 2008, I became a night shift supervisor.

There were two of us; one would work from 3 to 11 and the other 11-7. We would rotate every week. I did this until the shipyard closed in 2011.

I stayed in shipyard supervising a crew cutting up a ship for scrap. One Monday the crew did not show up for work, so Tuesday they were let go and I hired my own crew. We worked from late Oct to Jan cutting up this ship.

We had about another week to finish it and one night I received a call to get my crew out of the shipyard the next day.

Apparently, other workers that were cleaning the shipyard were stealing scrap metal and trying to blame it on my crew, but I was smarter than the thieves.

I had the gate guards check my crew everyday before they left and if the guard did not check them, I brought it to their attention.

When I hired my crew, I told them that since I knew most of them and they knew how I worked, we were there to work and not there for BS. I had a good crew (7), all except one, and he got fired for not following the port rules.

I stayed with the company that had the shipyard concession until Sep 2014 doing logistical work for their tuna boat fleet.

I went four times to Costa Rica in 2014 to deliver supplies; the first trip was 50 miles out to sea. I made another six trips to deliver supplies and personnel to a location near the Costa Rican border.

In Apr 2015, I started to work for my former boss that was in the shipyard (2000-2006).

He has a small yacht/ship repair shop. I did a lot of logistical work along with translating between the boss and the workers.

I retired in 2017 but still do 1-2 day jobs delivering and picking up things from ships at the different ports here in Panama. I had to turn down a job today cause I am flying to Orlando for a short vacation.

Brian Moyers

I retired as the Vehicle Maintenance Manager at HQ AFSPC in March 2010. Right after retirement, I took a contract position as a VM Materiel Controller on the USAF Academy.

I worked there for only a few months and moved into a civil service mechanic position on USAFA.

After a few years and a couple promotions, I'm now the VM Flight Chief on the AF Academy…Lovin' life

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Jim Hayes

After I retired from the Air Force in 2014, I went back to work as a rough terrain crane mechanic. After doing that for 1 year, I decided enough was enough and went back to school to finish my BA in Transportation and Logistics Management.

I then spent the next 2 years, after graduating, working as a Project Coordinator for a steel building manufacturing company. I decided I missed the fleet maintenance side of things and came back to the shop. I am currently the Fleet Maintenance Supervisor for a FedEx shop near Mesquite, TX. It has been quite the adventure since leaving the Air Force.

John Golden

Well, when I left the Air Force I went into civil service. I was a GS-11 computer specialist for 4 years then I worked 1 year as a GS-12 contract administrator in General Electric. Then I retired.

I spend a lot of time now with my Catholic Church, and I travel.

Luis Flores

I went to work for the California Highway Patrol as a Commercial Vehicle Inspection Specialist. I inspect the safe mechanical conditions of the truck/and trailers including lighting, brakes, suspension, tires, steering, structural as well as proper loading and tie down, and verifying drivers are properly licensed, shipping papers, and not exceeding their driving/work time limits.

Dave Smith

I just recently retired officially on 31 January. My wife and I had desires to stay in Japan, and during my terminal leave I went to work for a company called C2G.

I am still up in Northern Japan enjoying semi-retired life and will more than likely be here for the foreseeable future, well at least until I can convince my better half to let me fully retire.

JJ Shire

I retired from HQ ACC in January of 2003 and moved into a GS position as Vehicle Manager for the Logistics Readiness Flight at Patrick AFB FL.

In July of 2007, I left civil service and took the Project Manager position at Columbus AFB for the VM and VO contract there. That was a great 4 years until the government in-sourced most of the VM contracts across the AF.

I moved back to Florida and took a position as the contract VMM for Cape Canaveral AFS (which was also in-sourced) for the last year of the contract.

I then took a WS position at Buckley AFB in Aurora, CO running the VM and VO shops for two years when I decided to retire permanently and moved to Nashville TN to retire.

After 3 years of retirement, my wife decided to pursue a long time desire to become a school teacher. With a lot of extra time on my hands, I took a part time position as a Rink Technician Supervisor at the Ford Ice Center (Hockey Rink).

While the wife is off in the summers, I take summers off from the rink and we are temp-retired. I am hoping my wife will decide to permanently retire in the next few years, there are too many things I want to do and work sure gets in the way.

Jim Ryan

I retired in 1995 at Offutt, moved to our retirement home in Lebanon, MO. Sold Heavy Truck parts for awhile, then worked as a maintenance superintendent at a boat manufacturing plant there.

Then I got a call from Lt Col Randy Cox (who I worked with on the USAFE Staff) convincing me to join him on the Royal Saudi Air Force Transportation Staff.

After 5-years in Riyadh, I came back to Baltimore (2001) and ran an international freight forwarding operation for Northrop Grumman. NG won the Vehicle Management contract at Al Udeid in 2004 and I went over as the PM to get it started.

I came back to NG in 2005. I'm now Director of Business Development for LB&B Associates, a government contractor and have been with them since 2007. Next on the bucket list - final retirement!

John Dunn

Separated in 2004, became Washington State Collision Manager then took on Washington State Roadway Geometrics Manager job also. Now I am the Fleet Manager for the City of Everett Washington.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Paul Chamberland

Funny you should ask. I have answered these questions quite often over these past twelve years. At first there is the feeling of "what the hell do I do now?" The one thing I did start doing almost immediately was getting up with my wife of forty two years and making breakfast for us.

We never did that during my working years because I was always out the door first and back home last. Among the many things I have found to do around here, making breakfast for my girl is hands down one of the most enjoyable things I do in retirement. And yes, I clean up and do the dishes then wave her off to work. Sherry retires in two more years.

As for work interests, because I retired at age fifty five with thirty six plus years with time credit, I did a short stint delivering appliances for Sears, worked as an outside salesman for our local NAPA and worked out of my little one man auto repair shop after that.

At age sixty I shut the shop down and went to work with a good friend of mine who owns an auto shop service and repair business in a nearby town. He did a lot of tire business and got really busy during the tire season. When he retired in 2018 I went to work on several "honey do" projects.

I had actually been doing projects right along since moving into our home in 2008, all sorts of remodeling and improvements. I keep busy maintaining the property mowing the grass on our three acres. I put in three patios made with fifteen inch square pavers — heavy mothers!

So summers in retirement are filled with maintaining everything around here. For entertainment I head deep into the logging areas in summer and shoot clay pigeons with my twenty gauge double. I'm an avid partridge hunter taking full advantage of the three-month season. In December when the partridge season ends I switch weapons and carry a .22 Ruger carbine for rabbits.

By end of December you're on snow shoes or you have really long legs. I hunt rabbits using the "still hunt" method, just like deer hunting roaming the woods.

I enjoy considerable success hunting partridge and rabbits but LOVE carrying a loaded weapon six months of the year, day after day, weather permitting.

And that is how I transitioned into retirement. It's a tough life for this old Jarhead.

Col Chuck Ulmer

Great idea. I have volunteered at the Air Force Academy Hospital three days a week for over 28 years - 52,000 hours and still enjoy it.

Ronnie Ward

First Job: Browning Ferris Industries (BFI) as automotive parts manager for heavy trucks.

Second Job: York County Fleet Service as automotive and equipment parts manager.

Third Job: Civil Service working in the MEEP and VEMSO for 10 years — retired in 2010.

Current: Fully retired, however, over the years, I purchased foreclosure houses and fixed them up and now have six rental houses that I manage myself.

Graham K. Merryman

I worked at the AAFES service station at Eglin AFB for four years and then civil service (also Eglin) at the paint shop. I'm now fully retired.

Benjamin Brown

I retired in 2018 (2T370) and took a job as a motorcycle chassis mechanic/truck driver for a road racing team competing in the MotoAmerica circuit. We traveled to nine different tracks, from California to New Jersey, from April to September. Eventually, I took a civil service mechanic job back at the shop from which I retired, Altus AFB, Oklahoma. I am currently working full time civil service and part-time for the same racing team maintaining their race rig (toterhome and trailer).

Robert Sherrill

I worked for National Air Cargo as a Business Development Manager aka Salesman with responsibilities for Air Force, Air National Guard, Central Command and SOCOM for moving air freight after retirement. While that was an exciting 4.5 years, all good things must come to an end and now I'm with the Defense Logistics Agency as the Warfighter Support Representative for Alaska. Still an exciting job that I enjoy going to work each day to make a difference.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

George McElwain

Easy question, as the first 3 years I worked for Florida Industrial Machinery as the shop supervisor in a special purpose repair shop...tractors, MHE, propane vehicle repair, and contracts for RED HORSE, Army, and Air Force shops.

The next 13 plus years, I ran TRI City Truck and Auto repair. The shop contracted with the majority of fleet service businesses in the local area. Later on, the owner passed away and I went to work for Rocky Bayou Christian School with a fleet of 28 buses, vans and shop equipment.

This job was the most enjoyable after I was able to bring all the buses up to Florida standards and implemented a preventative maintenance program. I started driving a bus route and filled in for other drivers.

When my work was caught up I did repair work for the teachers on their personal vehicles. I also trained all the bus drivers and got them certified for air brakes and passengers.

I retired at 65 years of age and now I work on my kids' and grandkids' vehicles, and many of my neighbors come for help and advice on vehicle repair.

I travel in my SUV around the USA; 9,500 miles driven this summer VISITING OLD FRIENDS.

Janette Mattas

Interesting question. I separated in 1992 after serving for 15 1/2 years. I then started working as a government contractor (same career field) with the Air Force, first at Incirlik, Turkey and then Avon Park AFR, FL (as a supply technician).

I did this for 16 years then received an opportunity to work Civil Service, first at Tyndall AFB, FL (QAE on a logistics contract) then moved to Goodfellow AFB, TX (fuels manager) where I retired in April 2017.

Now I'm training and showing dogs in Agility and Obedience/ Rally.

David Sitchler

I first worked for New Jersey Transit as a Senior Maintenance Instructor teaching new bus mechanic hires. After 2 years, I was recruited to teach high school auto/diesel technology. I will start my 16th year in August.

Gary McLean

After returning from my final deployment, I elected to retire out of HQ PACAF, leaving in March 2005. My next opportunity lay in Rio Rancho, New Mexico, being hired as their very first fleet manager.

This job was definitely a target-rich environment for improvement, and the skills I honed during my Air Force career ensured a successful time for me in my first "grown-up" job.

Always looking for more opportunity, I competed for and ultimately was selected as fleet manager for the City of Lakeland, Florida.

The new job brought along with it a much larger scope of responsibility, lots of improvements needed, and also a perfect storm of financial advantage and support for what I consider a dream fleet management opportunity.

It's been 10 years since I took on the City of Lakeland gig, and I'm still loving it, truly my dream "grown-up" job. We're very happy in central Florida, at least until I retire. At that point, we may end up back in the desert, up in the mountains, or even stay right here.

I am blessed and fortunate to have ended up in such a great place in my life and I am thankful for the Air Force for making this opportunity attainable for me!

Jeff Roubal

I retired from the Air Force in Feb 1997. I worked for the City of Concord, California as Fleet Manager May 1997-Dec 2017. In 2018, I retired from the city and started my consulting business.

Randy Cox

After retirement in 1990, I sold real estate for two years, then took a job working for the Royal Saudi Air Force at their HQ in Riyadh for 2.5 years (ran the expat side of their Trans Directorate), then came back to Exeter, Ca and worked for a three-office insurance company as the IT/HR person for 16 years.

I fully retired in 2014.

Now I'm 72 years old and my hobby is woodworking. I have a shop off the garage that I spend a lot of time in.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

David Bounds

After entering active duty 14 MAY 75, making SrA below-the-zone, SSgt. 1st time testing, and TSgt # 1 in my AFSC, I took advantage of the Early Out Program in 1994 and got out with 19 years of service.

At that time, they offered full retirement benefits, less 1 percent for each year shy of 20. I took it on a Friday, enjoyed the weekend, and on Monday I walked into Wilford Hall Medical Center as a GS-11 Computer Specialist.

So, how did a TSgt. from the T2T370 automotive career field end up a GS-11 Computer Specialist? Well, you'd have to go back to Chanute AFB. We I had just arrived from Clark Air Base where I was the Director of the PACAF Transportation Training Center.

Due to Mount Pinatubo blowing up, I got a Navy ship out of Subic, a C-141 out of Mactan Island to Guam, then another C-141 to Hawaii, and another C-141 to California where they handed out orders and 30 days free leave. My orders said - Chanute AFB. Where the hell was Rantoul, IL?

After arriving on base and getting settled in, I began mirroring other Technical Training Instructors in preparation for teaching automotive classes. Thirty days in, we had our staff meeting and the OIC asked for two volunteers to go TDY to California and attend computer programming school for the purpose of coming back and taking all of the school's lesson plans, tests, and test analysis and converting them into Computer Based Training (CBT).

The training also included how to setup and maintain servers and desktop computers. I was the first person to raise my hand. Off I went to California and spent several weeks in school. I came back and accomplished just want was expected. I was the first person to have CBT set up and functioning at an ATC base. The Wing Commander even came over and congratulated me.

I know you know how I was able to apply for and obtain that GS-11 position. But there is one more piece of the pie. At that time, to acquire a GS-11 position, one had to have a Bachelor's degree. Out of all 54 instructors at the school at that time, I was the only enlisted person with a four-year college degree. Some of the other instructors would ask me at the time how was it that I got a part-time job locally as a Adjunct Professor, teaching automotive technology and their application was denied.

It was because one had to have a minimum of a 4-year degree to teach.

It just killed them that they were teaching for the USAF on base but off base, they could not get a job teaching.

I always thought of it as forward thinking. Always be looking toward the end game. I guess that's why I worked to obtain my AS in Automotive, my AS in Teaching and my Bachelor's degree way before active duty was to end.

Back to that GS-11 gig. I worked as a Computer Help Desk Technician for 2 years.

I was promoted to GS-12 and transferred to the Department of Justice (New Orleans, LA) where I worked for 2 years as a Network Administrator.

I was promoted to GS-13 and transferred to the Department of State (Washington, DC) where I was the Help Desk Manager for 2 years.

I was promoted to GS-14 and transferred to the Office of Personnel Management (Washington, DC) where I was the Customer Service Branch Chief for 4 years.

I was promoted to GS-15 and transferred to Headquarters, Department of Homeland Security as the Deputy Director of Training.

I bought back all my USAF time and then retired, GS-15 with 35 years of service.

I enjoy fishing and going for walks. Retirement is like having Saturday everyday. My beautiful wife from Brazil is still working as a scientist GS-14 (20 years now). She is also a retired federal employee with the Brazilian government. We live very happily in McKinney, Texas.

David Parris

I retired from USAF Vehicle Operations in 2006.

After retirement, I first worked at the VA from Nov 2006 to May 2007 as a Financial Accounts Technician.

Then from 2008 to 2013, I was a Government Accounts Manager for Snap-On Tools.

From 2014 to 2016, I was the Government Accounts Manager for ZEP Chemicals.

From 2016 to present, I've been working as a Transportation Security Officer for TSA!

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Jim "Jimbo" Pehan

I retired from the AF on 1 June 1987, after 21+ years; waited my 6 months (required then) and joined Civil Service as a GS-12 (TMO). We had no testing, so I was hired by experience.

I served 24+ years in Civil Service at Keesler AFB, Miss, HQ PACAF/LGT (GM-13), USTRANSCOM (GS-14) at Scott AFB, IL, Yokota AB, Japan and Misawa AB, Japan (GS-12 TMO), and Buckley AFB, CO, GS-12 as Director of Transportation. When we activated the AF at Buckley, there was a lot of Guard, Navy and Army.

I retired from Civil Service on 30 Sept 2010.

After that, I drove a school bus for two years at Aurora Public schools. The kids were too unruly, so I quit and joined Fluor Inc., a Gov't contractor (#50 on the Gov't contractor list worth $50M or more) at Buckley working in the Golf Ball area. It required Top Secret Clearance.

I worked as a part-time security monitor and chose the days I worked. My days were Tue-Wed-Thu (8-10 Hrs each day), and sometimes on Monday. I

escorted contractors into the secure area compound and watched them all day (kinda sitting around) and escorted them out. I would eat lunch on the go, but I got paid for it.

I also received 8 paid holidays a year, and 2 weeks leave, and I was only required to work 12 days a year. Great job for retirees at approximately $20 per hour.

Fluor has over 4,000 employees worldwide. They took over for Lockheed in this area. They do electrical, HVAC, area maintenance (snow, lawns, roads, vehicles, etc.), and here at Buckley, mainly replacing really old equipment in power plants, chillers, and various Golf Ball working areas that previous contractors let go for the past 10-20 years.

At 71, I'm still going strong and it's good to have something easy to do for a few extra shillings. We have approximately 45 security monitors of which 25-30 work each day.

Side Note: I'm a devout Catholic, so I do Mass each week/holy days, set up in the retired community of Heather Gardens, and have 200+ at Mass each week. I serve/usher plus do a lot Knights of Columbus charity events and Eagles Area charity events (maybe 800+ hours a year; helping those less fortunate than I am).

I married Mary Pelletier 6 years ago from, a Cape Cod (Boston area) lady. We're so happy in our golden years.

My wife and I also went through Citizens Police Academy in Aurora, Co for 16 weeks and graduated.

We were taught all the ins/outs of city police, swat teams, dog handlers, and motorcycle cops in the bad areas of town and their daily routines, along with ride-alongs and alcohol check points, enabling us to be trained neighborhood watch surveillance. So far it has led to 10 arrests for house break-ins, stealing cars, and license plates in this neighborhood. We volunteer to block off traffic for VIPs (like president) when he visits and/or assist in mock school shootings for practices for city cops. We also block traffic for the annual marathon and Toys-for-Tots motorcycle riders at Christmas.

We're both baseball nuts; my spouse is a Red Sox fan and I'm a Yankee fan.

Robert "Bob" Edmisten

Worked for Merc and then Defense Products Marketing. Then I worked at Walmart stocking shelves in the pharmacy. Built two experimental aircraft — rans S-17 and S-14. I'm flying ultra-light and sport-light aircraft. What I'm doing now: Camping, fishing, boating, flying and volunteering at the museum of aviation. I'm also doing water aerobics, watching my grandson, and still trying to be somebody.!!

Al Ouellette

After retirement in 1990, I worked a few jobs, obtained my BA, and also went to trade school. After I got well settled, I landed a job with the Federal Government 1993. I worked 19 years for the Feds. I was a DoDDS civilian (managed school busing), an Army civilian, and a Navy civilian until final retirement in 2012. My last 11 years was as a logistician at HQ U.S. Forces Japan at Yokota AB. I'm now occupied with a little golf and doing things with my wife.

Vance Mcilwaine

After retiring in 77 I went to work for the City of Tampa. I went in as a service attendant, became a mechanic 1, mechanic 2, and a mechanic 3.
I made supervisor and ran the police garage for the next 17 years. I had 25 mechanics, 3 supervisors, over 500 vehicles, and we were open 24 hours a day. I have been retired for 22 years and I'm enjoying every day of it.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Carl Burton

I resigned my regular Air Force commission after 12 years of active duty and joined the Air Force Reserves in 1980, retiring in 1988. In 1980 I worked two years in the trucking industry and in 1982 joined the civil service ranks as an ITO, TMO and Vehicle Maintenance Officer, retiring in 1996.

I was lucky that I got credit for my 12 years of active duty for both my civil service and Air Force Reserves and was able to retire from both (after paying 8 percent of my active duty earnings toward my civil service retirement).

I became a realtor from 1996 to 1998 then worked on and off for various Army contractors from 1998 to 2012 and at 72 decided it was time to retire/retire, which is what I am currently doing and loving it.

Karin Moore

After I separated from active duty, I moped around the house for 6 months with postpartum depression. I had turned down an assignment to Korea because our son would only be six months old. Couldn't do it, so I couldn't reenlist.

I worked as a cashier for Toys R Us for a month, hubs PCSd to the UK. I worked for NAFFMB as accounts payable secretary and then tech, then a stint for TMO as Customs and QC Inspector for the HHG section. That was a fun job.

Hubs PCSd. I started at the bottom again as a temp, Production Secretary in a plastics manufacturing plant, then got hired full time. Low pay, but a lot of fun.

Hubs PCSd. Started at the bottom again as Accounts Receivable for a Budweiser distributor. Decent pay but not so much fun.

Hubs PCSd to the UK. I said **** it, I'm not going to work for peanuts so my son can be a latchkey kid. I volunteered at his school, and made some good friends.

Hubs PCSd. I started at the bottom again at the university as an imaging technician.

A friend suggested I join the Reserves. I said I was too old but talked to the recruiter. I was able to join the Reserves (I felt I was the world's oldest living SSgt) and was on orders working for the active duty for almost three years, then got hired for a full time GS position. Making peanuts again, but it was full time work with opportunities.

I retired from the Reserves four years ago with a combined 23 years military service, and work as a straight civilian for another Reserve unit. I have been in, married to, or worked for the military since I was 20, so a couple of years. Joining the Reserves was the best thing I ever did.

Col Bob King

After I retired, I went right back to work running the Base Education Office (aka the Force Development Flight) at Dover AFB.

I managed the First Term Airman Center (FTAC), the Airman Leadership School (ALS), the Base Library, the Career Assistance Office, Base Testing (including WAPS and College Level exams), the Base Training Office, and various education programs on the base.

I worked there for 5 years (2007 to 2012) when I finally totally retired.

Now I travel with my wife, Ruth, to visit family and friends across the country.

I also spend time reading, listening to music, and napping. And working on projects around the house - it seems like there's always something that either needs repair or upgrading.

Derek Holm

After Separation, I worked as an ASE certified Honda/Acura/Toyota/Lexus technician at an independent Auto Repair Shop.

Now, I am a Facilities and Equipment Maintenance manager at Pacira Pharmaceuticals. Both are located in San Diego, California.

Greg Morris

Before my actual Air Force retirement date I started working for the City of Destin, Florida as a mechanic. A few years later, I advanced to supervisor over fleet and facilities. I retired seven years later from Destin.

Then it was off for a new adventure to Sarasota County, Florida. I was the counties Fleet Manager for eleven years and again retired.

Now My wife and I enjoy life and we do whatever we want to do! Life is good!

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Col Don Brewer

I retired in April 1992, returned to Alabama and began construction of our dream house in May. We moved into the house in December, although there was still much work to be done, which I tackled. I hired a landscape expert to design our landscape, and then purchased and installed the plants according to that plan.

In 1993 I was asked to serve on the county E-911 board of directors and found a system that was broke and dysfunctional.

I volunteered to take over the system and see if I could pull it together into a working system. I managed the E-911 system for about one and a half years, putting it back on track and being able to hire a full time director.

I also volunteered to sit on the board of advisors for the Boy Scouts of America, North Alabama Region. I did that for a couple years and enjoyed that very much. I also volunteered to be appointed a Deacon of my church. I have served in that capacity for some 10 or so years.

On the recreation side I volunteered to serve as president of my local radio controlled model airplane club, and my son and I learned to build and fly those airplanes.

Now at age 82 and in failing health, I am just trying to enjoy my final time.

Tim Stern

I actually started my civilian service career while on terminal leave, so I was working well before my military retirement effective date.

We had a farewell luncheon in the shop on a Friday afternoon in mid-February 2007. I out processed through the MPF the following Monday, started terminal leave and reported for my civil service position the next week.

I took a position on the Air Force District of Washington A4-Staff as the Vehicle Fleet Manager and worked vehicle fleet management, vehicle official use and fuels issues for about five years until my position was subsumed by AFIMSC.

I was subsequently promoted to fill the position of Chief of Material Management and Aircraft Maintenance, still on the AFDW A4 Staff, and spent a few years working supply issues and supporting the UH1-N aircraft (Vietnam-era Huey helicopters) assigned at Joint Base Andrews.

A little over four years ago I was fortunate enough to be selected as the commander's deputy in the 11th Logistics Readiness Squadron at Andrews and will retire from the civil service in August with plans to become a full-time grandpa.

Dan Delaney

After retiring at the end of September 2008, I started working for DRS Technologies and in October 2008 I was on my first M1200 Armored Knight fielding at Ft Irwin, CA. I retired with the anticipation of replacing Reade Holzbaur at McGuire AFB.

I started terminal leave in July and didn't receive "the call" from AFPC offering me that job at McGuire.

So, I started working at DRS on October 8th and was in the high desert at Ft. Irwin on October 13 when CMSgt Gaston at McGuire called me about the job offer.

I had waited long enough and already committed to DRS, so I asked him to remove my name from the list of candidates for the McGuire job...there went my Department of the Air Force civilian career.

Looking back after 10 years, what an awesome decision I made.

During the next 2 years, DRS would send me to every major Army installation in the USA, a couple overseas in Germany and Korea, and a couple ANG locations for fielding M707 and M1200 platforms.

Fieldings were great, anywhere from 2-10 weeks on the road and lots of adventures. My wife Jay always traveled with me and we bought a lot of out-of-state fishing licenses. I got locked to a desk in St. Louis after those 2 years with a promotion to supervisor.

In 2012 an opportunity came up to be the 60K Tunner field service representative for the Republic of Korea. My thinking was that the kids were grown and gone, no pets, and no plants; heck, why not?

Seven years later and we're still living near and working at Osan AB and traveling the peninsula supporting Tunners and Halvorsens.

*Folks, use your contacts. Had I not contacted retired CMSgt Kevin Williams (the original 60K field service representative during its development), I never would have this job.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Mike Sharp

My retirement was a little unconventional so I'd like to start with that time period. I was stationed at Langley AFB and dating the Chief of Airman assignments. She was close to hitting the 26 year mark and decided that was a good time to retire. Hmm, I had 28 years in, couldn't get promoted any more and was likely gonna spend the next two years right there at Langley.

That night we had a long talk and I'm pretty sure there were a few beers involved in the discussion. We decided to do a joint retirement ceremony and invite the Logistics Group Commander from our tour at Osan AB to officiate.

Since there were two of us, the crowd would be a lot bigger and it should be twice as fun/memorable. I made a smart comment that we should really blow everyone's mind and get married right after the retirement ceremony. She said, "If that's a proposal, I'll marry you, but let's make this a secret to all but family."

So, the LG & DP communities set up a joint retirement ceremony and Sharon and I contacted the Base Chaplain. She agreed to our plan and sat quietly in her Mess Dress uniform while the retirement ceremony took place.

After we said our farewells, I gave my bride to be a dozen roses, got down on my knee and asked her to marry me. Luckily, she said yes, but we're gonna need a chaplain. The Chaplain stood up and told the room she would marry us and today were closing in on 17 years of wedded bliss!

We decided to take some time off from the workforce that turned out to be about 15 months. When you're in your late 40's, it may sound fun to be fully retired, but working out, hobbies, travel, etc., can only carry you so far.

I had always wanted to make a cross country motorcycle trip so if we were gonna do it, now was the time. We loaded the Harley up and set out from Florida bound for San Jose, California. The trip lasted 38 days and covered over 8,000 miles. We stopped and saw friends, family, and made new acquaintances along the way.

We saw the Grand Canyon, Carlsbad & Sonora Caverns, the California Redwoods, Zion National Park, Bryce Canyon and Moab, Utah! No breakdowns, flat tires, or close calls, just a great time! The biggest complaint was wearing the same clothes every five days. The answer - mail the old stuff home and buy new shirts! Problem solved!

After we arrived home, it was time to do something in the job market so we both loaded resumes into Monster, Careers, USAJOBS, etc. We had lots of interest, but the most persistent was a contractor position to be the Vehicle Operations Manager at Al Udeid.

I was not real interested in going to the Middle East and the idea of being separated from my wife forced me to turn a very lucrative position down. We all know how this works; friends call friends and try to figure out what it will take to get you into that position.

I told them my sticking point was leaving my wife so the guy asks me, "What does she do?" Send me her resume. That phone call resulted in the two of us deploying as contractors to the Deid for over 4 years.

That's a long time living in a 10x10 room with no running water, Cadillac bathrooms, and dining facility food, not to mention the intense heat, but don't be fooled by that....the $$$ was well worth it!

When that was over, I served as a consultant writing, reviewing and pricing other contracts for different companies.

Today, we are traveling and enjoying the fruits of our labors.

Al Dias

I retired in Aug 2000. I wanted NOTHING more to do with government bureaucracy and strict guidelines.

For the next year and 4 months, I managed the AutoZone store in Lompoc, California. At that point, I wanted nothing to do with the private sector and raced to get back to the bureaucracy and strict guidelines!

I now manage the Ft Worth, Texas Maintenance Control Center for GSA.

Ed Wink

Considering that my retirement was not by choice and rather sudden, I spent most of my time trying to find an adequate job.

Thankfully, due to a lot of people like myself, TAP is doing more for job placement than just a quick "here's how to do a resume" class.

I recently got the training leader position in my old section since they civilianized the position.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Ralph Celento

After retirement, I got a job with Coach America as the Safety and Training Manager, which included OSHA Safety, DOT/FMSCA Safety, EPA and TQEP (TX Quality Environmental), Facilities Manager, Security Manager, and Training Supervisor.

I had 350 employees spread out from Eagle Pass to Austin, West to Kerrville and East to Houston — five geographically separated locations.

With this was lots of challenges, lots of hours (averaged 75 hours per week), 24X7X365, stand-by for safety accidents, security incidents, and environmental incidents at any of the five locations to include home base San Antonio, TX. I was employed from Oct 2006 to Dec 2008, when I got laid off.

After that experience (lol), I was blessed by the Good Lord to get a contract job at Randolph AFB working for General Dynamics Information Technology (GDIT) in the AF Personnel Center, AEF Operations Directorate, this was from Jun 2009 to June 2010.

The AF had decided to convert the contract to Civil Service, and I was again blessed to get one of the 65 switched positions (GDIT had 120 contact positions).

I moved from the Names in Systems (NIS) section to the AEF Assessments Branch, where I am currently doing Request for Information, Trusted Information Technology Program Manager, and Application Manager (AM).

Frank Jordan

After retirement on 1 Nov 2011, I went to work as the Senior District Fleet Manger for Waste Management in Woodinville, WA. I was in that job for 8 months before resigning and taking a job with Republic Services as the Fleet Manager in Phoenix, Arizona. I left that position after exactly 1 year and became the Deputy Director of the 525th Electronics Maintenance Squadron at Kadena AB, Okinawa Japan. I was there 2 years and took my current position at Hill AFB, in Sep 2015 as the Deputy Director of the 576 Aircraft Maintenance Squadron.

Doug Lance

After retirement, I worked for The Boeing Company for 11 years and then moved to Taiwan to teach English for the past 15 years.

Mark Johnson

I took a year off work, then got into the GS system with the 1st Weather Squadron.

Now, I work at GSA as a Sales Contracting Officer, remarketing GSA vehicles.

James Hill

This is James (Jim) Hill, retired TSgt. My dates of service were from 1 May 1979 to 1 June 1999. I followed my wife, Peggy Hill, on to Ramstein, AB from 1999 – 2002. I started as a pickup and delivery driver is the hazmat area and moved up to the dispatcher. I traveled from there to Peterson AFB, CO in 2002.

In Dec of 2002, I started driving a 20 ton crane straight truck with pup delivering pre-cast concrete to different locations throughout Colorado.

I delivered items such as manhole material for city drainage, septic tanks, cisterns, electrical vaults, burial vaults for the VA cemeteries, and bridge spans.

I operated the 80 ton crane to load company and commercial trucks for outgoing shipments. I not only moved these items but also set them for the customers.

Septic systems were delivered to the mountain areas where people would build new homes trying to get away from the city. I left there in December of 2017.

In February of 2018, I started working for a store called Envision Xpress. It is located on Peterson AFB. The store provides office products, janitorial supplies, and deployment gear for the military.

I currently am the customer service rep for the stores web orders, manage the store billing accounts, delivery driver, cashier, and stocker.

I helped with in checking of all incoming stock and back orders for the store. I have been a very busy past 20 years. I'm looking forward to full retirement in maybe in 5 years, if not before.

Wayne Beyer

I worked at an auto parts store for a year and then worked in hotel maintenance until completely retiring to play golf and drink beer.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Frank D. Mangrum

After 20 years and 11 days in uniform, I retired July 1992 from my assignment as Vehicle Maintenance Superintendent at Randolph AFB San Antonio. TX.

My wife, Bobbie, and I felt the time was right and pulling our daughter, Tracy, out of high school her senior year for another overseas tour at Ramstein AB, Germany just didn't feel like the right thing to do.

We had been at Randolph less than two years since returning from a staff assignment at HQ USAFE, but I had made Chief and was sitting in an E-8 slot at Randolph, so the Chief's Group wanted me to go back to base level at Ramstein to run the Vehicle Maintenance shop there.

Also, it was about that time that Desert Storm had been completed and it broke my heart to tell so many young airmen who had served so bravely in the conflict that now there was no place for them in the Air Force and they would not receive a reenlistment reservation.

As a Chief they looked up to me to help them reenlist and as hard as I tried, working with the folks at MPC right there on Randolph, too many good young vehicle mechanics were shown the door. Like a lot of retirees, I bumped around from job to job looking for something I wanted to do for the rest of my life. I had always thought that driving a big rig would be fun. I didn't want to pull wrenches anymore so I figured I could go and break some stuff.

I went through the JB Hunt truck driving course in Arkansas and in about six weeks had my CDL (still have it today as a fall back, just in case).

It was a really cool job for about a week and then there were 55 MPH speed limits in most states for 18 wheelers, dealing with dispatchers who never finished high school and were half my age, local and State Law Enforcement officers and Scale Masters who assumed that anyone driving a truck for living was only doing it because they were not qualified to do anything else, I left that profession quickly!

I really wanted a Civil Service job, but I was not willing to relocate at that time and here in San Antonio, Kelly AFB was in the process of closing and the Kelly folks were transferring into any open civil service position they could find at other bases to save their jobs. I had a few other jobs and worked for couple government contractors.

Then one day the phone rang and an old friend, CMSgt (retired) Jim Ryan, asked if I would like to come over to with him at the HQ Royal Saudi Air Force (RSAF) in Riyadh Saudi Arabia (under a government contractor, BDM Corporation)?

I had always been interested in working overseas, so Bobbie and I sold our house, packed our bags, and headed off to Riyadh for the next three and half years.

The job was basically an advisory position on all transportation related matters. We enjoyed our time there; the money was good; great expats to work with, and we quickly got used to living the compound life.

The bottom fell out of oil prices in 2001 and the RSAF started cutting positions. We departed the sand box in May 2001, just short of our fourth year there.

I will always remember that month and year because of what happened in September (9/11). While in Saudi Arabia we had a new house built in Marion, TX just a few miles from RAFB. We liked the area and had no doubts that was where we would return. I worked around the property building a fence and making other improvements for the next three months.

I found out through Monster Jobs.com that a local company was looking for a Vehicle Maintenance Manager so I dropped a resume and ended up retiring from Sysco Food Services South Texas as the Director of Vehicle Maintenance and Fleet Services fifteen years later in September 2016.

I thought that was it for me, now with a life of leisure. Well, like the truck driving gig, the fun ran out real quick.

I have a nice fully equipped, air conditioned (it gets real hot here in the summer) work shop and build or restore old cars (every wrench head's dream).

That and traveling was our retirement dream, but after about six months I was going crazy with all of the down time and way too much TV!

So being the workaholic I am, I now drive a school bus for the local ISD. Most of the time it is a great job and I have a little extra money every month to put towards my projects.

Guess that is about it. My working life may not fit everyone's idea of life after retirement from the USAF, but it works for me and Bobbie as we are about to celebrate 49 years of marriage in August.

Take care, best wishes and good luck.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Jacob Horton

After I retired I start my mornings off with a cup of coffee and sending out resumes as the DoD job I had retired for fell through, which was actually a blessing in disguise. I, like most retired MSgts, I wanted a management job but I had not completed my bachelor's degree and an associate degree was the equivalent of a high school diploma.

I knew I did not want to pull wrenches on vehicles, as I had already been there and done that, so it was time to find something new. After the morning's resumes had been sent out I would head out to the garage to start my 1958 Shop Smith 5-in-1 woodworking tool restoration.

While my parents were in town for my retirement we picked up this "gem" for $100; the motor barely turned, there was rust covering the stainless steel way tubes, but only minor rust on the majority of the painted pieces. It took me about 30 days to restore the entire unit along with its accessories and it was at about that point my wife informed me that I "needed to get a job because I was spending too much money."

I think it was about the week after I received a call from Lowe's to interview for the hardware department manager position. I ended up getting the job but only worked there for about three months before I decided to interview for a job at Servpro as the general manager.

The owner and I hit it off right from the first interview; I started out as an estimator so I could learn the job before becoming the GM, but after about six months I knew this was not what I wanted to do with my life.

After serving for 20 years and helping those who could not help themselves, I was now in a job that seemed to prey on the weak. Don't get me wrong, we helped a ton of people in crisis but having the boss tell you that you need to get more money off of your jobs by charging for more that what was done was not the way I wanted to make a living.

It also did not help that I was on standby for a week every two weeks and I seemed to be the guy that got all of the late/early hour and out of town calls, out of town being an hour plus drive depending on the location.

I had a meeting with my boss and informed him that I could not be his GM as this was against my moral compass, along with the fact that if I did become GM, I would fire more than half of the staff and at least one of the two other estimators.

In the April of 2016 I saw a post on USAJOBS for a forklift operator on base and called the hiring authority whom I had known ever since I PCS'd to Fairchild in 2009.

He said they were going to start bringing civilian operators in to Ground Transportation (vehicle ops) and I told him to look for my resume.

After interviewing for the position, I received a phone call for the tentative offer the day before I went on vacation; the following day we were at the airport in Denver when I received a call to report to civilian personnel at Fairchild.

I explained to the HR rep that I was going to be on vacation out of state for two weeks and would not be able to get those steps done until I got back unless they could coordinate it with civilian personnel at Barksdale.

He told me he would see what he could do and I received a voicemail to report to civilian personnel at Barksdale Tuesday morning to complete the initial steps of hiring process and the rest is history. August of this year will be my three year mark since hiring on and serving once again.

Wes Yamasaki

My answer is fairly simple. After my last duty day, I took terminal leave. After a week, I started to follow up on inquiries I had previously made with several companies — working to get interviews; meeting people, networking etc.

About 2 months later, I started with Prudential Securities, a national brokerage and wealth management firm. I spent the first few months studying to pass the licensing exams. After about 90 days and passing the exams, I went to training in San Diego for one month.

Then I returned back to Honolulu and started on building a book of business. I've been with the "same" firm for over 22 years [Prudential Securities was bought by Wachovia Securities and then was bought by Wells Fargo Advisors].

Now I can say that I have been in the financial advisor business longer than I was a transporter.

Although they are completely different businesses, there is one important common element of being an AF transporter and a financial advisor, your responsibility/obligation is helping your people/clients successfully achieve their goals.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Dan Berlenbach

On retiring from HQ ACC in 2003, I briefly continued working at the staff as a contractor for several months. I'd had hopes of doing GS work there at Langley, but could not penetrate the civil service system so went looking for greener pastures.

That lead me to a couple of job offers, one with the state of Oregon and another with the city of Oxnard, CA. My wife and considered the pros and cons of each and chose the shop-level, sunny climate position at Oxnard.

We moved cross-country and I started my post-AF career in municipal fleet management. In Oxnard (just outside the 2T3 schoolhouse at Port Hueneme), I found a 900-vehicle fleet with lots of opportunity to make things better.

It was a fun and rewarding transition from AF fleet management and a full-service fleet with police, fire, refuse and everything else.

I worked there for about 7 years before getting the itch to move (you all understand this of course) and we transitioned to the City of Phoenix, a much bigger fleet (7,600 vehicles) and lots of responsibility and challenge which I was looking for. I started there as the Maintenance Superintendent, we had 200 techs and 21 facilities around the city.

Phoenix was a challenging job but I feel we got a lot done there. We were living well in the hot weather, the low cost of living meant a nice house and salary went far.

After about 3 years we were in California taking our daughter to a soccer tournament and realized how much we missed living there.

Coincidentally, the Long Beach Fleet Manager's job was being advertised at the time and the rest is history as they say. We moved back to California in 2014 and are quite happy.

In Long Beach I have 2,100 vehicles and am "living the dream." Great facility, fairly new fleet, great staff and lots of support within the city for fleet.

There are many of us who have made the transition to fleet management in cities and counties across the U.S. For those of you still on active duty, I highly recommend it—the learning curve is very short and your skills transfer quite easily.

I'm always happy to give advice or answer questions about that transition; feel free to email me.

Email: dan.berlenbach@longbeach.gov.

Roger Storman

I retired from active duty in December 1993. I was in Hawaii and serving on the PACAF staff at the time. In April of that year, knowing that I would soon be retiring, I went to my home state of Florida on leave to test the job market in Brevard County.

I met with Lt Col Bob Edmisten who was then the LGT at Patrick AFB and whom I had known in Korea. He suggested I check with Johnson Controls, the contractor at Cape Canaveral AFS. I stopped by their office, filled out an application, and dropped off my resume.

I returned to Hawaii until my retirement at the end of the year. We moved to Florida in December 1993 and I began my job search, but for nearly two months I had no luck. Then, out of the blue, my sister called me and said Johnson Controls had called her and was trying to contact me.

I had given them her phone number on my application because it was the only permanent number I had at the time (no cell phone back then).

So, I called Johnson Controls and they asked me to come in to interview for the Vehicle Maintenance Manager position. Long story short, I got the job and began working in February 1994.

I stayed at "The Cape" for 8 years, subsequently working for another company, Creative Management Technology, who was awarded the Vehicle Maintenance and Operations contract in 1998 under the Joint Base Operations Support Contract (JBOSC). We were responsible for fleet management at Cape Canaveral AFS, Patrick AFB, and Kennedy Space Center.

This job under the JBOSC gave me an opportunity to broaden my career beyond vehicle maintenance. In addition to vehicle maintenance, I was now responsible for vehicle operations and fleet management at three locations.

In 2001, on a tip from a good friend, I submitted my resume for a civil service position at Hickam AFB. Nothing came of it for several months and I all but gave up. Then I finally received a phone call asking me to be available the following afternoon for a telephone interview. Yes, I got my dream job and moved back to Hawaii in January 2002!

I stayed there for nearly 10 years as the Vehicle Management Flight Chief and retired permanently in 2011. We moved back to Florida and now live in the Tampa area. We enjoy fishing and traveling whenever possible.

The Survey Says...

Survey question: What did you do after retirement/separation and what are you doing now?

Tom Keyser

Almost immediately after retirement in 2017 I started as the Fleet Manager for Washington County, Oregon, the 2nd largest County in Oregon by population (650K) and largest by budget ($1.4B).

We maintain over 685 vehicles and 200 pieces of associated equipment including the Sheriff's Office, Land Use and Transportation and 17 other Departments with a budget of about $20M annually. I have a staff of 17, including myself, 8 of which are technicians. We have been in the Top 100 Fleets in the Americas the last two years, a Government Fleet Notable Fleet in 2018 and a Leading Fleet in 2019.

I was lucky enough to be a finalist as Government Fleet Manager of the Year in 2018, which Jeff Booton deservedly won, and it was great to see Dan Berlenbach win this year.

Air Force Fleet Managers are kicking ass and taking names!

Stephen McClure

After retiring from the Air Force in 93, I worked as a letter carrier for the Post Office for 20 years.

Since retiring in 2015 from the Post Office, my wife and I have been traveling and enjoying life.

Editor's Comments: We have been doing these surveys for several years now and we admit that our questions are sometimes boring and perhaps not very thought-provoking; therefore, they don't induce a great number of responses.

This time, however, as simple as the question was, it seemed to peak the interest of many who wanted to tell their story.

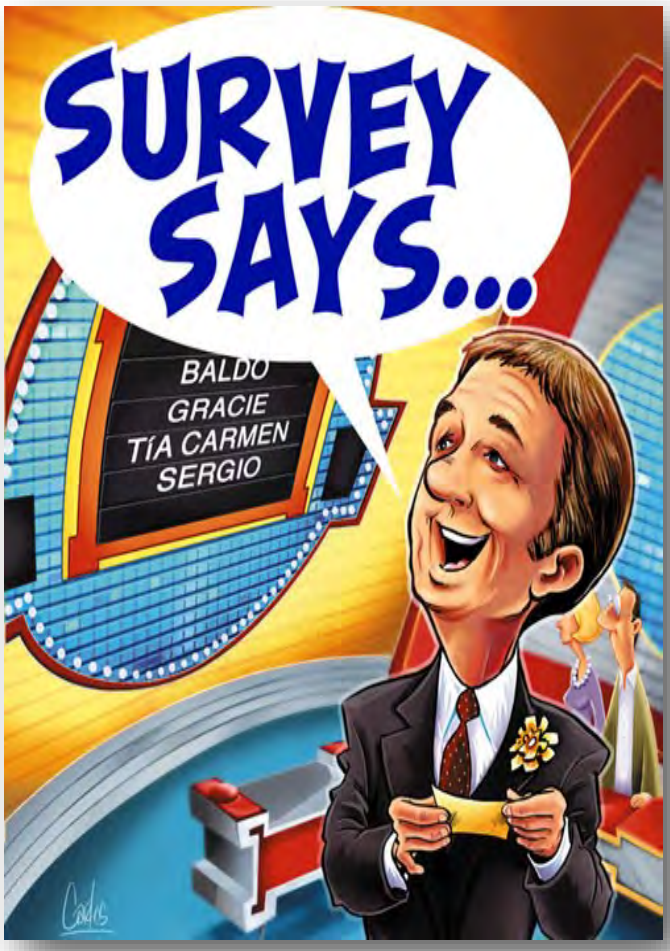
Some replies are just a few lines while others consume a whole page. It doesn't matter; your stories are equally important and interesting to read.

We received responses from 51 members. I didn't research our archives to confirm it, but I think that's the most ever.

We currently have 934 members, so it might not seem like a lot, but 5.5% of the membership is huge to me. Honestly, I didn't expect it, and I heard from some that have never replied before.

In fact, your response was so enthusiastic I couldn't include it in the newsletter. So, I thank you all for your participation!

Also, if you have a question that you think would be of interest to the group, please send it to me and we'll consider it for a future survey.



TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 August 2019

Special Points of Interest:

- ⇒ ***Bloody Hundredth, 48th LRS team up for RHINO training: PG 1-3***
- ⇒ ***The Life & Legacy of the 'Silent Giant': PG 4-5***

Inside This Issue:

STOCKTON FIELD AVIATION MUSEUM

Keep 'em Flying for History

Army Air Forces Federal C-2 Wrecker. For more great photos of this truck click on the following link: Federal C-2 Wreckers

Bloody Hundredth, 48th LRS team up for RHINO training

By Senior Airman Luke Milano, 100th Air Refueling Wing Public Affairs / Published July 15, 2019

U.S. Air Force Airman 1st Class Louis Goscha, 48th Logistics Readiness Squadron ground transportation operator, flips a car using a tow truck during a Readiness Honed In Operations training day at RAF Lakenheath, England, July 13, 2019. The training was the first dual-wing RHINO training day for ground transportation Airmen that encompassed expeditionary, contingency and specialty skills training such as basic expeditionary airfield resources base setup, integrated defense and vehicle recovery. (U.S. Air Force photo by Senior Airman Luke Milano)

RAF LAKENHEATH, England --

Airmen from the 100th and 48th Logistics Readiness Squadron worked together to complete Readiness Honed In Operations home station training day at RAF Lakenheath, England, July 13, 2019.

The training was the first dual-wing RHINO training day for ground transportation Airmen that encompassed expeditionary, contingency and specialty skills training such as basic expeditionary airfield resources base setup, along with integrated defense and vehicle recovery.

"My expectations for the course are to give our Airmen a more effective hands-on training experience than they have received in the past," said Tech. Sgt. Joseph Greco, 48th LRS NCO in-charge of training, validation and operations. "Instead of just talking about the training and simulating it, we are able to combine classroom teaching with hands-on practice. These are skills the Airmen would use in a deployed environment and skills they use at home station." *Continued on PG 2*

Bloody Hundredth, 48th LRS team up for RHINO training

Continued from PG 1

U.S. Air Force Staff Sgt. Arthur Singletary, 48th Logistics Readiness Squadron ground transportation operator, teaches Airmen from the 100th and 48th LRS navigation using a map during a Readiness Honed In Operations training day at RAF Lakenheath, England, July 13, 2019. Airmen received in-class training in conjunction with hands-on training such as to self-aid buddy care, advanced vehicle recovery using a tow truck and land navigation maps. (U.S. Air Force photo by Senior Airman Luke Milano)

Airman from the 48th and 100th Logistics Readiness Squadron set up a pulley and cables from a tow truck to pull a 10K all-terrain forklift during a Readiness Honed In Operations training day at RAF Lakenheath, England, July 13, 2019. Airmen received in-class training in conjunction with hands-on training such as to self-aid buddy care, advanced vehicle recovery using a tow truck and land navigation maps. (U.S. Air Force photo by Senior Airman Luke Milano)

Airmen received in-class training in conjunction with hands-on training such as self-aid buddy care, advanced vehicle recovery using a tow truck and land navigation maps.

“I believe this training is important because it is a preparation for when we encounter circumstances beyond our control, so we are preparing ourselves for the unexpected,” Airman 1st Class Tammy Akira White, 100th LRS ground transportation operator.

Continued on PG 3

U.S. Air Force Senior Airman Devin Needs, 100th Logistics Readiness Squadron ground transportation operator pulls a cable from a tow truck during a Readiness Honed In Operations training day at RAF Lakenheath, England, July 13, 2019. The training was the first dual-wing RHINO training day for ground transportation Airmen that encompassed expeditionary, contingency and specialty skills training such as basic expeditionary airfield resources base setup, integrated defense and vehicle recovery. (U.S. Air Force photo by Senior Airman Luke Milano)

Bloody Hundredth, 48th LRS team up for RHINO training

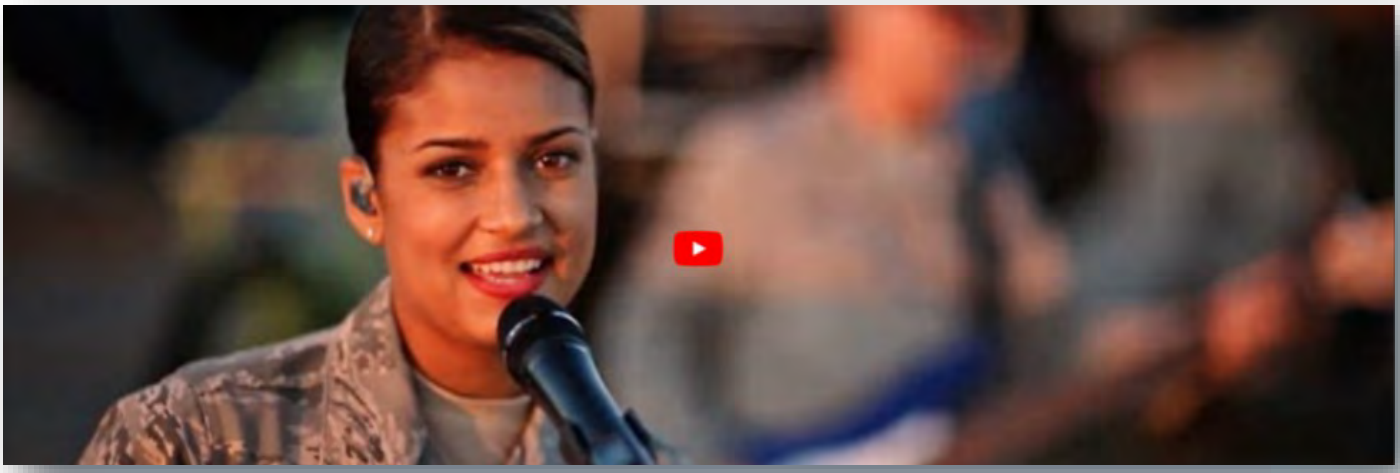
Continued from PG 2

Events such as the RHINO training day provide 100th and 48th LRS Airmen with opportunities to become experts in combat and logistics support and expeditionary forces through trust, training and teamwork. “With evolving deployments, we’ve never had Airmen receive in-depth hands-on training like this prior to going out,” Greco said.

“By doing this training, we are better preparing the career field, not just RAF Lakenheath and Mildenhall, for more short notice deployments so Airmen feel more comfortable that they have learned these skills.”

RIGHT: U.S. Air Force Staff Sgt. Josiah Opsahl, 48th Logistics Readiness Squadron NCO in-charge of ground transportation support, teaches Airmen from the 48th and 100th LRS basic lifesaving steps and casualty movement procedures during a Readiness Honed In Operations training day at RAF Lakenheath, England, July 13, 2019. The training was the first dual-wing RHINO training day for ground transportation Airmen that encompassed Expeditionary, contingency and specialty skills training such as basic expeditionary airfield resources base setup, integrated defense and vehicle recovery. (U.S. Air Force photo by Senior Airman Luke Milano)

American Airman—Max Impact



VISIT THE UNITED STATES AIR FORCE BAND FOR MORE GREAT MUSIC / VIDEOS

The Life & Legacy of the ‘Silent Giant’

By SMSgt Kevin Ward and TSgt Michael Brooks

MSgt (R) Brian Bracaloni

On Friday, 19 July 2019, the 1st Special Operations Logistics Readiness Squadron honored a warrior leader that served the Air Force's transportation mission and people for 22-years. MSgt (R) Brian Bracaloni, was dubbed the Silent Giant and now has an award named in his honor.

Brian PCS'd to Hurlburt Field in 1996 and quickly became a pillar in the Air Commando transportation community. He played a key role in his unit's evolution seeing it transition through three squadrons that ultimately led to what it is today…the 1 SOLRS. Additionally, Brian deployed three times in support of Operation Iraqi Freedom performing convoy operations and leading 450 joint forces to ensure precise execution of mission sets previously never performed by Airmen.

After his retirement from Vehicle Operations in 2009, he remained close to Hurlburt's transportation mission. Brian returned to the unit filling a Fleet Manager position in the Vehicle Management Flight where he established continuity for the wing's $59 million fleet.

Brian’s knowledge and experience allowed him to carry 65 percent of the section's workload so active duty team members could focus on mastering their craft and growing themselves personally and professionally.

Brian embodied all the characteristics that defined a quiet professional including humbleness, self-awareness, and diligence. He understood a leader, at times, must step into a followership role to allow room for others to lead. Brian’s uncanny work ethic created a productive environment rich in positivity and optimism that radiated throughout the squadron. His mere presence lifted spirits and lightened moods. Brian's self-awareness and adaptability maximized his capacity to shift from one task to another at a moment’s notice, which happens more often than not in the special operations community. Through all his contributions, he never asked for or sought recognition; Brian catalyzed a renewed interest in the purest form of Airmanship for all ranks.

After Brian's passing due to complications from cancer on December 15, 2018, the members of the 1 SOLRS knew the loss would resonate throughout the unit. TSgt Michael Brooks, Vehicle Management's NCOIC of Customer Service, understood what Brian brought to the unit and how important he was to mission accomplishment.

He firmly believes that family includes the names written on both sides of our uniforms. For Michael, this concept of an Air Force family encompasses the past, present, and future active duty, guard, reserve and their families.

Thus, the brainstorming began and what started as a distant idea was crafted in the "Silent Giant" award memorializing a warrior lost and legacy never forgotten. Michael relentlessly nourished his idea from its infancy to final execution. For six months he worked with Brian's daughter, Marena, to ensure its impact was enduring, akin to that of her father's legacy.

Continued on PG 5

TSgt Michael Brooks providing comments on why he wanted to create the award honoring MSgt (R) Brian Bracaloni

The Life & Legacy of the ‘Silent Giant’

Continued from PG 4

Together they drafted a package to present to his leadership; it included a bio, talking paper, criteria, and logistic details for an annual fitness day culminating with the award presentation.

The inaugural award ceremony, held on 19 July, turned out bigger and better than expected. Eleven of Brian's family members came from across the country to join the 1 SOLRS in commemorating the life and legacy of the "Silent Giant".

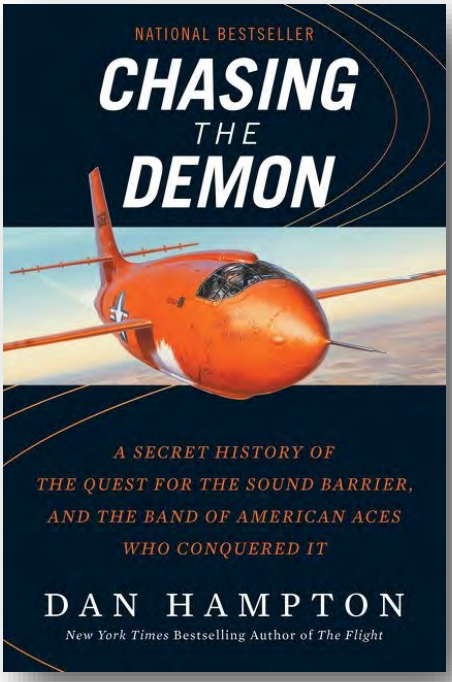
Not only did they honor Brian's life, but they also presented the award to its first recipient, A1C Christian Myers, a member of the Ground Transportation section.

All-in-all this event symbolizes Michael’s definition of family, and the inscription on Brian’s bio that hangs in the squadron building serves as a constant reminder — “As part of the 1 SOLRS family, Brian, you will be missed but never forgotten!”

For more pictures and information visit the 1 SOLRS Facebook page.

Right: Lt Col Kristen Wood (left) presenting the first “Silent Giant” award to A1C Christian Myers

Book Review



By SMSgt (R) Roger Storman

For those of you who like aviation and Air Force history, Col (R) Dan Hampton’s latest offering is right up your alley. I finished reading *Chasing the Demon* last month and although tedious at times in its detailed description of aerodynamics and the evolution of aircraft engines, it kept me absorbed through its 266 pages.

It also included a few surprises for me regarding supersonic flight and breaking the sound barrier (the Demon) in 1947. According to the author and eyewitness accounts, it might not be who you think.

In addition to its technical aspects, the book chronicles the lives of such aviation icons as Chuck Yeager, George Welch, Glen Edwards, Dick Bong, Ken Chilstrom, etc.

Col Hampton describes the lifestyle of these aces and test pilots in the late ‘40s at Muroc (now Edwards) AFB, California and the Happy Bottom Riding Club, owned and operated by the legendary Florence “Pancho“ Barnes. It was a place frequented by movie stars and aviators alike; it was a different era and a *very* different Air Force.

Gunfighters use 1950s tech on F-35 for a huge win

An F-35 Lightning II from Hill Air Force Base, Utah, refuels with a hose cart from the 1970s in a hot-pit on June 20, 2019, at Mountain Home Air Force Base, Idaho. A hot-pit allows aircraft to refuel without turning the engine off and quickly return to the air. The traditional refueling process can take more than an hour before the aircraft can take off, while a hot-pit takes 13 minutes. (U.S. Air Force photo by Airman First Class Andrew Kobialka)

Editor's Note: It's a bit unusual to feature an F-35, or any aircraft, in our newsletter. As a former refueling maintenance mechanic, however, I was stunned by this story. It also raised several questions for me. Read on and perhaps you'll see what I mean.

MOUNTAIN HOME AIR FORCE BASE, Idaho --

'Things aren't made the way they used to be' is a sentiment often tossed around when a new car or appliance breaks down. Even with all the new inventions and integrated technology there's something to be said about the simplicity of an original design. Gunfighters at Mountain Home Air Force Base, Idaho, are learning this lesson firsthand.

Airmen from the 366th Logistics Readiness Squadron are the first in the Air Force to perform hot-pit refueling on F-35 Lighting II's with a Type 1 hydrant system from the 1950s and hose cart from the 1970s.

A hot-pit is when a plane lands, refuels then takes off again without turning off the engine, explains Senior Airman Christian Cook, 366th LRS fuels operator. The typical refueling procedure consists of landing, turning off the engine and a laundry list of to-do's.

Traditional refueling takes upwards of 2 hours while the hot-pit gold standard takes 13 minutes, which translates to huge monetary saving.

Continued on PG 7

Gunfighters use 1950s tech on F-35 for a huge win

Continued from PG 6

An F-35 Lightning II from Hill Air Force Base, Utah, refuels with a hose cart from the 1970s in a hot-pit on June 20, 2019, at Mountain Home Air Force Base, Idaho. A hot-pit allows aircraft to refuel without turning the engine off and quickly return to the air. The traditional refueling process can take more than an hour before the aircraft can take off, while a hot-pit takes 13 minutes. (U.S. Air Force photo by Airman First Class Andrew Kobialka)

During hot-pits, Gunfighters initially used eight R-11 refueling trucks that hold 6,000 gallons of fuel each, said Tech. Sgt. Zachary J. Kiniry, 366th LRS fuels service center NCO in charge. One R-11 is only capable of refueling two jets and requires a new truck to come out with additional fuel to meet the demands of the mission.

“This method is not time-efficient, ties up 50 percent of the base’s R-11’s and associated personnel, and creates traffic on an active flightline that could pose a safety hazard,” Kiniry said.

His team realized that more moving parts was not the answer, Kiniry said. With a new, simplified approach they found a resourceful solution in using older-generation equipment to better complete the mission.

Now, Gunfighters use a Type 1 hydrant system from the 1950s and hose carts from the 1970s directly connected to 500,000 gallon tanks, allowing Gunfighters to virtually endlessly refuel F-35s.

“Our old equipment is persisting and performing up to the hot-pits gold standard of 13 minute turnarounds,” Kiniry said.

With this new process, Gunfighters have the capability to run hot-pits 24/7, saving 15 minutes between every other F-35 that was previously needed to set up a new R11.

Continued on PG 8

Gunfighters use 1950s tech on F-35 for a huge win

Continued from PG 7

U.S. Air Force Senior Airman Michael Rogers, 388th Aircraft Maintenance Squadron avionics technician, and U.S. Air Force Senior Airman Christian Cook, 366th Logistics Readiness Squadron fuels operator, performs a hot-pits refueling with a hose cart from the 1970s on an F-35 Lightning II from Hill Air Force Base, Utah, June 20, 2019, at Mountain Home Air Force Base, Idaho. A hot-pit allows aircraft to refuel without turning the engine off and quickly return to the air. The traditional refueling process can take more than an hour before the aircraft can take off, while a hot-pit takes 13 minutes. (U.S. Air Force photo by Airman First Class Andrew Kobialka)

With this new process, Gunfighters have the capability to run hot-pits 24/7, saving 15 minutes between every other F-35 that was previously needed to set up a new R11.

"We have eliminated safety concerns from the heavy traffic on the flightline and reallocated eight R11's with their associated personnel to perform the rest of the mission outside of hot-pits," Cooks explained.

Gunfighters are continuing their legacy of excellence and are an example how flexibility is the key to air power.

"Mountain Home Air Force Base is proving that we can still fuel F-35 aircraft right off the production line with some of the oldest equipment at unheard of turnaround times," Kiniry said.

"We have learned through continual improvement, experimentation and innovation how to enhance readiness and keep Airmen safe, regardless of what tools we are given."

Left: U.S. Air Force Senior Airman Michael Rogers, 388th Aircraft Maintenance Squadron avionics technician, performs a hot-pits refueling with a hose cart from the 1970s on an F-35 Lightning II from Hill Air Force Base, Utah, June 20, 2019, at Mountain Home Air Force Base, Idaho. A hot-pit allows aircraft to refuel without turning the engine off and quickly return to the air. The traditional refueling process can take more than an hour before the aircraft can take off, while a hot-pit takes 13 minutes. (U.S. Air Force photo by Airman First Class Andrew Kobialka)

Ellen's Blog

"Our Roads Our Safety"

By Ellen Voie, CAE

Women In Trucking Association, Inc.

For those of us in the trucking industry, we are well aware that the four-wheeler causes most crashes involving a commercial truck. It's frustrating for all of us that student drivers to senior drivers are unaware of the blind spots, stopping distances and the massive weight of a tractor-trailer.

Every time the Federal Motor Carrier Safety Administration (FMCSA) creates (or changes) regulations that affect professional drivers, I hear complaints that they are the safe drivers and someone needs to educate the motoring public. These drivers feel as if the rules should apply to all drivers and not just those in 18-wheelers.

What they don't understand is that the FMCSA CANNOT regulate cars. They were designed to regulate trucks and busses, and that's why they have "Motor Carrier" in their name. The states have more authority to regulate automobiles, but the only federal agency that creates rules to govern cars is the National Highway Transportation Safety Administration.

However, the FMCSA, and in particular, Administrator Ray Martinez, is focused on safety, and in response to drivers' concerns about the vehicles around them, they created the "Our Roads, Our Safety" campaign.

Their first step was to find partners that have a deep understanding of the safety issues related to operating on our nation's highways. The Women In Trucking Association (WIT) is one of those partners, but the group is very diverse. The America Bicycling Education Association, the American Motorcyclists Association, Choose Outdoors, Teens in the Driver Seat and the American Bus Association are a few of the groups represented. From trucks to buses, bikes to cycles and everything in between, there is a common thread that runs through each meeting. How do we educate the motorists sharing our roads?

The next step was to design the campaign which would include public safety announcements, billboards, TV and radio commercials and most importantly, materials for our industries to use when speaking to those who share our roads.

The FMCSA wisely understood the need to use real truck and bus drivers as well as motorcyclists, bicyclists, student drivers, and others who share the roads with commercial vehicles. Since the Women In Trucking Association has an Image Team prepared to share their stories, we suggested owner-operator, Ingrid Brown, to represent professional drivers. We are also thrilled that Dick Pingel, a charter member of WIT, was also selected as one of the featured drivers for the campaign.

Ingrid and Dick, along with the other transportation representatives were filmed, photographed and interviewed. Ingrid talked about how much she loves being a truck driver and how safety is important to her. Her four million miles give her credibility and the fact that she's a minority in a career dominated by men helped us share the message the women can do this job and are valued and needed in the trucking industry.

The FMCSA created the campaign, "Our Roads, Our Safety," to give us the materials to share with our families, our friends, our neighbors, and our schools. Everything you need is available at no charge on their website (https://www.fmcsa.dot.gov/ourroads). You can download radio spots, television commercials, social media content, tip sheets, infographics, and even postcards.

The agency is taking its message on the road and will be attending events across the nation to share these resources with those of us in the industry as well as those outside.

So, what can YOU do? Share the messages in your Twitter feed, your Facebook page, and add a link in your email signature. Take the tip sheet to your local school and offer to talk about safety. The tip sheet is a two-page document with instructions about a truck's blind spots, stopping distances, wide turns and more. It's surprising how many people really don't understand why a truck has to make such a wide turn at an intersection because of the length of the trailer behind them.

The next time you hear a driver complain about the motorists around them, tell them to visit the FMCSA "Our Roads, Our Safety" website and download the materials and help educate the public. We're all sharing the roads, and we need to understand how to make our highways safer for everyone. Thanks, FMCSA for creating this campaign.

Editor's Comments: CMSgt (R) Billy Dover, Sr. Risk Manager Leavitt's Freight Service, Inc., contributed this fascinating study by the American Transportation Research Institute (ATRI), and one doesn't have to be a truck driver to appreciate it.

Read the article and then click on the link indicated below for a list of the top 100 bottlenecks throughout the country. If you've traveled in any of these areas, you'll find yourself nodding in agreement. One bottleneck that I contend with on a regular basis made the list at # 98 — the I-4 / I-275 merge in Tampa.

2019 Top 100 Truck Bottlenecks

Since 2002, the American Transportation Research Institute (ATRI) has collected and processed truck GPS data in support of numerous U.S. DOT freight mobility initiatives. Using truck GPS data from nearly 1 million trucks, ATRI develops and monitors a series of key performance measures on the nation's freight transportation system. ATRI now converts its truck GPS dataset into an ongoing analysis that is used to quantify the impact of traffic congestion on truck-borne freight at 300 specific locations.

Measuring the performance of freight movement across our nation's highways is critical to understanding where and at what level investment should be made. The information provided through this effort empowers decision-making in both the private and public sectors by helping stakeholders better understand the severity of congestion and mobility constraints on the U.S. highway transportation system. This is of particular importance as the nation weighs the needs and resources available for transportation funding.

On a state and local level, this research can inform local investment decisions that can directly improve supply chain efficiency. This "bottleneck" analysis incorporates and synthesizes several unique components, including a massive database of truck GPS data at freight-significant locations throughout the U.S., and an algorithm that quantifies the impact of congestion on truck-based freight. In addition, the annual reports provide a chronological repository of mobility profiles, whereby congestion changes can be assessed over time. This, in turn, allows transportation analysts and planners to conduct performance benchmarking and identification of influential factors contributing to congestion and the requisite consequences on freight mobility.

- For the bottleneck brochure with a list of all 100 locations, click here.
- For a description of the research methodology, click here.
- (Editor): There is also an interactive table (see 2019 Truck Bottlenecks). Click on each location's link for more detailed information.

Standby Duty

Vehicle Maintenance - After Dark

By SMSgt (R) Roger Storman

As vehicle maintainers, most of us have done our share of standby. It was my second least favorite duty. The worst was Charge of Quarters (CQ); even as a married man living in base housing, I wasn't exempt and periodically had to spend a night in the barracks. That, however, is a story for another time.

I was, for the majority of my career, a refueling maintenance mechanic, and that was long before merging fire truck and refueling maintenance into what is now known as FaRM.

So, depending on the base, I either pulled standby exclusively for refueling maintenance or for the entire vehicle maintenance shop. Local operating instructions (OI) dictated the policy and they differed from base-to-base.

Standby duty then, and probably now, too, was for a week at a time and then rotated to someone else. If I had standby for RFM only, my schedule was more frequent; however, I got fewer calls. You can guess which one I preferred.

R-5s were equipped with GM 478M V6, gas-powered engines. So as a refueling mechanic, we also had a special inspection (spark check) that had to be conducted at night. That was an added bonus.

Standby also restricted our freedom. We had no cell phones or beepers in those days, so we were tied to the home phone — landline.

If we went anywhere, we had to notify the dispatcher of the location and phone number where we could be reached.

Family activities at the beach, lake, or anywhere else away from a telephone was almost out of the question. In short, it was frustrating. The only alternative was to ask a buddy to cover for you while you were out, and then you owed him a favor when it was his turn in the barrel.

There was also the timing of the calls. They seemed to come at the most inconvenient times — dinner, bedtime, or around 1 or 2 AM when I was sleeping soundly.

I know this doesn't apply to everyone, but two of my duty stations were at SAC northern tier bases—Loring and Minot. Getting called out at night in the dead of winter to repair a truck with the temperature at minus 40 degrees is not my idea of fun, and it happened.

I recall having to replace a starter on a U-30 towing tractor in the wee hours of the morning while it was sitting on Loring's flight line. Minus 40 really was the temperature that night.

It took two of us a couple of hours to complete the task and return the U-30 to service. Our first priority — HEAT!

Speaking of two people, most bases had a two-man policy for safety reasons and the fact that not all mechanics were fully qualified. This arrangement sometimes produced an interesting situation.

Case in point: I was on standby duty for the entire shop at Loring and paired with a young mechanic. I received a call one evening and was informed that several flight line vehicles were down and they were needed back that night.

So, I called my partner and his wife answered the phone. She wouldn't let me speak to her husband and told me not to call back. I explained that she was probably getting her husband in trouble, but it didn't faze her.

I went to the base and started repairing the vehicles alone until the VM superintendent unexpectedly showed up. He asked about my fellow standby mechanic and I told him the story.

He called and once again the guy's wife answered the phone. She told the superintendent the same thing, but in much more explicit terms. We fixed the vehicles, and that young man had an appointment in the morning.

Weekend standby at Loring in the winter also meant reporting to work for the entire day on Saturday and Sunday.

I would go in, check-in with vehicle ops, start-up the wrecker and then roam the base looking for disabled vehicles that needed a jump start, a shot of ether, or perhaps a tow. I had radio contact with the dispatcher and he/she would direct me to my next job.

Incidentally, that shot of ether I mentioned had to be used with caution. It would sometimes burst into flames and cause burns to the face or singe your eyebrows. Isn't vehicle maintenance wonderful!

As strange as it might sound, notwithstanding the cold and snow, the weekend duty was actually fun. I much preferred it to being awakened and called out at night.

I accepted the fact that standby came with the territory; it's what we did and it was necessary. I didn't complain about it. I just did my job to the best of my ability, but I still didn't enjoy waiting for the phone to ring and being called out at night. Looking back on it now, though, and despite my general annoyance with it, standby duty resulted in several great war stories. Luckily for you, I don't have space to tell them all here, but they bring me joy and laughter just thinking about some of them and I wouldn't trade those experiences for anything.

ARMY & AIR FORCE 'EXCHANGE'

EDITOR'S COMMENTS: We enlisted troops have always had a reputation for being resourceful (scroungers). A good scrounger in any shop is a valuable asset. If we needed something to do our jobs and it wasn't readily available, the designated scrounger usually found a way to get it and, if necessary, they were not above skirting the system to accomplish the mission. Sometimes it took more creative methods but more often than not just some good old fashion bartering sufficed.

Last month I wrote about "acquiring" three Chevy pickup trucks from the 'Pea Patch' on Shemya. CMSgt (R) Al Ouellette replied with a story of his own and as usual with war stories, one leads to another; his story reminded me of a similar incident in Korea, and then SMSgt (R) Gary McLean chimed in with his Army story from Desert Storm. We offer them to you below.

MY KIND OF DEAL

BY CMSGT (R) AL OUELLETTE

I liked the article about Shemya. It reminded me of how we had an "illegal" Army jeep at Cam Ranh Bay, Vietnam in 1969. TMO packers and craters thought we needed our own transportation so we traded two skids of plywood to an Army buddy and he gave us a Jeep.

Of course, it had "US ARMY" painted on it and we had to have that removed. Our buddies in vehicle maintenance repainted it and put "US AIR FORCE" on the side. So, now it was an official (not quite) USAF vehicle. We filled it with gas using our cards from the forklifts. We never got caught (at least not while I was there).

COLD WEATHER GEAR AND COMPUTERS

BY SMSGT (R) ROGER STORMAN

In the 1980s, the 7th Air Force at Osan had a vehicle maintenance liaison at Camp Carroll, Korea. The Army refurbished M-series vehicles for the Air Force there. Some of you might know the person I'm talking about, but for the purpose of this article he shall remain anonymous.

Anyway, I went to his office one day and, to my surprise, he had a Z-248 computer, monitor, and a dot matrix printer, which he didn't have on my previous visit. So, being the curious type, I asked where he got it. He said he swapped with an Army guy for an Air Force cold weather hat and a pair of mukluks. Remember those? We just looked at each other and smiled.

WHAT HMMWV?

BY SMSGT (R) GARY MCLEAN

Upon deploying to Dhahran AB, Saudi Arabia after Operation DESERT STORM (4th rotation), the boss decided we needed to do a full inventory and get our arms around all the unaccounted vehicles. A nice decision, but the actual process was monumental. As we got closer to full accountability of the fleet, we did a ton of research on a HMMWV pickup truck sitting in the shop that had Army markings. We did a lot of detective work and deciphered that it was originally assigned to the Army unit on the other side of the base.

We did a safety, lube, oil, and filter to make it whole, cleaned it up, and proudly presented it to the Army. A Sergeant First Class (SFC) we had contacted promptly refused to accept the vehicle because it had been destroyed in combat. Well, it wasn't; we had the vehicle right there with matching numbers. He said again, louder, IT WAS DESTROYED, GET IT OUT OF HERE! We hesitated, he turned and left, and came back with another SFC who yelled louder that IT WAS DESTROYED IN COMBAT AND GET IT THE HELL OFF THEIR POST!! Well, we didn't really trade anything for it except some legwork, but we now had a vehicle at our disposal — "DESTROYED."

FINAL THOUGHTS:

All of these deals seem like a steal to me, then and now, and I'd like to think we got the better of our Army brethren; however, they probably thought the same of us. I suppose as long as both parties get what they want, everyone wins in the end but plywood for a Jeep, a state-of-the-art computer system for a hat and mukluks, and a free HMMWV that didn't exist? Well, you be the judge.

TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 September 2019

SPECIAL POINTS OF INTEREST

INSIDE THIS ISSUE:

FOLDS of HONOR

Budweiser

CONTRIBUTOR:
CMSGT (RET) RICHARD MCELDERRY

86th VRS rolls onto virtual highway

U.S. Air Force Master Sgt. Daniel Moffett, 86th Vehicle Readiness Squadron noncommissioned officer in charge of training validation and operations, tries out the 86th VRS's new vehicle simulator at Ramstein Air Base, Germany, Aug. 7, 2019. With sensors throughout the simulator, including the gear stick, instructors are able to get better feedback on how to help new Airmen be proficient vehicle operators. (U.S. Air Force photo by Staff Sgt. Kirby Turbak)

RAMSTEIN-MIESENBACH, RP, GERMANY
08.12.2019
Story by Staff Sgt. Kirby Turbak
86th Airlift Wing/Public Affairs

Every day the U.S. Air Force becomes more accurate and advanced to make sure the mission is accomplished, they do this by innovating, managing equipment, reducing manpower, and reducing cost.

Members of the 86th Vehicle Readiness Squadron at Ramstein Air Base, Germany, are doing exactly that by acquiring a new driving simulator to train Airmen that aren't familiar with German roads and weather conditions.

The simulator was purchased with funds from the 2019 Commander in Chief's Annual Award for Installation Excellence.

The 86th VRS is responsible for operating and maintaining a variety of government-owned vehicles such as military vehicles, pickup trucks, police cars, transport vehicles, and special-purpose vehicles.

Continued on PG 2

86th VRS rolls onto virtual highway

Continued from PG 1

U.S. Air Force Staff Sgt. John Williams, 86th Vehicle Readiness Squadron assistant noncommissioned officer in charge of equipment support, operates the 86th VRS's new vehicle simulator at Ramstein Air Base, Germany, Aug 7, 2019. The simulator trains Airmen on a variety of vehicles and situations. (U.S. Air Force photo by Staff Sgt. Kirby Turbak)

"Before the simulator, whenever we got new Airmen, we'd take them out on the road and get them familiar with the vehicle," said Master Sgt. Daniel Moffett, 86th VRS noncommissioned officer in charge of training validation and operations. "Then we conducted the actual driving portion where they would get in the vehicle, drive around the base and drive around the highway as well."

The old process took more time, resources, fuel, and added maintenance cost from more wear-and-tear to the vehicles.

"This is a more timely and effective way to train, as opposed to actually having to go out, check out and operate a vehicle for hours on the road," said Tech. Sgt. Nicholas Lindke, 86th VRS training validation and operations supervisor.

"They can get that familiarization training completed, within the confines of this building, I'd say that is one of the biggest benefit, it's going to end up saving a lot of man hours."

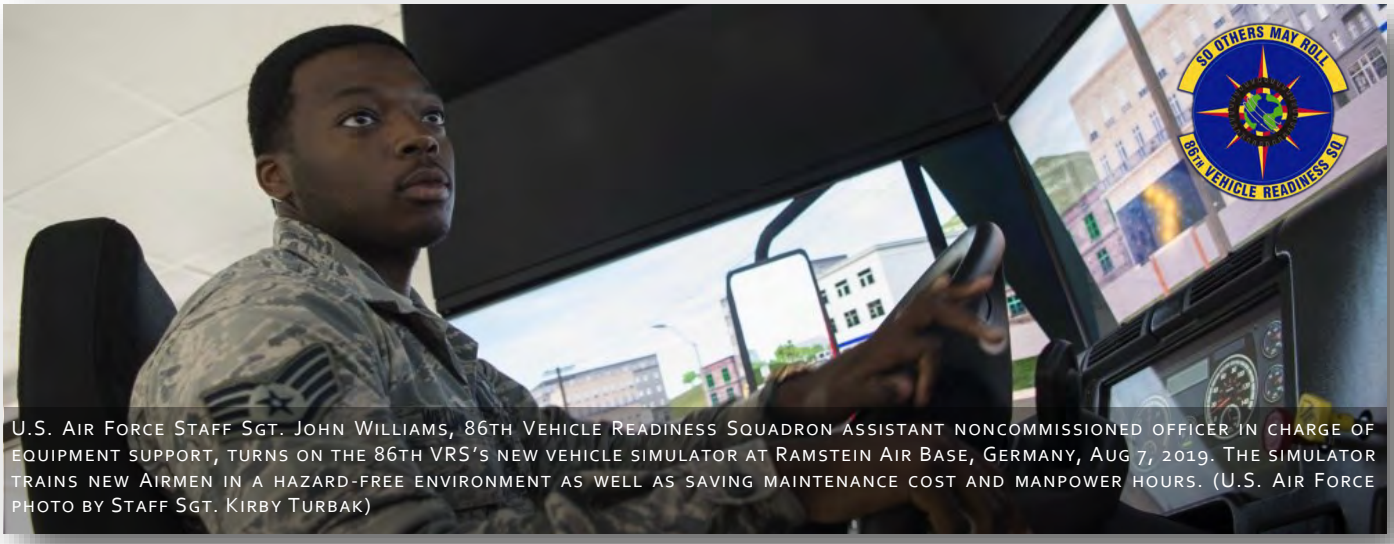
The simulator helps safely prepare Airmen for less than ideal road conditions and possible vehicle failures they could face.

"The simulator provides a plethora of different tools built into the program that allows us to put them in different scenarios, whether it be fog, snow, or other conditions that they're going to be facing yearly, here at Ramstein," said Moffett. "In addition to that, we have the capability to do blow outs to the vehicle tires, create accidents, and add situational events where they have to react quickly."

With sensors throughout the simulator, including the gear stick, instructors are able to get better feedback on how to help new Airmen be proficient vehicle operators.

By gaining more time and resources members of the 86th VRS are able to certify new Airmen quicker and keep the mission rolling on.

"This will help us get them better prepared to operate the vehicles and get certified with little to no failures, which is the ultimate goal," said Moffett.



U.S. Air Force Staff Sgt. John Williams, 86th Vehicle Readiness Squadron assistant noncommissioned officer in charge of equipment support, turns on the 86th VRS's new vehicle simulator at Ramstein Air Base, Germany, Aug 7, 2019. The simulator trains new Airmen in a hazard-free environment as well as saving maintenance cost and manpower hours. (U.S. Air Force photo by Staff Sgt. Kirby Turbak)

Rhein-Main's 'Round House'

Vehicle maintenance shop known as "The Round House" Rhein-Main Air Base, Germany — Circa 1980. The white sign on top of the reception center (QC) says "Motor Vehicle Maintenance"

Memories of Rhein-Main and the 'Round House'
By SMSgt (Ret) Ken Pettingill

RHEIN-MAIN AB, GERMANY — In December 1979, I headed back home to Sherwood, Arkansas, from my first assignment at Holloman AFB, NM. I took about 3 weeks of leave in conjunction with my new PCS to Rhein-Main AB, Germany.

I had already spent 4 years there as a dependent from 1970-74. During that period, my father was a radio and radar technician on C-141/C-5 aircraft. We lived in Gateway Gardens (base housing), and I went to 7th-10th grades there, so I still knew some of the school bus drivers.

I was very concerned about "going home" to a place I knew very well as an "AF Brat." I knew it would be very different as an Airman.

Shortly after my arrival and assignment of a dorm room, my supervisor took me down to the vehicle maintenance shop, a.k.a. The Round House.

It was about a 10-15 minute walk from the dorms so anytime you could get a ride it was welcome.

Incidentally, my sponsor and first supervisor at Rhein-Main was DeWayne Hopkins.

Some jokingly called him "The Hobbit" or "Hoppy" as he was very short, but don't let a short person's size fool you. Just like a training instructor from basic training, he was forthright, firm, and loud if he needed to be.

I will always remember him as he was everything a supervisor should be, and most importantly, he took care of his people.

As someone who has always been interested in trains and having seen railroad tracks nearby, I first thought the building had been used for that purpose. But there were no tracks present in the Round House nor was there any evidence of them having been filled in.

I learned later that The Round House was built by the U.S Army after World War II (1945-46) to maintain tanks.

Continued on PG 4

Rhein-Main's 'Round House'

Continued from PG 3

The Round House was designed as a big wheel with a hub in the middle. If you were looking for someone, you always ended up back from where you started from. It was round!

The hub contained our VM&A, Materiel Control, T.O. library, break room, restrooms, and most of the offices. The rest of the building was divided up by several shops - GP, SP, MHE, Heavy Equipment, Allied Trades, and Refueling. Fire Truck Maintenance was accomplished at the fire department.

We also had a machine shop operated by German Nationals. I remember that they could pretty much build anything you needed within reason, and they were always busy.

The building had very little insulation, but it had an excellent steam-based radiator heating system. It also had a couple of forced air systems near the main vehicle entrance doorways.

It was wired in 220v outlets, and 120v transformers were available in the tool room in case you needed it. Each shop had overhead exhaust removal systems and plenty of workbenches.

The Round House had abysmal lighting. There were plenty of light fixtures, but the lights themselves just had poor illumination compared to today's fluorescent and LED lighting.

It had glass windows throughout the facility, which helped warm things up and allowed a lot of natural light to come in during the wintertime. The big windows opened up for summertime heat but I never remember it being hot. Many referred to it as "the greenhouse."

I was there from Jan 80 to Jan 82, and most of that time we worked 10-12 hour shifts and many half days on Saturday.

Even with this busy schedule, I learned a lot while I was there. I was in the GP career field at the time, so we did numerous engine and transmission rebuilds.

We also did a lot of self-help projects such as renovating our breakroom. I learned how to put in a hanging ceiling and lay floor tiles.

Even though our work hours were long, the camaraderie was very good. Our management also arranged a field trip to the Opel Auto Factory, where we watched cars being built. It was amazing. The experience was one that I would never have had anywhere else at the time.

Some memorable events for me at the Round House include getting to maintain my middle school bus driver's bus when it broke down. His name was Sonny, and I remember him saying with a smile, "It looks like you are following in your father's footsteps."

I also unknowingly met Rudolf Schneider, a former driver for General Rommel who worked at vehicle operations. One day he came into the shop looking for a sedan, and a co-worker jokingly said, "Stop him! That is General Rommel's driver!" He had been a POW and walked with a limp. I calmly said I think he has done his time.

As to the Round House's demise, I was told that most of Rhein-Main Air Base's infrastructure was demolished sometime between 1995 and 2005 when the rest of the base was returned to the German government.

I looked on Google Earth, and a new airport building and parking spot now occupy the Round House's old location. The Round House stood for approximately 50 years and was an essential part of winning the Cold War.

Even though it started as an Army facility, its legacy will always be part of Air Force vehicle maintenance history. It may be gone, but its importance has not been forgotten, and the fond memories still linger.

The 'Round House' can be seen center/right in this 1988 aerial photo of Rhein-Main AB

NGTNews | Next-Gen Transportation.

JTB Hawaii Honored for Clean Transportation Efforts

Posted by Betsy Lillian - August 7, 2019 / Contributor: CMSgt (Ret) Dan Berlenbach

Blue Planet Foundation has selected JTB Hawaii as the recipient of its 2019 Honua Award, which will be presented at the nonprofit's upcoming Blue Tie Bash fundraising gala on Friday, Sept. 20.

The tour company launched a fleet of three electric-powered commercial buses earlier this year, which can each go more than 200 miles on a single charge. Blue Planet facilitated a youth art contest for the fleet, resulting in artwork that now adorns the bus exteriors.

"Whenever a company is willing to be the first to step away from the norm and take what some might see as a risk, it shows not only vision, but leadership – and that's why we are honoring JTB Hawaii at the Blue Tie Bash," says Jeff Mikulina, executive director of Blue Planet Foundation. "What JTB Hawaii president Kitagawa and his team have done to promote and integrate clean transportation in Hawaii's largest industry is commendable and a leading example of how tourism can contribute to our sustainability goals."

Blue Planet created the Honua award in 2008 to recognize individuals and organizations that are moving Hawaii closer to its clean energy goals. Previous honorees include Gov. George Ariyoshi, Gov. David Ige and First Wind.

Vehicle Management Flight improved through innovation

U.S. Air Force Airman 1st Class Colin Coogan, 52nd Logistics Readiness Squadron vehicle maintenance journeyman, performs, an inspection on a tire at Spangdahlem Air Base, Germany, Aug. 7, 2019. Vehicle Management Flight mechanics perform tasks such as oil changes and completing engine repairs on all government vehicles assigned to the 52nd Fighter Wing. (U.S. Air Force photo by Senior Airman Dawn Weber.

SPANGDAHLEM, RP, GERMANY
08.16.2019
Story by Senior Airman Dawn Weber
52nd Fighter Wing Public Affairs

Whether it's fixing brakes, replacing water pumps, steering and suspension or tires and gaskets, the Airmen of the 52nd Logistics Readiness Squadron Vehicle Management Flight are trained and prepared to keep the 52nd Fighter Wing mission rolling.

The Airmen of the VMF service a fleet of more than 900 government vehicles assigned to the wing and its geographically separated units.

"Basically, anything with wheels and an engine we maintain," said U.S. Air Force Tech Sgt. Keegan Chapin-Tovey, 52nd LRS general purpose vehicle management section chief.

Using money from Innovation Madness, the VMF was able to renovate and re-open their Customer Service Center in building 110; merging the Fleet Management and Analysis section along with the vehicle mechanics.

"Now when a customer turns in a vehicle we're able to process it faster, track the data more accurately and return the vehicle to service faster," said Chapin-Tovey.

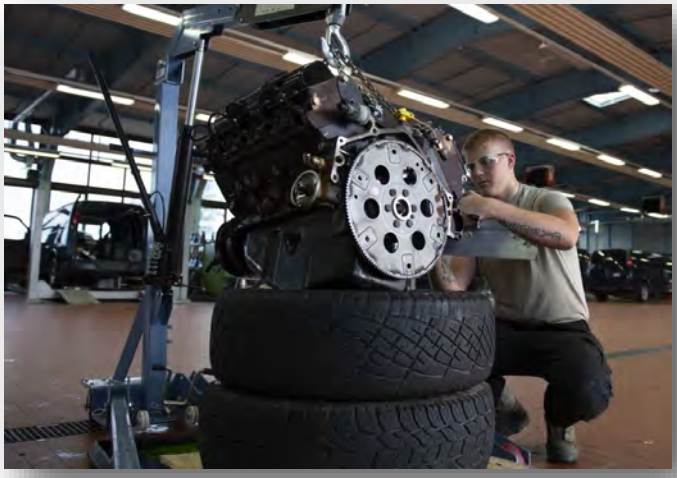
Continued on PG 7

Vehicle Management Flight improved through innovation

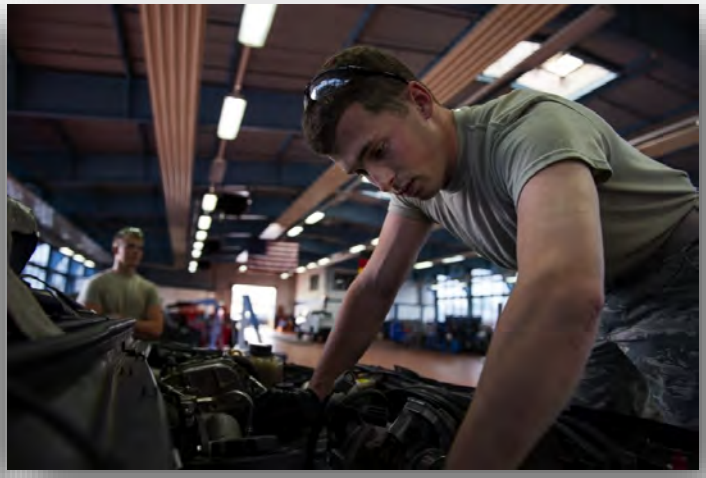
Continued from PG 6

The Customer Service Center is responsible for completing quality checks on vehicles due for routine maintenance or vehicles turned in for certain issues. Quality checks inspect every aspect of the vehicle to include brakes, engine, and leaks. Once QCs are completed the VFA section creates a work order and processes it, then turning it over to the mechanics for maintenance.

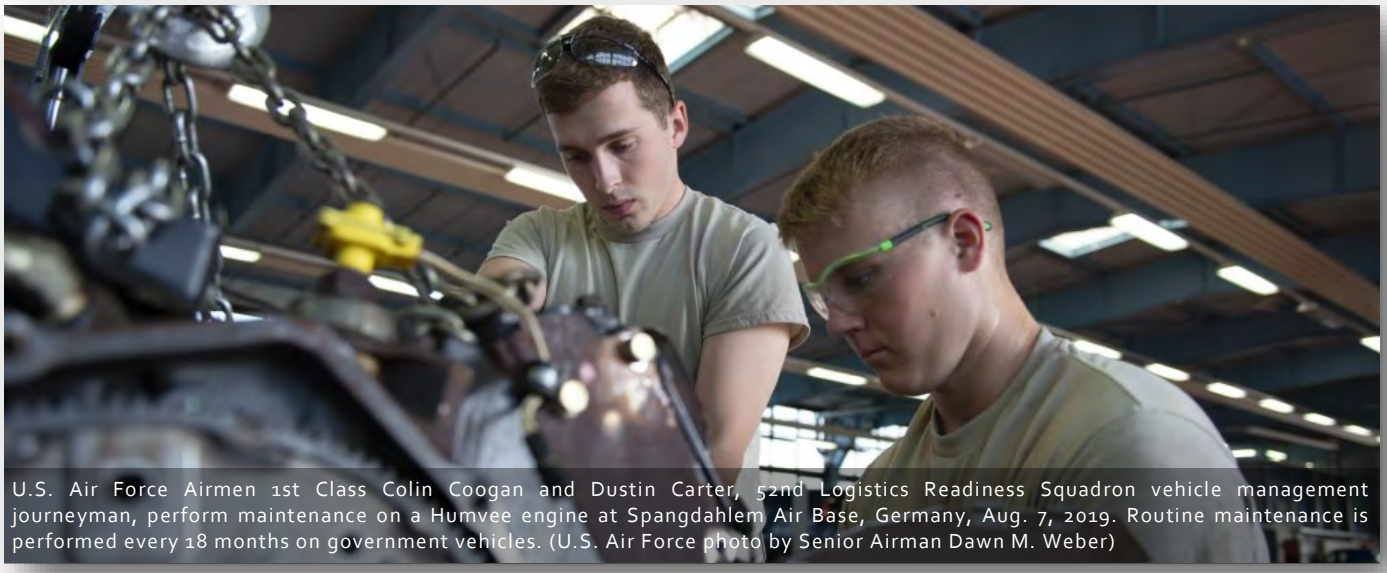
“Being able to reduce the vehicle down time has been the biggest benefit of merging the two sections,” said Chapin-Tovey. “Communication has improved significantly, before we had three separate sections, now they’re all in one place. There’s no more wasted time for the customer. Everything is streamlined, the customer can come to one place for drop off and pick up. It’s a lot more efficient.”



U.S. Air Force Airman 1st Class Dustin Carter, 52nd Logistics Readiness Squadron vehicle management journeyman, performs maintenance on a Humvee engine at Spangdahlem Air Base, Germany, Aug. 7, 2019. The Vehicle Management Flight is responsible for the routine maintenance of more than 900 government vehicles at the 52nd Fighter Wing and its geographically separated units. (U.S. Air Force photo by Senior Airman Dawn M. Weber)



U.S. Air Force Airman 1st Class Colin Coogan, 52nd Logistics Readiness Squadron vehicle management journeyman, performs maintenance on a Humvee at Spangdahlem Air Base, Germany, Aug. 7, 2019. The Vehicle Management Flight is responsible for the routine maintenance of more than 900 government vehicles assigned to the 52nd Fighter Wing and its geographically separated units. (U.S. Air Force photo by Senior Airman Dawn M. Weber)



U.S. Air Force Airmen 1st Class Colin Coogan and Dustin Carter, 52nd Logistics Readiness Squadron vehicle management journeyman, perform maintenance on a Humvee engine at Spangdahlem Air Base, Germany, Aug. 7, 2019. Routine maintenance is performed every 18 months on government vehicles. (U.S. Air Force photo by Senior Airman Dawn M. Weber)

GOVERNMENT FLEET leading fleets
APWA AMERICAN PUBLIC WORKS ASSOCIATION
Sponsored by:
Ford | FORD FLEET GEOTAB
GOVERNMENT FLEET
MANAGING PUBLIC SECTOR VEHICLES & EQUIPMENT

The 50 Leading Fleets Share Their Biggest Challenges

July 23, 2019 • by GF Staff

The 50 Leading Fleets and Notable Fleets were recognized at the 2019 Government Fleet Expo & Conference.
Photo by Yvette Ponthier

The Leading Fleets program recognizes public sector fleet organizations for their leadership, efficiency, ability to overcome challenges, and vision for the future. Here are the 2019 Leading Fleets and how they overcame their biggest challenges.

6. **City of Long Beach, Calif.**
Contact: Dan Berlenbach, CPFP
Units: 1,515 On-Road; 635 Off-Road
Staff: 120.5
Overcoming Challenges: Converted a 15-year-old fuel management system to a new system with passive telematics, which impacted 1,500+ vehicles and took thousands of hours of planning and installation time.

City of Lakeland Fleet Management, Fla.
Contact: Gary McLean
Units: 1,177 On-Road; 235 Off-Road
Staff: 27
Overcoming Challenges: Transferred fuel operations to the prime fuel vendors and used a fuel tank wagon truck to ensure vehicles are fueled throughout an unscheduled total fuel station shutdown.

City of Tampa Fleet Management Division, Fla.
Contact: Connie White-Arnold
Units: 2,597 On-Road; 795 Off-Road
Staff: 62
Overcoming Challenges: Reconfigured the fire maintenance parts storage/-distribution floor plan with a centralized location to streamline parts management and increase productivity.

Hillsborough County, Fla., Fleet Management Department
Contact: Robert Stine, CAFM, CPFP
Units: 2,200 On-Road; 1,100 Off-Road
Staff: 60
Overcoming Challenges: Worked with key customers to embrace Lean Six Sigma process improvements. This resulted in nearly $3 million in cost avoidance by rightsizing assets.

Washington County, Ore.
Contact: Tom Keyser
Units: 585 On-Road; 101 Off-Road
Staff: 17
Overcoming Challenges: Analyzed staffing levels and worked with Human Resources to add four new positions to manage and maintain the growing fleet.

Editor's Note: We selected comments by former USAF vehicle managers from the 50 Leading Fleets. If we missed anyone, please let me know and I will make the necessary corrections next month.

To view all 50 comments, see the Government Fleet website at 50 Leading Fleets.

Fleet Manager of the Year Dan Berlenbach Focuses on People

JULY 12, 2019 • BY SHELLEY ERNST

GOVERNMENT FLEET
MANAGING PUBLIC SECTOR VEHICLES & EQUIPMENT

DAN BERLENBACH FROM THE CITY OF LONG BEACH, CALIF., WAS NAMED THE 2019 PUBLIC SECTOR FLEET MANAGER OF THE YEAR. *PHOTO BY YVETTE PONTHIER*

There are some people who think fleet management is about vehicles. For Dan Berlenbach, CPFP, fleet services manager for the City of Long Beach, Calif., it's about people. "We focus on people because they make the mission happen...the vehicles are the tools; the people are the priority," he said.

When Berlenbach was asked what drove his recent Public Sector Fleet Manager of the Year win, he credited his colleagues. "It's all about the team," he said. "I am so privileged to work with some of the best fleet staff around. They do the work...I just get them what they need, recognize their performance, give a little guidance here and there, and let them go."

It's true that the team has accomplished a lot this year, including ramped up sustainability efforts, achieving high productivity rates, implementing tablet-based apps, and earning 90% satisfaction from drivers and 95% from department liaisons, to name just a few recent achievements. "Our list is long, and that's due to our team's efforts," Berlenbach said.

Of course, Berlenbach is at the helm of these initiatives, and his leadership of the department's many successes helped him earn the Public Sector Fleet Manager of the Year title. Berlenbach attributes his fleet management techniques to lessons he learned in the United States Air Force, in which he served for 29 years. "In the military I learned to provide customers what they need to do the job (but not more), closely track costs and other metrics, empower people, and verify that it's all done properly," he said.

Another key management technique: Being comfortable with taking chances and learning from mistakes. "We like to live on the leading edge and are not afraid of risk," Berlenbach said. "When we fall, we get back up and adjust."

Proudest Achievements

While the fleet's list of achievements is long, Berlenbach has a few of which he's most proud.

First is a revamped preventive maintenance (PM) program, which hadn't been reviewed for several years. "While vehicle technology had changed and so had the oils we use, we were still changing oil way too often," he said. "We got an onsite analyzer, started changing our sweepers and refuse trucks based on oil condition (not time), and hired a consultant to completely review and rewrite our program — changing to an 'ABC' method and extending intervals throughout the fleet." This total rewrite of the PM program will significantly reduce oil and labor costs and is projected to save $500,000 annually.

Continued on PG 10

Fleet Manager of the Year Dan Berlenbach Focuses on People

JULY 12, 2019 • BY SHELLEY ERNST

Continued from PG 9

Last year the team also completed an extensive upgrade of the fleet's 15-year-old fuel management system, dedicating thousands of man-hours to clean up years of data, establish new business processes, and install equipment on more than 1,500 vehicles. "Changing out our entire fuel system was a huge effort that stretched us significantly," Berlenbach said. "We focused our fleet brain trust on this almost exclusively for about a year."

The new system includes a full telematics suite, enabling the team to implement a fleetwide driver behavior program. Because this system's integration with fuel management is passive, it has no cellular access fee, saving the city $315,000 annually.

The team also created a warranty program, including a dedicated warranty manager position. The new program resulted in the recovery of $220,000 in its first year, tripling the investment in the program.

"Our approach is a mix of doing the basics well and implementing newer, more efficient programs," Berlenbach said.

PERFECTING THE BASICS, EMBRACING INNOVATION, AND FOCUSING ON PEOPLE HELPED BERLENBACH WIN THIS AWARD.
PHOTO BY YVETTE PONTHIER

Embracing Technology

Among the team's new approaches is embracing technology as a means for improved fleet management. The team is currently testing three different tablet-based apps: stockroom inventory, PM checklists, and morning yard check, with operator checklists as a possibility in the near future.

To better manage and prioritize how the fleet uses the technology and data available, the city implemented a fleet technology steering group. "We embrace all the fleet technology and partner fully with our fleet management information system provider to push the envelope on the apps, data, fuel, and driver behavior programs as they become available," Berlenbach said. "We're excited about the role technology plays in fleet management and, as we all know, it grows daily, if not exponentially!"

Sustainable Efforts for Better Health

Sustainability is another effort about which the fleet team is passionate. "We live in an area that's challenged by air pollution, to the point of affecting people's health," Berlenbach said. "For that reason, we are very sensitive to the impact the city's fleet has on the local environment." Last year, more than 50% of the fuel used by the city was renewable, including natural gas and renewable diesel. Of the city's on-road fleet, 42% is alternatively fueled and another 70 electric vehicles (EVs) are scheduled to arrive this summer.

Continued on PG 11

Fleet Manager of the Year Dan Berlenbach Focuses on People

JULY 12, 2019 • BY SHELLEY ERNST

Continued from PG 10

An Internal and External Focus on the People

While the benefits to citizens are part of what drives the fleet's dedication to sustainability, Berlenbach's focus on people doesn't stop there. It extends to the technicians in City of Long Beach shops, to fleet customers, and beyond. And it has yielded some impressive results.

Focusing on the needs of technicians in the shop has paid off in a 76% productivity rate. "We get our people what they need, we measure what gets done, and we share those measurements with everyone," Berlenbach explained. "We stress ASE certification and invest in our people, their facility, and the tools and equipment they need. We treat our people as the priority that they are and recognize their achievements."

The department has several recognition programs and Berlenbach said they make time for fun, including activities such as an annual car show, barbecues, and an upcoming fitness program.

Of course, this focus on people extends to fleet customers, too. Fleet staff are trained in customer service and the fleet team regularly solicits feedback on how they're doing, from the driver to the managers of customer departments. In fact, each month, members of the management team review 27 key performance indicators to enable consistent support to departmental customers.

"We exist for the customers we serve. We take their feedback to heart, fixing those things that can be fixed, improving others, and thoroughly explaining those that can't," Berlenbach said. "We communicate to all our staff how they fit into the 'big picture' of city services. Everyone understands that fleet [operations] moves the departments that directly serve the residents of the city."

ABOUT THE AWARD: THE PUBLIC SECTOR FLEET MANAGER OF THE YEAR AWARD IS SPONSORED BY GOVPLANET. NOMINEES ARE JUDGED ON 10 KEY CATEGORIES: BUSINESS PLAN, TECHNOLOGY IMPLEMENTATION, PRODUCTIVITY, POLICIES, PREVENTIVE MAINTENANCE PROGRAM, UTILIZATION MANAGEMENT, REPLACEMENT PROGRAM, CUSTOMER SERVICE, FUEL MANAGEMENT, AND A KEY ACCOMPLISHMENT FROM THE PAST YEAR. *PHOTO BY YVETTE PONTHIER*

Shining Brightly

In reflecting on his win, it's no surprise Berlenbach wants to thank the people who helped him along the way — from his roots to present day.

"I want to thank the U.S. Air Force Vehicle Maintenance community that raised me from a young airman and taught me fleet management," he said. "And the Long Beach Fleet team that helped me put it all into high-performance practice."

When asked what makes him most excited about the win, Berlenbach said it's the recognition it brings to his entire team. "It is a great honor and the high point of my civilian career to be sure, but this is their award," he said.

Berlenbach's parting advice to other fleets? "People are people after all — they want to be valued, supported, and respected," he said.

"DO ALL THAT AND YOUR ORGANIZATION WILL SHINE BRIGHTLY."

That approach has clearly paid off both for the fleet and for the newly named Public Sector Fleet Manager of the Year.

* * * * *

EXTRA * * * EXTRA

News We Missed

Editor's Comments: 'News We Missed' is a new feature in *Truckin' On* that allows us to go back within the calendar year and publish stories that we missed. We try to stay as current as possible, but sometimes we overlook articles that we should have published. Our previous window was 90 days. Originally published in AF News in January 2019, this story is one example.

28th LRS makes great strides in vehicle upgrade project

By Senior Airman Donald C. Knechtel, 28th Bomb Wing Public Affairs / Published January 15, 2019

Two multi-purpose vans known as bread trucks await refurbishing in the 28th Logistics Readiness Squadron vehicle maintenance garage at Ellsworth Air Force Base, S.D., Dec. 6, 2018. The new modifications to the vans will both enhance mobility, due to the new tool cages and equipment racks, and provide warmth in the harsh winters thanks to the new insulation. (U.S. Air Force photo by Senior Airman Donald C. Knechtel)

Continued on PG 13

28th LRS makes great strides in vehicle upgrade project

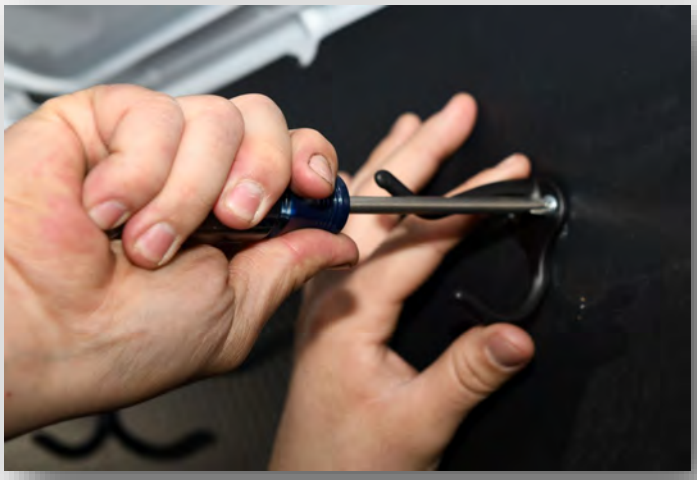
Continued from PG 12

ELLSWORTH AIR FORCE BASE, S.D. -- Airmen from the 28th Logistics Readiness Squadron are undergoing a massive transit modification project at Ellsworth Air Force Base. They will replace the out-of-date multi-purpose vehicles - nicknamed bread trucks - with five new transit vans which are being modified to better fit the mission.

“Almost everyone in vehicle maintenance has worked on the vans in some degree,” said Staff Sgt. Anthony Tavares, a 28th LRS vehicle maintenance equipment supervisor. “The shop had to deal with the priority assets while doing modifications, so in the meantime we are letting the organizations use the old vehicles until the replacements are ready.”

The new vehicles have undergone a wide array of modifications over the past few months, making several updates to each van.

“The vans are going to be better insulated to keep the mechanics warm during winter and provide better and safer mobility for their tool storage,” Tavares explained. “The older models [Bread Trucks] are aging and go back to 2007; it was time for an upgrade.”



Senior Airman Kyle Nauman, a 28th Logistics Readiness Squadron vehicle maintenance equipment technician, installs a coat hook in a bread truck at Ellsworth Air Force Base, S.D., Jan. 3, 2019. The new vehicles will be fitted with tool cages and racks to assist maintainers and technicians in transporting their larger equipment to and from their destinations, providing better mobility and saving time in the process. (U.S. Air Force photo by Senior Airman Donald C. Knechtel)

Senior Airman Kyle Nauman, a 28th Logistics Readiness Squadron vehicle maintenance equipment technician, installs insulation to the side of a bread truck at Ellsworth Air Force Base, S.D., Jan. 3, 2019. The new insulation will now help maintainers and technicians keep warm during the harsh winters while transporting to and from the fight line. (U.S. Air Force photo by Senior Airman Donald C. Knechtel)

The bread trucks, now insulated for warmth, provide technicians with transportation at Ellsworth Air Force Base, S.D., Jan. 3, 2019. Two of the five trucks have insulation installed, now only requiring the tool cages and benches. (U.S. Air Force photo by Senior Airman Donald C. Knechtel)

Continued on PG 14

28th LRS makes great strides in vehicle upgrade project

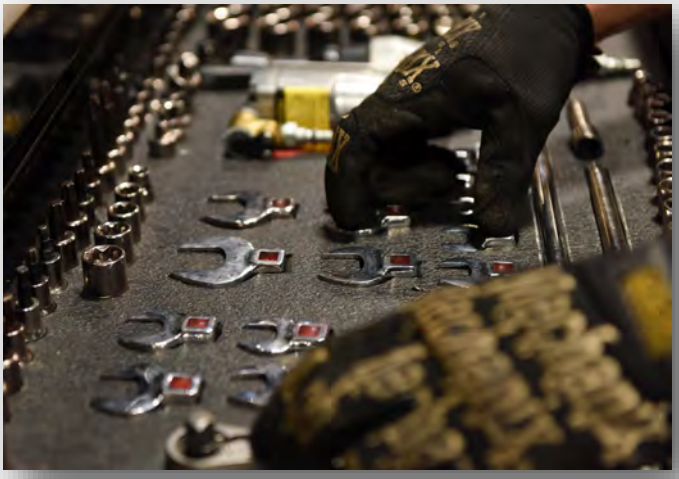
Continued from PG 13

The rear interior portion of the vans was removed, allowing prep work to be done. Following this, the vans had a spray-in bed liner installed on the floor to increase strength and add slip resistance.

In-house custom cages were manufactured and installed around the rear air conditioner, and benches from the older models were removed, then welded to better fit in the van. The Airmen also insulated and reinforced rear side panels with plywood, installed eight coat hooks, and put in retaining hooks for ladders.

To make it even more convenient a tool cage was added to retain the maintainer's kits during travel. Once this is complete, a beacon light is mounted to the vehicle, making it ready for the flight line. This is the most labor-intensive modification done by vehicle maintenance in recent history.

The project requires all hands-on deck with several hundred hours to build and modify each vehicle in order to make them as effective as possible.



Staff Sgt. Anthony Tavares, a 28th Logistics Readiness Squadron vehicle maintenance equipment supervisor, grabs his tools at Ellsworth Air Force Base, S.D., Dec. 6, 2018. The new vehicles will be fitted with tool cages and racks to assist maintainers and technicians in transporting their larger equipment to and from the destinations, providing better mobility and saving time in the process. (U.S. Air Force photo by Senior Airman Donald C. Knechtel)

Senior Airman Victor Gathara, a 28th Logistics Readiness Squadron vehicle maintenance equipment technician, welds a bench frame to meet the new length requirements of the new bread trucks at Ellsworth Air Force Base, S.D. Dec. 6, 2018. The benches are pulled from the older models, broken down to their frames and then refitted to be put in the new vehicles. (U.S. Air Force photo by Senior Airman Donald C. Knechtel

Standby Duty...A follow up story

Editor's Note: Ronnie's story is in reply to my article on standby duty in August's newsletter.

Beepers...1980s high-tech

By SMSgt (Ret) Ronnie Ward

I got to Langley the first time in 1981 and Chief Buckley "Buck" Hollyfield made me NCOIC of RFM.

I had three military and they were pulling standby every 3rd week, and bitching of course. I told the Chief we needed beepers and he told me to find out how to get them.

After a few phone calls, I found out that the Communications Squadron was the OPR for beepers, so off I went to see them and found out what I needed to do.

Lots of paperwork was involved to get beepers approved because they felt we were not emergency personnel.

I wrote and submitted the justification for 3 beepers, one for RFM, Fire Truck MX, and the Main Shop.

I felt I was just spinning my wheels, but after a couple months my squadron got notified to send a representative to the HQ TAC Comm approval/disapproval board, as my request for beepers was on the agenda.

I was a TSgt and I asked the Chief to please go with me, which he did. Bottom line - we got approved for beepers and I was the most popular person in VM, especially with the troops that had to pull standby.

PACAF celebrates 75 years

Video by Tech. Sgt. Zach Vaughn / Pacific Air Forces Public Affairs

JOINT BASE PEARL HARBOR-HICKAM, HI, UNITED STATES

Pacific Air Forces celebrates 75 years of enduring presence in the Indo-Pacific region. Led by Lt. Gen. George Kenney, Far East Air Forces activated on August 3, 1944 and was headquartered in Brisbane, Australia. Over the years, FEAF moved its headquarters to Japan and finally to Hawaii with a re-designation of Pacific Air Forces. Today, as the Air Component to United States Indo-Pacific Command, PACAF stands ready to support a wide array of missions to strengthen alliances and partnerships and to preserve a free and open Indo-Pacific.

The Army's New JLTV Is An Even Bigger Maintenance Nightmare Than The Humvee It Was Supposed To Replace

TASK & PURPOSE

By Jared Keller / Feb 01, 2019 / Contributor: CMSgt (Ret) Dan Berlenbach

MILITARY TECH

Raider Brigade Fields New JLTV

The Army's newly-fielded Joint Light Tactical Vehicle was supposed to be a worthy successor to the Humvees that so many veterans derided as "death traps" during the Global War on Terror, an up-armored modular infantry vehicle bristling with weapons.

But according to a Pentagon report, the new vehicles may prove as much of a headache for soldiers than vehicle it sought to replace.

The latest assessment of JLTV the Pentagon's operational testing and evaluation arm released on Thursday indicates that the Army's current vehicles "are not operationally suitable because of deficiencies in reliability, maintainability, training, manuals, crew situational awareness, and safety."

The reliability issues seem relatively pedestrian, ranging from flat tired to faulty engine wiring.

But those issues could prove especially problematic during operations downrange for a simple reason: units "cannot maintain the JLTV without support from the contractor field service representatives due to vehicle complexity, ineffective training, poor manuals, and challenges with troubleshooting the vehicle."

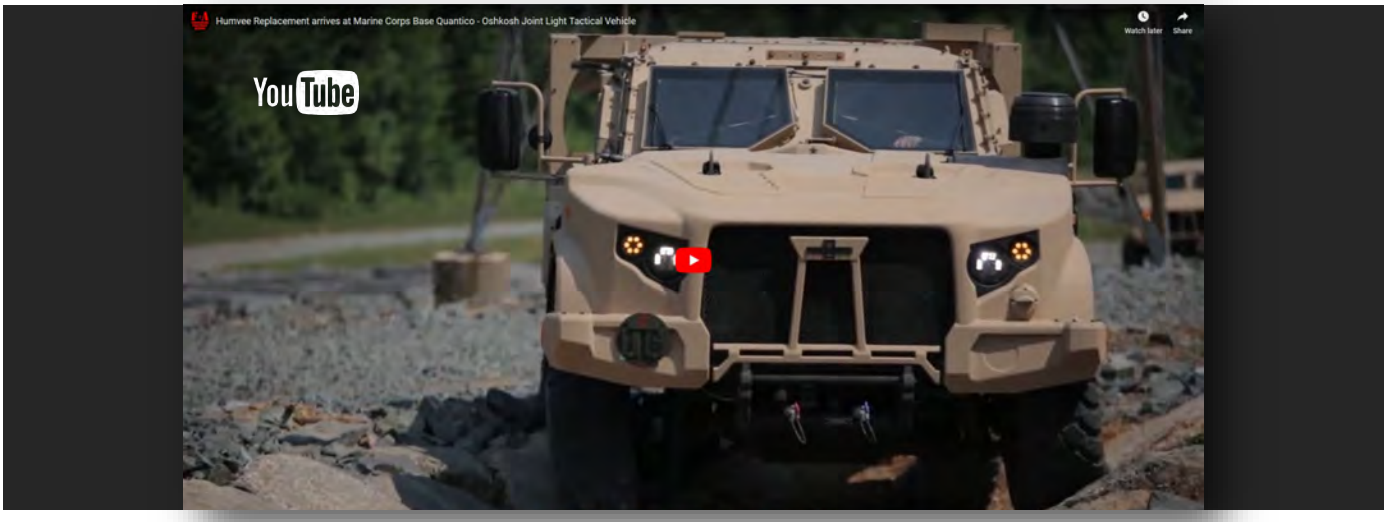
Translation: Nobody knows how the fix the damn things except for Oshkosh customer service reps.

As result, the JLTV "will require more maintenance that the [Humvee] based on the maintenance ratio demonstrated in the MOT&E," per the Pentagon evaluation — a troubling revelation given that the JLTV was purportedly designed to not only withstand the IED attacks that proved problematic for the Humvee, but also do to so with less time in the garage.

This isn't to say that the JLTV is a complete disaster. The Pentagon evaluation concluded that the JLTVs are overall "operationally effective" for combat and tactical missions, providing sufficient capabilities for tactical mobility over complex terrain and delivering both lethal and suppressive fire against enemy targets. But the maintenance issues may end up crimping how many of the vehicles are actually available for such operations.

It's unclear how these maintenance issues have played out with the first batch of JLTVs the Army began fielding earlier this year. A spokesman for the 1st Armored Brigade Combat Team, 3rd Infantry Division at Fort Stewart in Georgia that received (and already broke) the first of its 500 JLTVs on Jan. 14 told Task & Purpose that the vehicles are only now fielding to the battalion level.

But one thing is clear, though: If you're rolling into combat, the last thing you're going to want is to call a customer service rep to make on-the-fly repairs.



Soap Box Derby

Editor's Comments: I'm not sure why I thought about the Soap Box Derby, but I did and decided it was a good fit for our newsletter — cars, mechanics, racing, etc. Makes sense to me

It takes me back to my childhood. We used to watch the national competition on black and white TV, which inspired us to build cars of our own and race them in the neighborhood.

Our car was not sophisticated and never would have been allowed to compete at Akron; it was more like an Our Gang comedy version. Nevertheless, we managed to scrounge enough material to build it, including the wheels, although I don't remember where we got them.

Looking back on it now, it's sort of funny. The steering mechanism was crude. The front axle swiveled in the center, and we had a rope tied to each side of it. We pulled left or right, depending on which way we wanted to steer — usually, though, it was straight ahead.

Luckily for us, we lived in the country on a back road, and the traffic was sparse. So, we would take our soapbox "racer" to a nearby hill and roll down as fast as it would go (no brakes). They were fun times!

Until I researched this article, I wasn't sure the Soap Box Derby still existed, but it remains a viable and robust organization, holding national and international competitions annually. You can read a brief history below from their website.

HISTORY

The idea of the Soap Box Derby® grew out of a photographic assignment of Dayton, Ohio, newsman Myron Scott.

He came across a group of boys racing their homemade cars in the summer of 1933, and was so impressed with the event that he acquired a copyright to Soap Box Derby and went in search of a corporate sponsor to establish a national program.

Chevrolet liked Scott's proposal and agreed to sponsor the first official All-American Soap Box Derby® in Dayton in 1934.

The following year, the race moved to Akron because of its central location and hilly terrain. The first race in Akron was run on Tallmadge Avenue.

In 1936, Chevrolet and Akron civic leaders-including legendary journalist John S. Knight-recognized the need for a permanent track site for the youth gravity racing classic.

That year, through the efforts of the Works Progress Administration (WPA), Derby Downs became a reality in the southeast section of Akron.

The Soap Box Derby ran continuously from its inception until the onset of World War II. After a four-year hiatus, the All-American Soap Box Derby resumed in Akron in 1946, and has been held at Derby Downs every year since. From its inception through 1970, the Soap Box Derby was open to boys only. Girls began racing in 1971.

In the fall of 1972, Chevrolet officials decided to withdraw from sponsoring the Derby program. All trademarks and copyrights for the event were transferred to the Akron Area Chamber of Commerce. After initial attempts to secure a new national sponsor were unsuccessful, the Chamber announced that its organization would assume financial and administrative responsibilities for the 1973 All-American Derby program.

Early in 1974 the Chamber's Derby corporation assigned rights for the All-American program to the Akron Jaycees, which established International Soap Box Derby Inc., to operate the Derby. The corporation's affairs are administered by a board of directors of community leaders from Akron and other cities.

Video: Watch this short video of the 2019 competition held this past July in Akron. The joy displayed on these kids' faces is priceless.

TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 October 2019

SPECIAL POINTS OF INTEREST

INSIDE THIS ISSUE:

EDITOR'S COMMENTS: October 1st marks the beginning of our 8th year of publishing *Truckin' On*.

We plan to continue printing the newsletter for the foreseeable future, as well as distribute job announcements.

In addition to showcasing our fellow Transporters through the stories we publish, we hope that our newsletter also serves as a useful link between members.

So, as we begin our eighth year, we thank you all for your support and participation over the last seven years.

Clean energy partnership demonstrates 'alternative' way to move aircraft

BY SENIOR AIRMAN ORLANDO CORPUZ, 154TH WING PUBLIC AFFAIRS / PUBLISHED SEPTEMBER 20, 2019

A 154th Maintenance Squadron crew chief does a final walk-around inspection before a U-30 Aircraft Tow Tractor powered by hydrogen fuel cell technology tows the aircraft, July 18, 2019, Joint Base Pearl Harbor-Hickam, Hawaii. The Air Force Research Laboratory on behalf of the Hawaii Center for Advanced Transportation Technologies conducted a demonstration towing on the Stratotanker utilizing a hydrogen fuel cell powered tug. This was the first tug demonstration on a large U.S. Air Force aircraft using the hydrogen fuel cell equipment. The project is a proof of concept demonstration to validate hydrogen fuel vehicle technologies in supporting Air Force mission requirements. (U.S. Air National Guard photo by Tech. Sgt. Alison Bruce-Maldonado)

JOINT BASE PEARL HARBOR-HICKAM, Hawaii --

The Hawaii Air National Guard [HIANG] demonstrated the use of alternative energy to tow a KC-135 Stratotanker here July 18.

A U-30 Aircraft Tow Tractor retrofitted with hydrogen fuel cells was used to tow the 186,000 pound aircraft on the flightline of Joint Base Pearl Harbor-Hickam and demonstrate the efficacy of the technology, showing one way the U.S. Air Force could incorporate the use of renewable energy in conducting operational missions while lessening its dependency on fossil fuels.

Continued on PG 2

Clean energy partnership demonstrates ‘alternative’ way to move aircraft

154th Maintenance Squadron crew chiefs hook up a tow bar to a hydrogen fuel cell powered U-30 Aircraft Tow Tractor, July 18, 2019, Joint Base Pearl Harbor-Hickam, Hawaii. The Air Force Research Laboratory on behalf of the Hawaii Center for Advanced Transportation Technologies conducted a demonstration towing on the Stratotanker utilizing the hydrogen fuel cell powered tug. This was the first tug demonstration on a large U.S. Air Force aircraft using the hydrogen fuel cell equipment. The project is a proof of concept demonstration to validate hydrogen fuel vehicle technologies in supporting Air Force mission requirements. (U.S. Air National Guard photo by Tech. Sgt. Alison Bruce-Maldonado)

Continued from PG 1

According to the Hawaii Center for Advanced Transportation Technologies [HCATT], the event marked the first time hydrogen fuel cell technology had been used to tow a large USAF aircraft and was made possible through a collaborative effort of a consortium of public and private entities.

"We’re very pleased about this first demonstration. We've worked with U.S. Hybrid, TUG Technologies, and the Air Force Research Laboratory on this vehicle for three years and have garnered a lot of technical knowledge along the way,” said retired Col. Dave Molinaro, HCATT project manager. “But to get it in the hands of an Air National Guard Airman doing an operational mission is really what is most rewarding.”

Working closely with the original manufacturer, U.S. Hybrid Corporation modified the diesel-based drive train with a 30kW fuel cell, two 5kg hydrogen storage tanks, a 28kWh Li-ion battery configuration, and a 240kW AC induction motor linked to the transmission.

Hydrogen for the U-30 is produced using HCATT’s electrolyzer at Joint Base Pearl Harbor-Hickam in a relatively simple process of splitting water with DC electricity into oxygen and hydrogen gas. The fuel cell in the tug combines the hydrogen gas and ambient air to produce electricity with byproducts being water, heat and zero greenhouse gas emissions.

The demonstration involved towing the Stratotanker from it’s normal parking area to a wash rack, located one quarter-of-a-mile away, to conduct its periodic corrosion prevention maintenance.

Comments by HIANG tow team members centered around the tug’s relative quietness, smooth operation, and the lack of diesel fuel smell.

Continued on PG 3

Clean energy partnership demonstrates ‘alternative’ way to move aircraft

Continued from PG 2

A hydrogen fuel cell powered U-30 Aircraft Tow Tractor tows a KC-135 Stratotanker assigned to the Hawaii Air National Guard 203rd Air Refueling Squadron, July 18, 2019, Joint Base Pearl Harbor-Hickam, Hawaii. The Air Force Research Laboratory on behalf of the Hawaii Center for Advanced Transportation Technologies conducted a demonstration towing on the Stratotanker utilizing the hydrogen fuel cell powered tug. This was the first tug demonstration on a large U.S. Air Force aircraft using the hydrogen fuel cell equipment. The project is a proof of concept demonstration to validate hydrogen fuel vehicle technologies in supporting Air Force mission requirements. (U.S. Air National Guard photo by Tech. Sgt. Alison Bruce-Maldonado)

A U-30 Aircraft Tow Tractor is positioned to tow a KC-135 Stratotanker assigned to the Hawaii Air National Guard 203rd Air Refueling Squadron, July 18, 2019, Joint Base Pearl Harbor-Hickam. The tow tractor was powered by hydrogen fuel cells and was part of a demonstration on the capabilities of hydrogen fuel cell technology to power some Airforce operations. The Air Force Research Laboratory on behalf of the Hawaii Center for Advanced Transportation Technologies conducted a demonstration towing on the Stratotanker utilizing a hydrogen fuel cell powered tug. This was the first tug demonstration on a large U.S. Air Force aircraft using the hydrogen fuel cell equipment. The project is a proof of concept demonstration to validate hydrogen vehicle technologies in supporting Air Force mission requirements. (U.S. Air National Guard photo by Tech. Sgt. Alison Bruce-Maldonado)

"I've never seen a tug move that smoothly and without the lurching common to other tow vehicles." said Chief Master Sgt. Edward Tang, 154th Logistics Readiness Squadron vehicle maintenance superintendent who was among the dozens of HIANG Airmen on-hand conducting or observing the demo.

The tug demo was just one example of the HIANG’s efforts to incorporate renewable energies in it’s operations; in 2018 an HCATT hydrogen fuel cell generator provided the energy to power a multi-national training exercise while numerous facilities at the HIANG campus on JBPH-H receive their power from solar panel technology.

The tug will be put through its paces for another two to three years while HCATT continues to collect data in an operational environment.

“This is the technology that can help the Air Force be more resilient,” said retired Brig. Gen. Stan Osserman, HCATT director.

" I have a feeling that this will perform as well as our other prototypes, and the Air Force will want this kind of reliable, quiet, pollution free gear in its support equipment arsenal."

Simulator teaches large vehicle, manual transmission driving

By Jennifer Vollmer / Published August 12, 2019

Airman 1st Class Casita Jay, 96th Logistics Readiness Squadron uses a driving simulator to train on manual transmission and large vehicle operations at Eglin Air Force Base, Fla. The $7,800 "SimuRide" puts Airmen into the "seat" of a semi-tractor trailer or 44-passenger bus without leaving the office. The trainer was purchased through the Eglin Innovation program. (U.S. Air Force photo/Samuel King Jr.)

EGLIN AIR FORCE BASE, Fla. --

The 96th Logistics Readiness Squadron recently acquired a new innovation to increase Airmen safety and save the Air Force money.

Dubbed the SimuRide, the $7,800 driving simulator puts Airmen into the "seat" of a semi-tractor trailer or 44-passenger bus without leaving the office.

Most Airmen arriving from technical school and reporting to the base's ground transportation element have little to no experience with manual transmissions or operating large vehicles, according to Theodore Millard, 96th LRS ground transportation manager. However, in the operational Air Force, many of the large vehicles run using a 13-speed manual transmission.

"This new tool is a game changer for our Airmen," said Millard. "This system affords Airmen the opportunity to train in a non-threatening way before they take the vehicles out on the roadway."

The SimuRide multi-display unit includes interactive software, a rig seat, steering wheel, three pedals, and a gear shifter. Enhanced driving simulation software allows the user to feel resistance on the steering wheel during turning maneuvers and tremors if the vehicle hits the curb or the road shoulder.

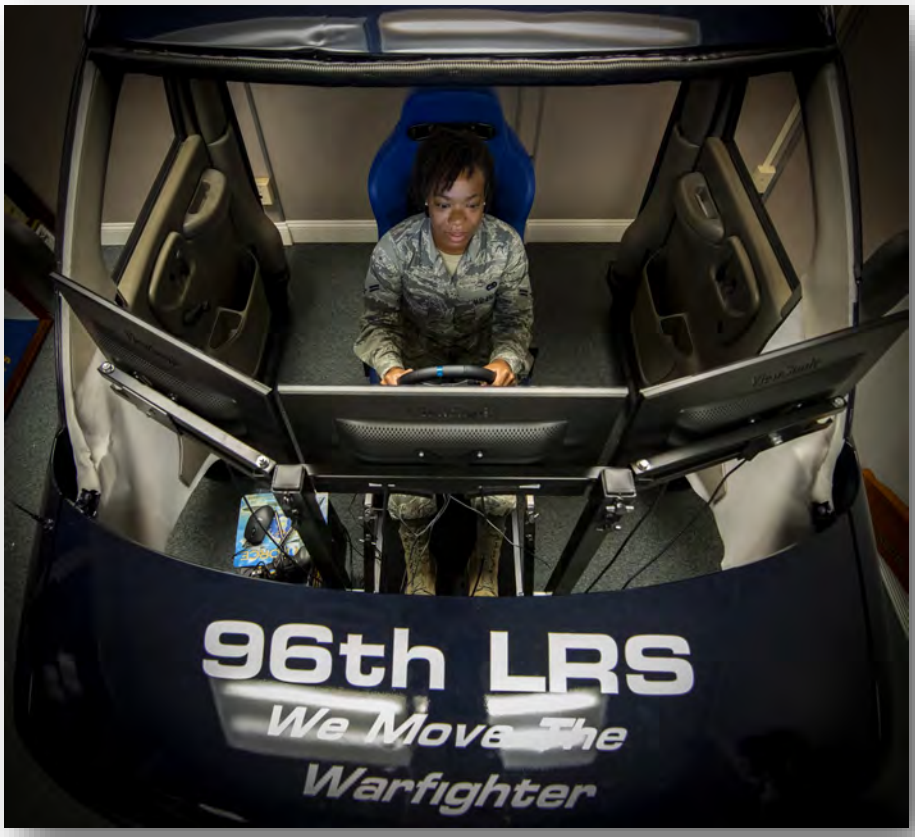
In addition to learning to operate a multi-speed manual transmission, Airmen also practice driving in traffic, taking wide turns, or backing up a long, straight road to a dock. The SimuRide's simulated rear-view and side-view mirror blind spots help perform parallel parking or other activities requiring such views.

"Teaching our Airmen to drive in this type of environment promotes key driving traits that will reduce future accidents and damage to the vehicles thus resulting in tangible savings for the Air Force," explained Millard.

Continued on PG 5

Simulator teaches large vehicle, manual transmission driving

Continued from PG 4



Airman 1st Class Casita Jay, 96th Logistics Readiness Squadron, uses a driving simulator to train on manual transmission and large vehicle operations at Eglin Air Force Base, Fla. The $7,800 "SimuRide" puts Airmen into the "seat" of a semi-tractor trailer or 44-passenger bus without leaving the office. The trainer was purchased through the Eglin Innovation program. (U.S. Air Force photo/Samuel King Jr.)

As a new Airman in this career field, Airman 1st Class Casita Jay, 96th LRS ground transporter, is excited about the opportunity to train without the risk of damaging the vehicles.

"I learn by hearing, seeing, and doing," explained Jay. "Being able to incorporate all of my learning styles into one training device is incredibly helpful."

While technical school focused on an overview of large vehicles and maintenance checks, Jay said she did not have much practice driving the vehicles in a real world scenario.

"I think using the SimuRide will definitely relieve some of my anxiety of driving and shifting on the road for the first time. I've never driven a manual transmission, so this will be a good way to learn without worrying about damaging the vehicle," said Jay.

According to Millard, the SimuRide helps the Air Force save approximately $2,500 a year in fuel costs, and an untold amount in possible accident damages.

The procurement of the driving simulator is a result of the 96th Test Wing's emphasis on squadron innovation. The 96th LRS Deployment and Distribution Flight met with the wing's Innovation Team in October 2019 to pitch their idea. They received full funding for the project in January.

In February 2018, the 96th TW launched the Innovation Office here, giving Airmen of all ranks the opportunity to present their ideas and solutions to wing leadership. Airmen are able to upload their innovation ideas to a SharePoint site for consideration.

LEFT: Airman 1st Class Casita Jay, 96th Logistics Readiness Squadron uses a driving simulator to train on manual transmission and large vehicle operations at Eglin Air Force Base, Fla. The $7,800 "SimuRide" puts Airmen into the "seat" of a semi-tractor trailer or 44-passenger bus without leaving the office. The trainer was purchased through the Eglin Innovation program. (U.S. Air Force photo/ Samuel King Jr.)

86 VRS Airman earns Airlifter of the Week

By Staff Sgt. Kirsten Brandes / Published September 20, 2019

U.S. Air Force Col. Matthew S. Husemann, 86th Airlift Wing vice commander, and Chief Master Sgt. Ernesto J. Rendon, 86th AW command chief, recognize Airman 1st Class Kamil Roginski, 86th Vehicle Readiness Squadron materiel handling equipment journeyman, as Airlifter of the Week at Ramstein Air Base, Germany, Sept. 19, 2019. Roginski received the award for helping to create more efficient processes and excelling in his job. (U.S. Air Force photo by Airman 1st Class John R. Wright)

RAMSTEIN AIR BASE, Germany --

Airman 1st Class Kamil Roginski, a material handling equipment journeyman with the 86th Vehicle Readiness Squadron, was recognized as Airlifter of the Week, Sept. 19, 2019.

Roginski was selected to travel to Sanem, Luxembourg, to support the 86th Material Maintenance Squadron's war reserve material mission. In nine days, he updated 10 time compliance technical orders, inspected 5,500 items and reduced the vehicle inspection backlog by 40%. Roginski was also hand-selected from his squadron to attend two advanced cargo loader maintenance courses. With the knowledge he gained, Roginski then authored two new training plans for personnel in 7-level training, reducing upgrade training time by 50%.

U.S. Air Force Col. Matthew S. Husemann, 86th Airlift Wing vice commander, and Chief Master Sgt. Ernesto J. Rendon, 86th AW command chief, stopped by the 86th VRS to commend Roginski for his efforts. "Not only did you support the VRS, but you went to Luxembourg to help our partners," said Husemann, to Roginski. "What you were able to do in Luxembourg to make sure their vehicles are ready was amazing."

Staff Sgt. Jordan Pelc, 86th VRS noncommissioned officer in charge of material handling equipment maintenance, nominated Roginski because of his dedication to progress. "We sent Roginski up to Spangdahlem to take an advanced class on our 25,000 and 60,000 lb cargo loaders," said Pelc. "When he came back, he took the time to look over our training plans and modernize them." Roginski, a Brooklyn, NY native, said the recognition of his efforts reaffirms his role in his squadron. "I like teaching, and I like passing on information," Roginski said. "It feels like you work for something, and it comes back to you." The Airlifter of the Week program recognizes Ramstein Airmen who, through their hard work and dedication, make the 86th AW the "World's Best Wing."

See more photos at: Ramstein

The Survey Says...

Editor's Note: With SMSgt (Ret) Ken Pettingill's excellent September article about Rhein-Main's 'Round House' in mind, we surmised that many of us have also worked in some pretty unique shops over the years.

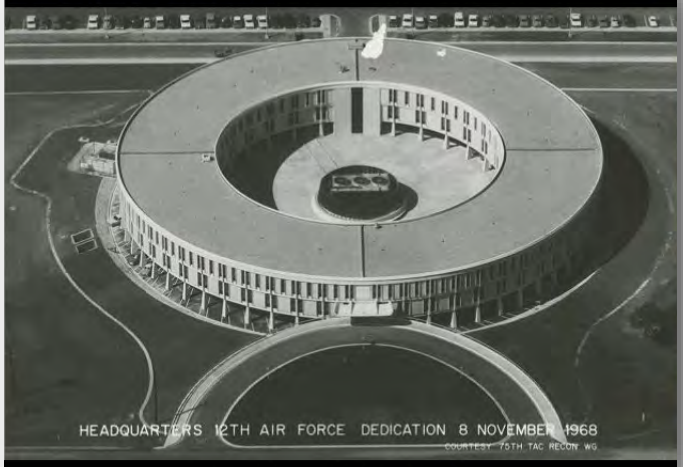
We thought a survey question would be an ideal way to describe those shops and preserve the memories.

Survey Question: What was the most unique shop you've worked in, and what made it that way?

Col (Ret) Dennis Lami

From 1978 - 1980 I was assigned to the 12th Air Force IG team at Bergstrom AFB, Texas. We worked in a building famously named "The Donut." You'll find pictures below that say it all. After the base closed in 1993, it later became an international airport. The Donut is now the Austin Airport Hilton Hotel.

12th Air Force Headquarters - Bergstrom Air Force Base



Austin Airport Hilton Hotel

I was also at the Pentagon from 1985 – 1989...another unique building.

Major (Ret) John Golden

The most unique building for me was the quasi-Quonset maintenance building in Spain. The 401st LGTM was selected best VM in the Air Force in 1985.

We self-helped it to death, and it was later replaced by a new VM compound. It was then turned back to Spain.

That is where I was apprenticed to CMSgt Buck Hollyfield (GOD Rest his soul). He taught me so much and made me a better officer and a better person!

CMSgt (Ret) Al Ouellette

I was assigned (twice) to the 2954th Combat Logistics Support Squadron (CLSS), Kelly AFB, TX.

I went there in 1968 as an Amn after basic training and again in 1976 as a TSgt. The unique thing about our shop was that **we didn't have a shop!**

Our mission was to go TDY around the world preparing cargo for shipment. When we weren't TDY were told to work with DoD civilians in the many buildings and hangars around Kelly. We prepared cargo for shipment and storage.

I learned many Kelly AFB civilians were "lazy" and did the minimum they had to do to punch a timecard. I told myself I never wanted to be a DoD civilian and have many stories to tell about working with them, but space is limited. I later learned not all DoD civilians were lazy or poor workers. In fact, after retiring from the AF I was one of them for 19 years!

MSgt (Ret) Dave Burger

I ran the tire shop at Nellis from Dec 79 to Oct 81. It was unique because it was an outlying shop—not at the main shop.

I did my work orders, called MC&A for the numbers, issued the tires from my bench stock, and turned in my issued tire receipts along with the red tag turn-in to Base Supply as we did not have a recapping program.

We had about 25 R-9 tires ready to go at a time, along with about 10 Coleman MB-4 tires.

When POL came by with 12 worn ones, I would issue the tires. Later in the day, we would break them down and install new ones for the next time. There was generally two or three of us working in the shop.

Continued on PG 8

The Survey Says...

Continued from PG 7

Col (Ret) Bob King

Here's a facility story from my time at Lackland. When I took over as the 37 TRNS CC at Lackland, my Vehicle Ops folks who washed and waxed vehicles were working out of an old wooden hut that had been there for years.

The Wing Commander, BGen Barry Barksdale, drove his staff car through our self-service car wash one day (believe it or not), and saw my folks waxing a bus under the hot Texas sun. He had some end of year money available, and asked me to find a better facility for my folks to work from. I soon located a really nice 16x10 foot shed that came ready to go. The company would deliver the shed, set it up, and it came with a 20-year warranty.

He approved the purchase, and Contracting went to work to make it happen. We called CE and Comm to have power and phone disconnected from the old hut, so the new one could be installed. CE even did us a favor and hauled the old structure away.

A few weeks later, the new shed was delivered and installed on the pad. Comm came right over and hooked the phones back up. When I called CE to have power connected to the new shed, I was told they couldn't hook it up because it wasn't an approved structure.

I told them that Gen Barksdale approved the purchase. They told me it didn't have a building number. I told them it was the same number as the hut they hauled away a few weeks before. They told me that Numbered AF did not approve of "temporary structures."

I told them that Gen Barksdale approved the purchase and installation of the new shed...you should get the picture by now.

At the next Wing Staff Meeting, Gen Barksdale told me he wanted to come see the new shed. I went back to the office, found the longest orange extension cords I could find, and ran them from Vehicle Ops out across the parking lot to the new shed (a few hundred feet)...so my folks could have either A/C or a fridge (they couldn't run both at the same time).

Shortly after that, Gen Barksdale drove in to the yard and parked by Vehicle Ops. As we walked out to the new shed, I made sure we walked on either side of the bright orange extension cords.

He toured the shed, talked to my folks (who all thanked him for the new facility), and then I escorted him back to his car. As he climbed in, he turned to me and said, "Bob, is there a reason you had me follow the extension cords all the way to the shed?" I said, "Yes Sir, there is.

CE refuses to hook power up to the new shed because it doesn't have a building number and wasn't approved by 12AF." He said, "I thought so," closed his door, and drove away.

About 20 minutes later, we had three CE trucks, two supervisors, and a half-dozen workers in the yard hooking power up to the new building.

The Log Group Commander called me an hour later to ask me what I'd done to make the Support Group Commander so angry. I told him what happened, and he said that it was well played and not to do it again...at least without warning him!

CMSgt (Ret) Frank Mangrum

My most memorable shop was the SP shop at Torrejon AB Spain. A WWII-era Quonset hut that should have been demolished 20 years prior to my four years there. Leaked like a sieve every time it rained, shop floor had more potholes and cracks than a piece of Arkansas road, little to no lighting, doors that took three men to open or close and an office no bigger than 10 x 10 with no windows.

Now I know that compared to downrange/combat locations this shop was probably a gem, but for a main base shop it was terrible. Went on leave once and the guys thought they would surprise me and paint my office while I was gone.

Remember now - no outside windows, bad lighting and they painted the interior walls Strata Blue. Nice thought and good intentions, but, yeah, it was repainted when I returned to work.

Always thought that a private sector company would never use such facilities - that is until I retired and was hire by Sysco Foods. My first shop there was almost as bad as the Torrejon shop. I fixed that by designing and building a new shop during my second year with the company.

MSgt Jeremy Hitt

My favorite assignment was with NATO at Ramstein AB, Germany. Before we moved into the new building, VOps was in an old building near the North Side Post Office that really didn't accommodate us, although we had our only little eatery called "The Wutz" that shop personnel ran.

The assignment was great. I worked and traveled with personnel from different nations, learning how they ran operations. Our chief dispatcher was a German Master Sergeant equivalent whose birthday was near Octoberfest. He would throw his own Octoberfest at the shop for family, friends and members of NATO. Just an absolute great three years.

The Survey Says...

Continued from PG 8

SMSgt (Ret) Ronnie Ward

When I arrived at Nakhon Phanom RTAFB Thailand (NKP) in 1974, I was assigned to the "heavy junk" shop, as we called it, and the special-purpose shop, which we shared in a ten or twelve-bay, open-air shop with a tin roof. We did have a concrete floor, so at least we could roll around on our creepers, but there were no hydraulic lifts. Our bench stock and the shop NCOIC's office was on one end of the open-air facility with makeshift walls to keep them out of the weather. During monsoon season rain and wind would always blow through our shop, but at least it was warm year-round.

NKP Special-Purpose Shop

We had hanging lighting from the ceiling in case we had to work at night. The lights were left on always overnight, which would attract rice bugs that were the right size and eatable. When we went to work in the morning, it was a tradition to let our local national mechanics gather up all the rice bugs on the floor before we started pulling vehicles in and out.

The locals would catch the rice bugs and use drop lights with a shop rag wrapped around to create an oven. Believe it or not, a rice bug cooking smelled good, and no matter what country I was in, I would always try the local cuisine. So, yes, I have eaten rice bugs.

CMSgt (Ret) Dan Berlenbach

One of the most unique shops I've worked in was the RED HORSE (RH) shop at Aviano AB, in the mid-80s. The 1980s were the Air Force's heyday in Europe, with 35 bases and expansion all over. One of those expansions was to bring RH to Europe, with the first location at RAF Wethersfield in the UK. Next came a Det at Aviano and one at Spangdahlem. I was stationed at Wethersfield at the time and had a line number for MSgt.

Aviano MC&A

I lucked out and got the assignment to be VM Supt. at the new Aviano RH Det. They said you'll be in the field for a little while, and then RH will build the shop and you'll be sitting pretty.

Well, when I got there, I found my office in a GP Medium tent in the middle of the field where RH was setting up, I shared it with MC&A and our T.O. library, and a big kerosene heater for wintertime. We had a large garden shed for our maintenance shop—not big enough for a vehicle to get inside, just tool storage. We ended up taking two 30' box van trailers, parking them parallel and stretching a roof overhead to make a place out of the weather. Oh, did I mention it snows there?

Aviano Old Shop

The new shop was completed after about 20 months and it was nice indeed. We maintenance folks got to help with concrete and other support stuff when the dirt boys demanded. If you've not been involved with a tilt-up building, it's interesting how they pour the walls on the ground and then stand them up.

Continued on PG 10

The Survey Says...

Continued from PG 9

Of course, a few years later the F-16s moved in to Aviano and the flyboys kicked RH out to Camp Darby, and they had to start over. Despite the tent and work in the field it was an awesome assignment and our little Det had a lot of pride!

Aviano New Shop

SMSgt (Ret) Roger Storman

Most of the shops I worked in throughout my career, both the main shops and refueling maintenance, were pretty much standard design. Some of the facilities were old aircraft hangars while the newer shops were constructed explicitly for vehicle maintenance.

The most unique shop I worked in, however, was at Clark Air Base, Philippines, and for two reasons. One, the primary vehicle maintenance compound was historic. Construction of this pool of hangars/shops, known initially as Hangar Row, began in 1917, making them by far the oldest in the Pacific. Before and during WW II these hangars were used for aircraft. An aerial photograph from 1938 (below) shows the hangars with aircraft parked around them.

Clark Field Aircraft Hangars—1938

The Japanese attacked this complex on Dec 8, 1941, and the bullet holes and pockmarks in the buildings were still evident when we closed it 50 years later in 1991. Another aerial photo (below) from 1967 shows these same facilities as a vehicle maintenance and operations compound, as it was when I arrived in 1970.

Clark AB Vehicle Maintenance and Operations—1967

The second reason Clark was unique to me was the layout of the refueling maintenance shop (Shop 6). I worked at Shop 6 for my entire first tour. The building, located at the far end of the POL parking lot, had work stalls on both sides of a centrally situated office, storage, and supply area (see below).

The stalls were open on all sides with just a corrugated metal roof overhead. When it rained hard, as it often did in the Philippines, the wind would blow the rain right through the shop, which made it challenging to work on the trucks...and the stifling heat was constant.

Clark AB Refueling Maintenance—Shop 6

I returned to Clark in 1990 as the vehicle maintenance superintendent, and my office was in the main shop. Very little had changed with these facilities in the two decades I was absent.

Continued from PG 11

The Survey Says...

Continued from PG 10

CMSgt (Ret) Greg Morris

The most unique shop I have ever worked in was in Holland on Soesterberg AB. It was the best designed and equipped shop I have I ever seen.

The main shop (everything but refueling maintenance) had a huge training room with all the bells and whistles. The parts room and MC&A was in the center of the shop for motion economy and the DQA / LOF stations were perfectly located for operators to easily drop off assets for repairs and service.

The actual LOF bays were designed and equipped where the technician could change fluids and never get his or her hands dirty, (except for touching the drain plug).

Offices were all in the center of the shop and all with large glass windows looking into the bays. The shop had a huge shower and cloths changing area.

What made this shop the most unique was that we had our own gym with 13 or 14 pieces of brand-new Nautilus equipment.

Outside the shop we had a basketball court. Vehicle operations and the orderly room were located within 100 feet of maintenance shop.

It was the best designed transportation and maintenance shop I have ever had the pleasure to work in, but the shop gym made it very unique.

CMSgt (Ret) Jim Bell

I had a unique experience as a packaging specialist while assigned to the 2952d Combat Logistics Support Squadron, Hill AFB, UT. Most of the packers, including me, worked on the routine shipment consolidation line. I showed an interest in working in the other areas of the depot-level packaging operation. The civilian managers developed a test program where we (military packers) would rotate between preservation, packaging, and packing areas.

The last stop was in the packaging design section. I was the first person through the cycle…but the packaging design section kept me until I PCS'd to Kadena AB, Okinawa, Japan. I found the packaging design function very challenging and rewarding. I worked with a civilian designer to "develop and test" a new specialized container system to protect a piece of F-4 avionics that was being damaged during shipment.

Once we had a "dummy" item, we built a system of foam corner blocks to support the item inside a carton. An outer carton completed the test package. We placed electronic shock monitoring devices on the dummy item and packed it in our containers.

We then ran a series of drop and vibration tests and recorded the resulting shocks to the item. Our package became the approved packaging method. I went on to design and develop other packaging/container systems to protect Air Force assets: The F-4 tail cone assembly, a C-141 landing gear strut assembly, and several avionics boxes.

Faces of the Defender: Vehicle Maintenance

PEORIA, IL, UNITED STATES
08.13.2019
Video by Tech. Sgt. Lealan Buehrer
182nd Airlift Wing

U.S. Air Force Senior Airman E. Lindsey, a mission generation vehicular equipment maintenance specialist with the 182nd Logistics Readiness Squadron, Illinois Air National Guard, explains the purpose and value of the vehicle maintenance career field at the 182nd Airlift Wing, Peoria, Ill., Aug. 6, 2019.

2T3X1s like Lindsey perform vehicle maintenance activities that include inspection, diagnostics, repair and rebuild of vehicle components and assemblies.

(U.S. Air National Guard video by Tech. Sgt. Lealan Buehrer & Airman 1st Class Jonna Harris)

HDT Truckinginfo
HEAVY DUTY TRUCKING

FLEET MANAGEMENT

Flatbed Carrier Sees 91% Reduction in Insurance Loss Ratios

AUGUST 21, 2019 • BY WT STAFF

CONTRIBUTOR: CMSGT (RET) BILLY DOVER

SmartDrive 360 allows fleets to trigger up to four cameras simultaneously for maximum insight to risk. Fleets are realizing big savings and reduced incidents. *Photo: Leavitt's Freight Service*

SmartDrive Systems, a provider of video-based safety and transportation intelligence, announced that specialized flatbed Leavitt's Freight Service has achieved significant results with the SmartDrive program in the first 12 months of full deployment. Leavitt's outfitted its fleet with both SmartDrive 360 and Extended Recording to identify and capture high-risk driving maneuvers and enable more effective coaching to improve safety and operational efficiency. As a result of adopting the SmartDrive program, Leavitt's experienced:

- 88% improvement in its SmartDrive Safety Score.
- 10% improvement in preventable crash rate per million miles driven.
- 11 driver exonerations.
- Lowest annual loss ratio in company history.

"SmartDrive has further ingrained safety into our company culture and the results have validated it," stated Billy Dover, senior risk manager at Leavitt's.

"Prior to SmartDrive, we were paying out on claims where we knew we should have been exonerated. During the past 12 months, our loss ratio has been roughly 11%, as compared to 55% over the prior four years — this is phenomenal."

Part of Central Oregon Truck Company, a Daseke, Inc. operating company, Leavitt's flatbed trailers transport utility poles and other long loads. Founded in 1958, the company serves customers across the continental U.S. and most Canadian provinces. The decision to adopt video-based safety was driven by Leavitt's philosophy that driver safety is paramount.

Continued on PG 13

Flatbed Carrier Sees 91% Reduction in Insurance Loss Ratios

CONTINUED FROM PG 12

Leavitt's selection process included a pilot phase in which the SmartDrive program was evaluated head-to-head with another provider's offering. Company leadership ultimately valued the SmartDrive team's technology platform, attention to detail, and award-winning customer support that went beyond the initial pilot and into installation and deployment, according to the fleet.

"We quickly came to appreciate SmartDrive 360 with Extended Recording as it captured incidents other providers did not. As a result, we've already seen a decrease in our preventable crash frequency per million miles," Dover added.

"The SmartDrive platform has proven invaluable to pinpointing driving behavior deficiencies, which allows us to constructively coach our drivers and support ongoing safety improvement. We coach 100% of coachable events daily, and the SmartDrive coaching workflow makes it easy, even when drivers are on the road."

SmartDrive 360 allows fleets to trigger up to four cameras simultaneously for maximum insight to risk. The Extended Recording option offers even more protection, and is ideal for low-impact collisions, compliance and security incidents.

"Long-load carriers have their own set of unique safety challenges, which makes it even more important for fleet managers to understand what drivers are encountering on the road in order to reduce incidents and costs," said Steve Mitgang, SmartDrive CEO.

"Leavitt's is a pioneer within the trucking industry, and we are honored to provide an extra level of protection to the fleet's drivers, which is already improving its bottom line."

The Leavitt's team also cited the value of the SmartDrive managed service as an important factor in its decision. The managed service alleviates the heavy lifting for the fleet, ensuring safety managers are focusing on the highest-priority events and serving up tangible evidence to coach drivers and help them improve.

"All the telematics in the world do you no good until you can show a driver what he or she is doing is wrong. Our results have proven hugely beneficial," Dover noted.

"SmartDrive is an essential tool. Fleets that don't have it are missing an opportunity to protect their drivers and the motoring public."

* * * * *

Transporting U-2 chase cars over the Atlantic presents unique challenges for McGuire squadron

By: Diana Stancy Correll / August 24

AirForceTimes

A U-2 Dragon Lady pilot with the 99th Expeditionary Reconnaissance Squadron drives a high-performance chase car on the runway to catch a U-2 performing a low-flight touch and go at Al Dhafra Air Base, United Arab Emirates, March 15. While driving the chase cars, U-2 pilots aid the pilot flying the Dragon Lady by radioing altitude and runway alignments during take-offs and landings. (Senior Airman Gracie Lee/Air Force)

The Air Force is sending two Dodge muscle cars across the Atlantic Ocean so they can chase U-2 Dragon Lady aircraft.

But loading the cars and a transportation truck onto another aircraft for the journey is posing some unusual hurdles for the 305th Aerial Port Squadron at Joint Base McGuire- Dix-Lakehurst in New Jersey, who were tasked with transporting the vehicles to Royal Air Force Mildenhall in the United Kingdom.

"The chase vehicles we received have no Air Transportability Test Loading Agency certification," said Staff Sgt. Ryan Murray, the 305th Aerial Port Squadron load planning supervisor, according to an Air Force news release.

"They have no fixed area to be restrained or tied down in the aircraft, so there's no black and white way on how to transport them," Murray said.

"When they arrive to our area like that, they are deemed non-airworthy and that's when we have to figure out how we can load them safely or we may have to make the call that we can't load it."

Given that the Air Transportability Test Loading Agency is based out of Wright-Patterson Air Force Base in Ohio, the agency and the squadron have to work together during the certification process on issues like testing the vehicles.

According to Murray, the squadron must conduct a complete vehicle inspection to determine things like the weight of both axles, the total weight of the vehicle, and the overhang on the front and back of the vehicle to see if it can make it up an aircraft ramp. "Once we have those measurements, the ATTLA engineer takes the info to create a certification on how to move that cargo," Murray said.

The process could also be delayed if the receiving unit at Royal Air Force Mildenhall fails to "green sheet" the vehicles, allowing them to move to the top of the list of items designated priority one items.

Continued on PG 15

Transporting U-2 chase cars over the Atlantic presents unique challenges for McGuire squadron

Continued from PG 14

Two chase cars for the U-2 sit inside of the cargo area at the 305th Aerial Port Squadron on Joint Base McGuire-Dix-Lakehurst, N.J., Aug. 12. The vehicles are being shipped from McGuire to the United Kingdom. (Senior Airman Jake Carter/Air Force)

The barriers related to the transfer may prevent the vehicles from being carried by aircraft. It's possible that the Air Transport Test Loading Agency won't certify the vehicles for flight, meaning that they may need to carried on a ship instead.

A long history

Because the U-2 has a very wide wing-span for flight at high-altitude, it is difficult to fly close to the ground. To save weight, the plane is equipped only with two centrally located landing gear in the fuselage and one detachable "pogo" gear on each wing, which are attached after the aircraft has come to a full stop.

Because of the high-lift wings, pilots making landings bring the aircraft to a couple feet off the ground then stall and fall the rest of the way.

The decreased visibility of the pilots, combined with the highly efficient wings and the awkward landing gear, makes unassisted landings difficult. When the U-2 first arrived on the scene in the mid-'50s, the Air Force used T-33 jet trainers to help guide them to safe takeoffs and landings, but by the end of the decade, the T-33s had been replaced by high-performance chase cars.

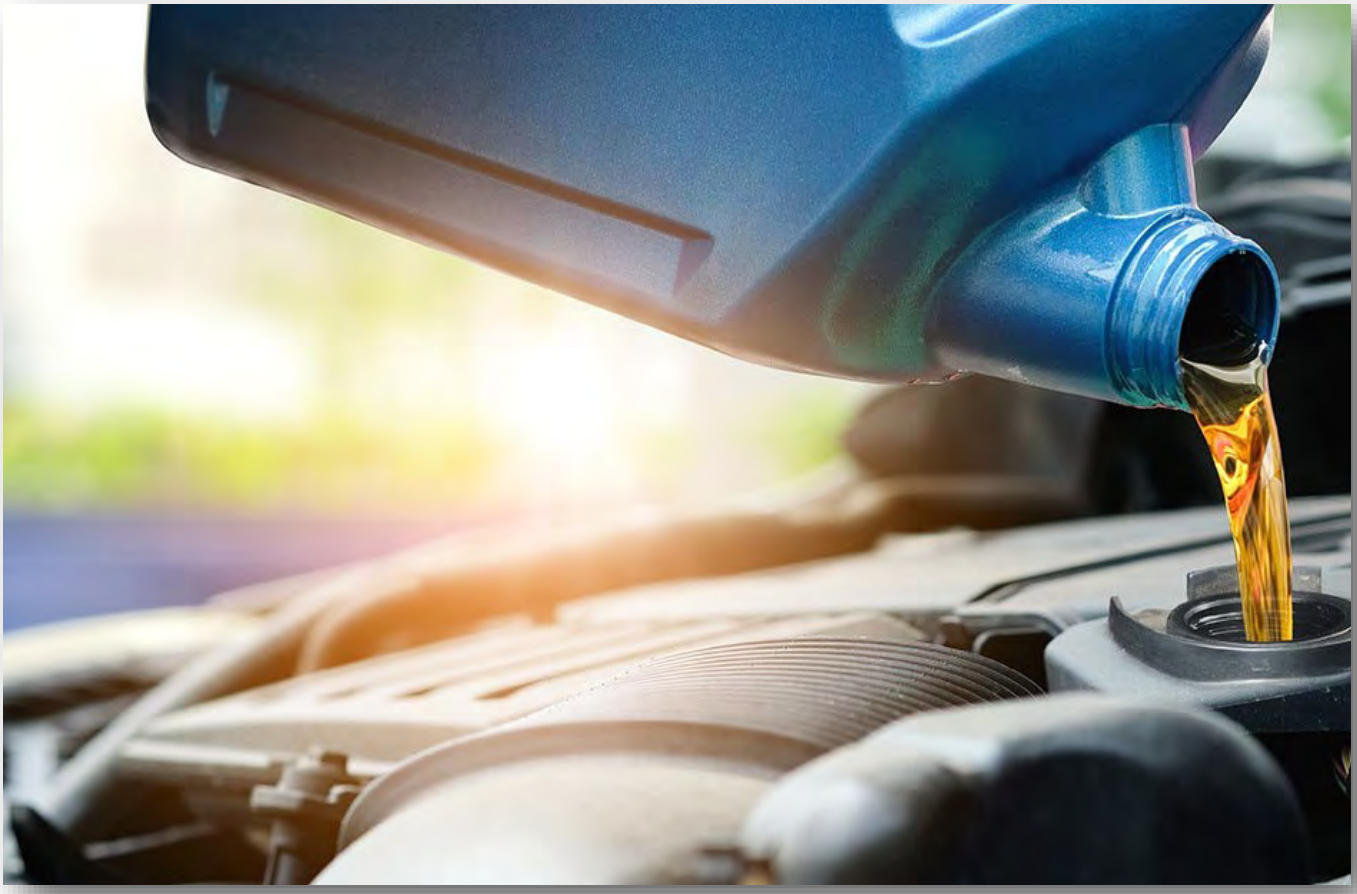
"The safest way to land this jet is a nice two-point landing," said a U-2 pilot in a video posted to YouTube in 2016. "To do that we need a pilot, who is also qualified to land the jet, to drive quickly, right behind it, and give the pilot cues as far as how high his main landing gear is above the runway.

"I've got to make sure the pilot has the situational awareness he needs … at that critical time that he is bringing the jet to a full stall," said the unnamed pilot with the 9th Reconnaissance Wing at Beale Air Force Base, California. "In the safest way possible, you need a car to follow and be in radio communication with the pilot."

Chasing a Dragon Lady down the runway at 100 mph is exhilarating, he confessed, but the job requires great attention to detail.

"It's a big balance of observing what the pilot is doing and providing real time corrections so he can land as well as he possibly can and as safe as he possibly can," he said.

Should You Use Synthetic Oil in Your Car?



Synthetics cost more, but they last longer and may offer more engine protection

By Patrick Olsen

June 29, 2019

Synthetic oil, once found mostly in high-performance cars, is being used in more mainstream vehicles.

Take, for example, the popular Honda Civic. A Honda spokeswoman said the automaker uses a synthetic oil in the Civic for its low viscosity—meaning it flows more easily than oils with higher viscosity—which helps to improve the engine's fuel efficiency. The faster the oil flows, the quicker the engine parts can turn.

Honda is not alone, says Mel Yu, auto analyst at Consumer Reports. In the 2019 model year, about 70 percent of new cars get either fully synthetic or blended oil.

Several brands, including Honda, don't specifically require synthetics for their engines, but the low-viscosity oils that those engines need are offered only in a synthetic format, Yu says. Some brands use “synthetic blend” oil, which is a combination of conventional and synthetic oils.

Blends don’t deliver the full benefits of synthetic, but they’re considerably cheaper, he adds.

On top of that, many oil-change outlets also offer synthetic oil as an alternative to conventional engine oil.

According to Will Hixson, spokesman for the Automotive Oil Change Association, the 2018 National Oil and Lube News annual survey shows that more than half of car owners are choosing synthetics or synthetic blends when they get their oil changed.

Type of Oil	Percentages of Oil Changes Performed
Semi-synthetic or blend oil	35
Conventional oil	32
Full synthetic	22
High-mileage oil	6
Diesel	5

Should you use synthetic oil? There are good reasons to—but only if your car has specific needs.

Continued on PG 17

Should You Use Synthetic Oil in Your Car?

Continued from PG 16

Synthetics have some advantages over conventional motor oil. They're designed to be more effective at:

- Resisting oil breakdown, which makes it last longer than conventional oil
- Withstanding higher temperatures than conventional oil, which helps keep engines running longer
- Flowing in cold temperatures, thus reducing engine wear during frigid startups.

There's a downside: Synthetic motor oil can cost two to four times as much as regular oil. So unless your owner's manual specifies synthetic, you don't need it.

But John Ibbotson, Consumer Reports' chief mechanic, says there are some situations where synthetic oil's resistance to breakdown (the tendency of oil to degrade and lose its viscosity over time) can help prolong the life of an engine:

- If you make lots of short trips, standard motor oil may never get warm enough to burn off moisture and impurities that can accumulate. That could hasten the breakdown of conventional oil.
- If you live in a region with very cold winters or very hot summers, or if you use your vehicle for towing or hauling heavy material, synthetic oil helps protect the engine from strain and won't break down as quickly as conventional oil.
- If you have an older engine that's prone to sludge buildup. This gunky residue forms when oil breaks down, and it can block oil passages and lead to a quick engine death. In the early 2000s, several engines from Chrysler, Toyota, and Volkswagen, among others, were especially prone to sludge buildup. Synthetic oil is less likely to form this troublesome sludge.

Though synthetics generally hold up better for more miles, regular oil changes remain important, and you shouldn't wait beyond the time interval recommended by the manufacturer—typically every six months or a year.

Using synthetic in these situations will prolong your oil life and require fewer changes.

That's also a major benefit to the environment, as used motor oil is a major source of toxic waste in water.

Certified mechanic Chris Jones checks oil levels at the CR Auto Test Center.

TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 November 2019

Special Points of Interest:

- ⇒ *Logistics Airmen encourage vehicle winter readiness: PG 1-2*
- ⇒ *Escorting evacuated elders: PG 3*

Inside This Issue:

Logistics Airmen encourage vehicle winter readiness

By Senior Airman Kahdija Slaughter, 354th Fighter Wing Public Affairs / Published October 15, 2019

U.S. Air Force Airman 1st Class Nickolas Carlson, 354th Logistics Readiness Squadron vehicle maintenance technician, checks the oil level on a privately-owned vehicle (POV) during a POV winter safety inspection at Eielson Air Force Base, Alaska, Oct. 9, 2019. Engine oil protects all fast-moving parts inside the engine and is necessary for a car to function. Synthetic oil is especially important to start a cold engine because it flows better than conventional oil at low temperatures. (U.S. Air Force photo by Senior Airman Kahdija Slaughter)

EIELSON AIR FORCE BASE, Alaska --

With sub-zero temperatures and icy road conditions fast approaching, Icemen would be wise to ensure their privately-owned vehicles are properly winterized sooner rather than later. The 354th Logistics Readiness Squadron vehicle maintenance flight hosted its second annual POV winter safety inspection recently to help Eielson Airmen do just that.

Approximately 44 cars were inspected at the event, which was first introduced last year by Master Sgt. Shawn Sheppard, 354th LRS vehicle fleet manager, and Tech. Sgt. Adrian Lopez, 354th LRS base maintenance and snow removal equipment section chief. Lopez drew upon his prior experience inspecting POVs at Aviano Air Base, Italy, when planning the event.

Continued on PG 2

Logistics Airmen encourage vehicle winter readiness

Continued from PG 1

U.S. Air Force Tech. Sgt. Brian Flynn, 354th Logistics Readiness Squadron customer service and material handling equipment section chief (right), talks to Airman 1st Class Robert Lockett, Jr., 354th Comptroller Squadron financial analyst (left), about the importance of annual vehicle inspections during a privately-owned vehicle (POV) winter safety inspection at Eielson Air Force Base, Alaska, Oct. 9, 2019. Engine oil and coolant fluid levels, along with the testing of license plate lights should be routinely checked, especially before winter. (U.S. Air Force photo by Senior Airman Kahdija Slaughter)

"In Italy, annual vehicle inspections were required," said Lopez. "So, I foresaw several knowledge-based benefits that could come from starting a similar program on Eielson."

Lopez said typically only minor adjustments are necessary to keep drivers safe in winter.

"People usually are unaware that certain light bulbs are out or that their winterization needs annual upkeep," explained Lopez. "But that's why we're here."

He also recommends Icemen replace any saturated heating pads and batteries over four years of age before winter strikes.

"The inspection was very informative, and I appreciated all the pointers they gave me," said Airman 1st Class Robert Lockett, Jr., 354th Comptroller Squadron financial analyst. "I recently arrived in Alaska from Virginia where it only gets as cold as 45 degrees, so I definitely feel more prepared going into the winter months here."

The cost of winterizing a vehicle can be steep, but the consequences of not doing so can be steeper. Lopez mentioned several things that can go wrong if a POV is unprepared for Alaskan winters.

"Possible consequences include a dead battery, frozen engine block, fire hazards from oil-saturated heat pads and improperly installed winterizations," described Lopez.

"Last year a vehicle burned down because of a wiring problem in the car's winterization kit. A more common issue includes not being able to get to work on time when the weather is below freezing temperatures because vehicle winterization isn't working properly."

Icemen who didn't make it to LRS's vehicle inspection event and newcomers to Alaska are encouraged to inspect their vehicles for winter readiness. Ensuring POVs are ready for winter road conditions enables Icemen to keep themselves and those around them safe, fit to fight, and ready to go, even at 50 below.

U.S. Air Force Tech. Sgt. Brian Flynn, 354th Logistics Readiness Squadron customer service and material handling equipment section chief, checks the tire tread of a privately-owned vehicle (POV) during a POV winter safety inspection at Eielson Air Force Base, Alaska, Oct. 9, 2019. During extremely cold temperatures, non-winter specific tires can harden, creating a slick surface and decreasing traction. Winter tires contain a special rubber compound that is designed for snow and ice conditions. (U.S. Air Force photo by Senior Airman Kahdija Slaughter)

Escorting evacuated elders

By Airman 1st Class Kimberly L. Mueller, 81st Training Wing Public Affairs / Published September 26, 2019

U.S. Air Force Staff Sgt. Christopher Carpe, 81st Logistics Readiness Squadron ground transportation and equipment support NCO in charge, and Airman 1st Class Jared Hill, ground transportation personnel, pose for a photo on Keesler Air Force Base, Sept. 26, 2019. Carpe and Hill assisted in transporting elderly residents of the Seashore Oaks Assisted Living Facility away from the area after a fire evacuation. (U.S. Air Force photo by Airman 1st Class Kimberly L. Mueller)

KEESLER AIR FORCE BASE, Miss. --

Airmen from the 81st Logistics Readiness Squadron assisted in the rescue of elderly residents evacuating a fire at Seashore Oaks Assisted Living Facility in Biloxi, Mississippi, after receiving a call, Sept. 17.

Staff Sgt. Christopher Carpe, 81st LRS ground transportation and equipment support NCO in charge, and Airman 1st Class Jared Hill, 81st LRS ground transportation personnel, arrived at the facility with a 44-passenger bus around 30 minutes after being contacted. Approximately 60 elderly residents were in need of immediate assistance.

“At first, we didn’t fully understand the situation,” said Hill. “We just knew there was an assisted living home that had caught fire, and that we had to get there as quick as we could. I was a little anxious.”

After arriving on scene, Carpe and Hill were able to get in contact with the fire chiefs at the location and help out.

“Once we kind of got settled in down there, it felt pretty good to get recognized for taking the time to come help the elderly people,” said Hill. ”When we got the go ahead to get the bus and start loading people, it felt like we were there for a reason. Some of the people were veterans themselves, so they were talking to us about their service and asking us about how our service has been.”

Carpe and Hill assisted in transporting three residents and two dogs to a nearby motel for safety. “A lot of the people had family members that were in town that came and picked them up,” said Hill. “No lives were in danger in this particular fire, but the fact we were able to help some of these elderly people get out, it was definitely honoring to be a part of.”

With all the residents taken care of, Carpe and Hill were able to return home. “It made me feel pretty good because it’s something we don’t really get to do a lot, so when we actually get to help out the community like that, it’s pretty nice,” said Carpe.

A Veterans Day Tribute

Thank You for Your Service…

By SMSgt (Ret) Roger Storman

I was never one to wear a hat. Of course, I wore one when I was on active duty and in uniform, but rarely when I was off-duty. Even after I retired, I didn't wear a hat unless I was going to be outside for an extended period.

I'm bald, however, so exposing my head to the sun for any length of time wasn't a smart thing to do. It resulted in skin cancer that required minor surgery on my scalp. My doctor instructed me to start wearing a hat.

Following her advice, I bought an Air Force veteran's hat and wear it just about everywhere I go during the day. The cap has opened my eyes to a segment of the public, both young and old, that I hardly knew existed before.

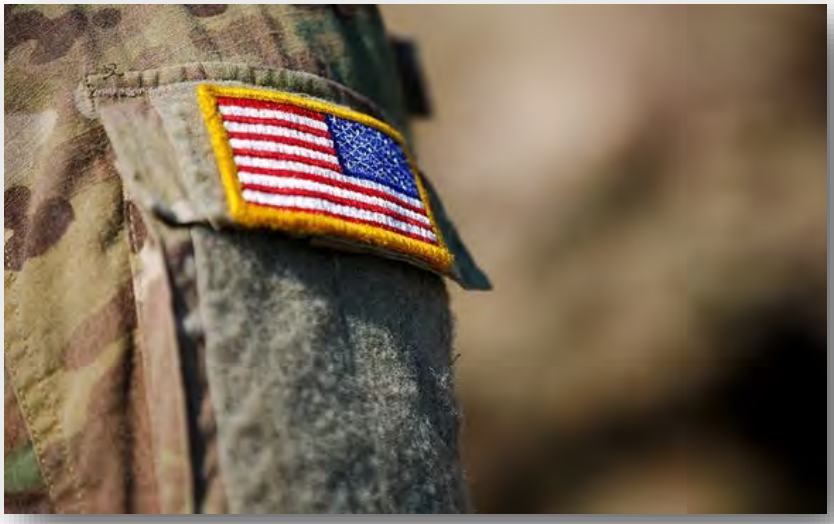
I'm always stopped by someone, veterans and non-veterans alike, who wants to shake my hand and say, "Thank you for your service." The phrase has become a cliché, but I don't mind it. I've also been able to strike up conversations with other veterans wearing their service's hat.

One fascinating veteran I met was a retired Air Force Chief who was in his 90s. This man was ramrod straight and carried his shopping basket up and down the aisles with ease. He looked as if he could still fit into his old uniform. He just chuckled when I told him I retired in 1993. I was a kid in his eyes.

I've also saved a few bucks at retailers I didn't even know offered a discount. Auto Zone is one, and a local bait shop also provides a discount on shrimp I use for fishing. I didn't inquire; the counter guy asked me if I was military and gave me 10% off my bill. I'm sure many of you have discovered the same thing in your communities.

My point is there are veterans in nearly every city and town across the country and, in one way or another, people are anxious to express their gratitude for your service. Wearing my hat has made me aware of that fact more than ever before.

On Veterans Day, let's also not forget active duty members, especially those serving in harm's way, but also at other overseas locations and here at home. They, too, are veterans.



They don't need a veteran's hat to identify themselves; you'll know them by their uniforms standing guard duty at the gate, serving at your clinic or pharmacy, and in many other capacities throughout the base.

The next time you stop at the main gate to show your ID card, tell the sentry, thank you for your service.

I'm sure he or she will appreciate the recognition, and they certainly deserve it.

Air Force Getting Ready to Deploy a Drone-Killing Laser and Phaser

16 Oct 2019 Military.com

Military.com | By Hope Hodge Seck

As the Army moves forward with plans to mount anti-drone lasers on Stryker vehicles, the Air Force is preparing to send its own vehicle-borne laser drone-killers overseas in just a few months.

Raytheon Space and Airborne Systems received a $23.8 million contract from the Air Force in August for two prototype high-energy laser weapons systems, designed to take out threatening unmanned aerial systems.

The plan, according to contracting documents, is to deploy the systems for a year for testing and experimentation, wrapping up the effort by November 2020.

At the same time, the Air Force has contracted with Raytheon for a $16 million prototype Phaser high-powered microwave counter-drone system, to be deployed and tested by service personnel within the same timeframe.

Raytheon's high-energy laser counter-drone system is mounted on a Polaris MRZR all-terrain vehicle at the Association of the United States Army's annual meeting in Washington, D.C., in October 2019. Photo by Hope Hodge Seck.

At the Association of the United States Army annual meeting in Washington, D.C., this week, Raytheon executives said one of the high-energy laser systems has already been delivered to the Air Force, and the other will follow shortly.

"Where overseas, I can't disclose, but it is multiple [combatant commands]," said Evan Hunt, director of business development for high-energy lasers at Raytheon. "They have planned them for multiple different [areas of responsibility]."

It will represent the first overseas deployment for the system, a milestone as major defense companies scramble to deliver smart solutions to counter a growing and diverse threat from enemy drones.

At AUSA, the spherical laser multi-spectral targeting system was mounted on a lightweight Polaris MRZR all-terrain vehicle, a popular transport for special operations troops and small infantry elements.

The system uses radar to detect and track unmanned aerial systems as small as commercial quadcopters, delivering data to a targeting screen. A human user can then employ an Xbox controller to lock in on a target and deploy the laser to shoot it down.

In promotional materials for the system, Raytheon says it has near-infinite firing capacity. "The cost per shot is basically the cost of electricity," the company said in a recent release.

"At this point, the directed energy systems are being deployed for air base air defense," Hunt said. "You could imagine it being parked at the end of the runway, being operated.

They are being operated by U.S. Air Force troops, likely to be security forces troops ... looking for drones that are either surveilling or potentially posing a threat, and countering them."

The first system is likely to be sent overseas for field assessments in the first quarter of next year.

Regarding the Phaser, a high-powered microwave mounted on a box similar to a shipping container, the Air Force wants experimentation to include operator training, system maintenance and mission operation, according to contract documents.

The Phaser emits radio frequencies "in a conical beam from a dish," according to Raytheon promotional materials, and is designed to bring down large swarms of attacking drones at once.

That system, Hunt said, will likely be deployed and in testing by the Air Force by the middle of next year.

Hangar Queens

The R-5 from hell

By SMSgt (Ret) Roger Storman

The Urban Dictionary defines Hangar Queen as, *"Any aircraft that regularly resides in a hangar as a result of an accident, a maintenance issue, or both. Sometimes the said aircraft is cannibalized for parts for other aircraft."*

Well, as vehicle maintainers, we know the term hangar queen is not limited to aircraft maintenance, and we don't need a dictionary to define it for us.

I'm sure that many of you have memories, perhaps nightmares, of one particular truck that wouldn't go away. It not only stayed in the shop for long periods, but it also kept coming back, and not always for the same problem. It wasn't about shoddy maintenance; it was as if these trucks were possessed.

Mechanic Humor: The cartoon below cleverly depicts this truck (hangar queen) as a static display, and sometimes it seemed that way.

The unlucky mechanics who worked on these beasts would predictably hear comments such as, "Hey, when are you going to cut the grass under that thing?"

Although a reliable truck in its day, my particular hangar queen was an R-5 refueler at Clark Air Base in the early 70s; it haunted me.

This truck, parked on the VDP line near the perimeter fence, had been cannibalized to death, and it was my unfortunate task to rebuild the pumping system (multiple valves, plumbing, sensing lines, etc.), and repair the electrical system.

I was a 5-skill level buck sergeant (E-4) then with scarcely over two years of service, and this job was somewhat beyond my knowledge and understanding at that stage of my career. I don't recall how long I struggled with it, but day-after-day I would venture out to that truck and give it my best effort.

Incidentally, given where it was parked, there was actual grass growing under this hangar queen...just thought I'd add that tidbit of info. There was also a mass quantity of nasty rice bugs that had gathered at the bottom of the pumping compartment and died. I dreaded going to work.

Finally, I caught a break! The squadron received a 90-day manning assistance tasking to Kunsan Air Base, and I was selected to go. Three months later as my TDY days in Korea were coming to an end, I started thinking about that truck and wondered if it would be there waiting for me when I returned. To my delight, however, someone had completed the job while I was gone.

M-series misery

By SMSgt (Ret) Gary McLean

Anybody who's been assigned to Andersen AFB, Guam is keenly aware of the corrosion problem there, it's so bad the DoD uses it for corrosion research.

Vehicles, especially into the 1980s, suffered horrible rust damage; heck we had an entire corrosion barn where they did nothing but spray undercoating on vehicles all day. Also, funding and staffing seemed scarce in 1982, which is when yours truly showed up from Chanute AFB.

Yes, a green airman right out of tech school. The new guys always got the worst jobs, so I got saddled with the hangar queen of all time, an old M818 series truck tractor that the Fire Department was using to haul a foam tanker trailer around. The majority of the tractor's cab was gone, rusted away, holes through the doors, roof sagging, etc.

At the same time we had another M-series vehicle that was pretty trashed. Well, the base needed the tractor for the water tanker, so the brilliant idea of swapping the cab from the trashed truck to the truck tractor was formulated and inflicted on me. Please remember, I'm a stupid airman right out of tech school!!!

In typical early 1980s fashion, I was thrown in the water to see if I could swim. My trainer periodically checked on me as I tried to figure out how to take the old cab off and get the new cab on.

Continued on PG 7

Hangar Queens

Continued from PG 6

M-818 — NOT MINE, BUT ONE EXACTLY LIKE IT

As badly corroded as it was, trying to remove fasteners, find decent lift points, etc., was an infuriating and mostly unsuccessful process.

Seemingly, this job took months but probably was only a month or so, with me ping-ponging to minor maintenance work on fire trucks and then back to the hangar queen.

Even so, that's a long time! During my time working on this piece of junk, I got to watch a couple of our mechanics blow a windshield out of a pickup truck on the ready line with a P-15's water cannon.

I also witnessed about 2,000,000 smoke breaks, 60-plus visits from the roach coach, and the cherry on top was getting my hand caught between the cab and frame of the truck as the forklift lifted the cab for me to unhook the last pneumatic line, only to have the cab floor collapse around the forklift's tines, temporarily trapping me in a pile of rust and pain!

Finally, the big day was here, the hangar queen would be slain. I had the cab ready to come off and we were going to use a sling situation that I invented so the forklift tines wouldn't continue to collapse the cab. I had the forklift parked sideways next to the tractor, waiting for my supervisor to come out and lift the cab while I pulled things clear.

Meanwhile, on the other side of the shop on the incoming line, one of our local civilian mechanics was gleefully jumping into an M-35 that was written up with no brakes, even had a sign on the steering wheel that said "NO BRAKES".

Undaunted, the mechanic tossed the sign on the passenger seat and drove the truck around to the back of the shop, up to the wall on the slope, and then tried to hit the brakes.

Well, no brakes!!! The M-35 started careening backwards, with me in the path running away in panic.

The M-35 hit the little 4K forklift so hard, broadside collision, that the forklift came off the ground a little and ended up on its side, pouring out fuel, battery acid, and hydraulic fluid in a maniacal attempt to continue the process of killing me for working on this hangar queen.

Somebody with a brain called the fire dogs and they ran out and foamed the whole mess real quick to eliminate the immediate fire danger. I stood nearby in disbelief, laughing uncontrollably.

Final result of this hangar queen curse: One squished left hand, one destroyed forklift, 160 labor hours wasted, and a decision from the boss that the truck tractor would go to DRMO, after all. Are you kidding me??? Oh well, at least I was released from hangar queen purgatory.

UTAPAO, A WAR, AND A FORKLIFT

BY CMSGT (RET) GREG MORRIS

The vehicle/equipment "hanger queen" idea brought back some memories of the most difficult time in my career as a technician. The experiences during that year overseas changed me, my abilities, my thinking, and I learned combat repairs - do whatever it takes to get the asset into service for its primary mission.

I had to learn to improvise to make repairs by whatever means possible from tearing down and making parts (we had a machinist assigned to VM that helped greatly) to cannibalizing, etc.

Only one of each class of assets could be down (minimum essential levels) and that made creative repairs the only option. There was a war going on and I was at a B-52 base in Thailand. My assignment was at Utapao, Royal Thai AFB and I worked in the heavy equipment repair shop.

I found out that I had hanger queens - one hanger queen in each of the following categories: MB2, AT/RT forklift, high reach (cherry picker) truck and APCs - my section. Everything was worn out and parts were coming from the States - very slowly.

One asset that was the queen of the hanger queens was either an AT or RT forklift (not sure type) used for loading bombs and it was my parts house for those assets. I ordered every part removed and every part we improvised to work and there were pages of parts on order. The problem was very few were being received.

Continued on PG 8

Hangar Queens

Continued from PG 7

The forklift usable parts were becoming fewer and fewer and it looked like a skeleton, stripped down to the bones. We were working 12-hour workdays seven days a week with OT.

It became an almost impossible task to keep the minimum number of forklifts in service. Oh, I forgot to mention my section consisted of me and one other military technician, and the rest of the team was eight fantastic Thai technicians who were great at making the impossible a daily routine. Another life saver was a machinist assigned to the Trans squadron who could make almost anything. We still were losing ground as the assets were wore out.

As Paul Harvey would say, here's the rest of the story: I was working on an articulating forklift in the shop removing some steering lines and one of the steering cylinders when I noticed several blue pants and dress shoes (all I could see).

One of them asked me what my thoughts were on the condition of the forklifts and why it was so difficult to keep the assets in service. I asked if I should come out from under the forklift and was told it wasn't necessary.

I explained that the assets were extremely worn out…engine, transmission and everything was way past their life expectancy. Furthermore, the assets needed to be replaced and even if we could get parts, we would need to completely rebuild each asset.

Later, I found out it was a PACAF general I had been talking to. We started getting new replacement assets about two months later and parts also started arriving.

I left after my year in county and the hanger queen forklift was about 80 percent repaired (still out of service and still being used for parts) and I was told it was going to DRMO.

HANGAR 800 - YOKOTA AB, JAPAN

A safety facility demolition ceremony was held at Yokota Air Base, Japan, Sept. 26, 2019. Bldg. 800 is a historical hangar constructed by the Imperial Japanese Army in 1940s. The hangar was used continuously between the Imperial Japanese Army and U.S. Air Force without major renovation for 80 years. CREDIT: Retired U.S. Air Force Maj. Dwight E. Turner.

EDITOR'S NOTE: I had reservations about publishing this video in *Truckin' On* because it's not Transportation-related, but then I thought it held such an important place in not only Yokota's history but the Air Force's too that I wanted to use it to fill this space. Moreover, many of our members, including me, spent years at Yokota, and this facility represents memories of those times. It's sad to know it's gone. This video is narrated in Japanese but has English subtitles.

Why GM and Michelin's airless Uptis is the future of car and truck tires

THE AIRLESS TIRES ARE EXPECTED TO LAUNCH ON A GENERAL MOTORS VEHICLE BY 2024

BY CRAIG COLE / OCTOBER 10, 2019

THIS COULD BE THE FUTURE OF TIRES / CRAIG COLE / ROADSHOW

Remember the Michelin Tweel, that futuristic-looking tire supported by rubber spokes instead of pressurized air? If not, you may get acquainted with this space-age design sooner rather than later.

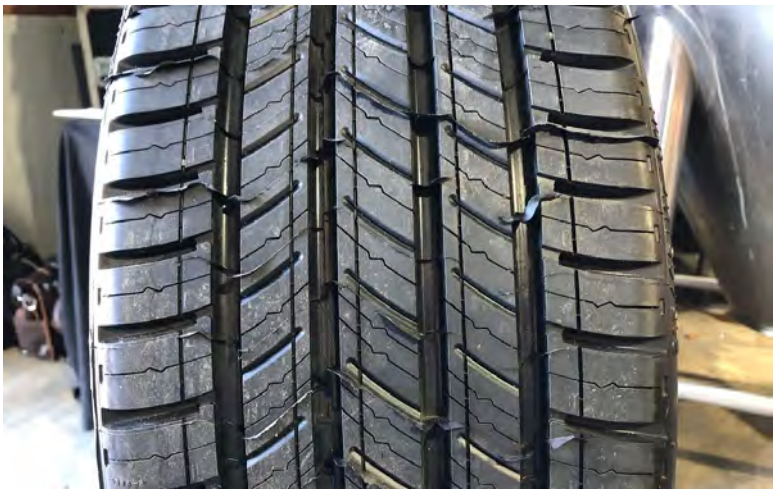
The French rubber-goods manufacturer has developed a strikingly similar tire that's expected to land on public roads within the next few years. The prototype name for this in-development product is Uptis, shorthand for Unique Puncture-Proof Tire System. Undoubtedly, the firm's marketing department will come up with something more appealing than that before the tires go on sale.

The Uptis, or whatever it ends up being called, is scheduled to launch on a General Motors vehicle as early as 2024, "[But] probably not sooner than that," at least according to Steve Cron, senior principal product engineer at Michelin, who Roadshow spoke to at a media event on Wednesday. The two giant companies have been working together on this project, with the Chevrolet Bolt all-electric hatchback serving as the development platform.

Compared to a conventional pneumatic tire, the Uptis offers numerous benefits. The most obvious of which is never having to deal with a flat again, so feel free to run over as much broken glass, miscellaneous debris or even drywalls screws as you want.

These tires require no maintenance, no periodic air-pressure checks. Any vehicle fitted with Uptis tires can do away with a jack, spare and any tire pressure-monitoring hardware, which saves weight and cost, two things automakers absolutely hate.

But those aren't the only advantages of the Uptis. Cron said the tires can potentially be re-treaded.



AN ADVANTAGE OF THE UPTIS IS THAT THESE TIRES CAN BE RE-TREADED. CRAIG COLE / ROADSHOW

As they wear out, rather than replacing them with a new set, a fresh layer of rubber can be applied to the outside, as is done with large tires used on tractor trailers and other heavy equipment. This means Uptis could potentially last the life of a vehicle. They also have "very high lateral stiffness," which Cron noted can improve vehicle handling.

The Uptis builds on what Michelin learned creating the Tweel, which went on sale about five years ago and is available for use on non-roadgoing-vehicles like skid-loaders, lawn mowers and ATVs. All told, Cron said the Uptis is the result of about 21 years of development work.

Currently, this exciting new tire design is undergoing small-scale testing, though it sounds like there are no deal-killing reasons why it couldn't be used on roadgoing motorcars.

Continued on PG 10

Why GM and Michelin's airless Uptis is the future of car and truck tires

Continued from PG 9

Cron has already extensively tested the Tweel on public streets. "I had it on my car," he said. "I drove every day for four years." And during that period Cron had zero issues. "Of course, I never had a flat tire," he said. But a mere two weeks after reverting to conventional tires he did.

One reason the Tweel is not intended for use on cars and trucks is that it's specifically designed for more industrial applications. In everyday use, Cron said, "[The] ride quality, it was too harsh." This is because Tweels have polyurethane-reinforced spokes for added stiffness. In comparison, the Uptis is all rubber, strengthened by fiberglass and resin. Their spokes also work both in compression and tension, making them more flexible.

GM is currently testing the airless tires on the Chevy Bolt EV. Craig Cole / Roadshow

Another downside to running the Tweel on-road is noise. Cron said on flat surfaces they were comparable to normal tires but impacts from bumps and potholes broadcast much more racket because of the tires' overall starchiness.

Harshness like this should not be an issue with the Uptis and its more pliable design. "Ride quality ... is better than a run-flat [but] not quite as good as a Michelin pneumatic tire," said Cron. They may also be quieter than their air-filled counterparts as they produce no cavity sounds -- those *thwap* noises a tire makes when hit by road imperfections.

With its open design you'd think the Uptis would need sidewalls to keep snow, ice and mud out of the spokes, but Cron said, "Really, it is not a problem." According to him, debris quickly gets forced out after you drive just a few meters. Capping these tires is more a question of looks and aerodynamics he explained.

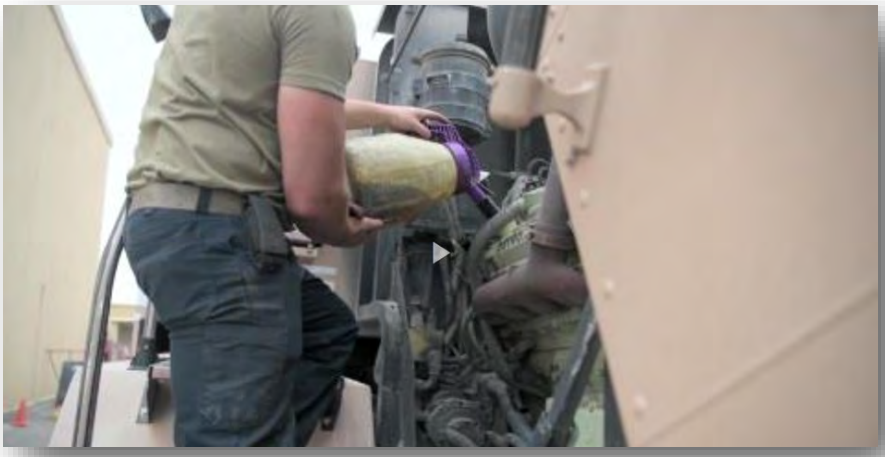
As for cost, nothing is official yet as the Uptis is still years away from hitting the market. But they should be comparably priced to a run-flat tire, which is the benchmark product Michelin has been targeting during development. Look for the Uptis to launch on a GM vehicle around the year 2024.

Fleet Management

379th Air Expeditionary Wing
Public Affairs

May 22, 2019

Highlighting the mission of the 379th Expeditionary Logistics Readiness Squadron's Vehicle Management Flight.



automotive FLEET®
THE CAR AND TRUCK FLEET AND LEASING MANAGEMENT MAGAZINE

Canoo has developed a "skateboard" architecture, the cabin sits atop the batteries and electric drivetrain. *Photo by Kendra Rodriguez.*

Canoo Unveils Subscription-Only EV

SEPTEMBER 26, 2019 • BY STAFF / CONTRIBUTOR: CMSGT (RET) DAN BERLENBACH

Los Angeles based car maker Canoo began designing and engineering its first model 19 months ago and Sept. 24 it unveiled its subscription-only electric vehicle, simply named Canoo. The subscription service is slated to bring affordable EV's to market by 2021.

The vehicle hones a minimalist design, in what the company calls "an urban loft on wheels." The vehicle maximizes interior space by eliminating compartmentalization and carrying a more furniture-like appearance, while still holding enough space for up to seven passengers.

The minimalist design carries through to the user interface. Riders will bring their device such as a phone or tablet to use for music, navigation, and other non-driving features.

Skateboard Platform

Canoo has developed a proprietary "skateboard" architecture, directly housing the batteries and electric drivetrain. All future vehicles will share the same underpinning and different cabins or "top hats" can be married on top to create unique vehicles. Leveraging the same fixed and flat skateboard allows for reduced research and development costs, efficient production and better use of interior space.

The vehicle and skateboard are designed for an overall five-star safety rating. The skateboard houses the most critical components of the vehicle. The skateboard is also set up in a way that it could support a dual, front or rear motor configuration.

Continued on PG 12

automotive FLEET®
THE CAR AND TRUCK FLEET AND LEASING MANAGEMENT MAGAZINE

Continued from PG 11

GREEN FLEET

Autonomy for Ridesharing Future

Canoo also announced that it aims to build driver-assist features in its vehicles with plans to create autonomous vehicles to be used for ridesharing.

The vehicle uses seven cameras, five radars, and 12 ultrasonic sensors. Currently, the sensors place the vehicle at Level 2 autonomy with plans to improve as technology evolves.

Canoo will also feature the first true steer-by-wire vehicle on the market without a hardware connection between the steering wheel and wheels.

This means the Canoo steers by electric signals only. The company hopes the steering wheel will pave the way for autonomous driving.

Adding that the elimination of mechanical connection will allow freedom to arrange the interior space of the vehicle.

The furniture like interior folds down to allow for configurable space. *Photo by Kendra Rodriguez.*

The electric vehicle will have an approximate range of 250 miles and will reach an 80% charge in less than 30 minutes. The battery pack is fastened to the skateboard structure.

Canoo will now kick-off a beta testing period in which all functionalities and components are tested together in a fleet of custom-built Canoo validation vehicles.

During this time, Canoo's development engineers will evaluate the interplay of all parts and systems.

Canoo will present its vehicle to the public as part of a tour in two Southern California locations:

- The Abbot Kinney Festival in Venice, California, on September 29
- The Car Classic at the Art Center College of Design in Pasadena, California on October 20

LEFT: The dashboard features a steer-by-wire steering wheel and will allow riders to use their own device to power non-driving features. *Photo by Kendra Rodriguez.*

EXTRA * * * EXTRA
News We Missed

U.S. and French Airmen push a P-18 Water Tanker into its new home during a ceremony at Chabelley Airfield, Djibouti, Feb. 8, 2019. Pushing a tanker into its spot is a decades-old tradition and completed the transfer of the fire truck from the U.S. Navy to the U.S. Air Force. (U.S. Air Force photo by Tech. Sgt. Rachelle Coleman)

EDITOR'S NOTE: I've maintained fire trucks and was around fire stations and firefighters my whole career, but I was not aware of this tradition...pretty cool.

870TH AES FIRE STATION RECEIVES NEW TRUCK

BY TECH. SGT. RACHELLE COLEMAN, 435TH AIR EXPEDITIONARY WING / PUBLISHED FEBRUARY 21, 2019

CHABELLEY AIRFIELD -- The 870th Air Expeditionary Squadron fire department and military community took part in a decades-old tradition and pushed a fire truck into its new home during a ceremony here Feb. 8.

According to Tech. Sgt. Kurt Trausch, 870th AES fire department assistant chief of operations, the tradition originated when fire departments used horses to take their pumpers out on calls. When they would return the horses couldn't back in, so the firemen would detach the horses and push the pumper back in.

In addition to upholding tradition, pushing the truck into its space signified the completion of the transfer of the U.S. Navy P-18 Water Tanker to the U.S. Air Force fire department at Chabelley Airfield. The tanker can carry 2,000 gallons of water, double the amount of the P-19 Crash Truck the department was using.

A crowd of U.S. and French firefighters, squadron and group leadership, civil engineers, and many other members from the military community gathered to celebrate the arrival of the new truck. After the truck was in place, Trausch called the dispatch over his radio and announced, "Tender 15 is now in service."

The 870th AES fire department's priority is to respond to aircraft incidents, but the P-18 will allow them to be better prepared to respond to structural fires as well. At Chabelley, there are no fire hydrants, which means the firefighters have to bring the water they need to respond to emergencies. While the P-19 is effective for aircraft incidents, the P-18 can be set up in multiple configurations to carry more equipment.

"It increases our capability to get water quickly and effectively," said Staff Sgt. Seth Massey, 870th AES fire department fire protection crew chief. "You can't control them the same and there's different requirements for a structural fire versus an aircraft fire. This new truck allows us to keep up with that standard."

After identifying the unused truck in July 2018, the fire department worked with the 726th Expeditionary Air Base Squadron vehicle management flight to transfer the truck from the Navy.

"This is a great win for Chabelley fire department, but this is a huge win for Chabelley base because of what it offers and the capabilities it offers to us to respond to any emergency response," Trausch added.

As a result of the new arrival, the Chabelley firefighters were able to turn one of the P-19 crash fire trucks over to their sister squadron at Camp Simba in Manda Bay, Kenya.

See more photos at 870th AES

TRUCKIN' ON

Dedicated to the Men and Women of AF Ground Transportation & Vehicle Management — Past, Present, and Future

1 December 2019

Special Points of Interest:

- ***97th LRS Honors BC3 Warriors with Heritage Rock: PG 1-3***
- ***Keeping Up with the Conditions: 726th EABS Vehicle Maintenance: PG 4-5***

Inside This Issue:

97th LRS Honors BC3 Warriors with Heritage Rock

By Airman 1st Class Breanna Klemm, 97 AMW Public Affairs Office / Published October 09, 2019

A Heritage rock from the Basic Combat Convoy Course is presented in front of the 97th Logistics Readiness Squadron building, October 4, 2019, at Altus Air Force Base, Okla. Although it's one of many, this rock carries with it a long history. Thousands of Airmen have gone through this course, served proudly and left their mark on the biggest boulder they could find. (U.S. Air Force photo by Airman 1st Class Breanna Klemm)

ALTUS AIR FORCE BASE, Okla. –

The 97th Logistic Readiness Squadron presented a historical rock in front of LRS headquarters to honor fallen and warrior Airmen alumni of the Basic Combat Convoy Course (BC3), October 4, 2019, at Altus Air Force Base, Okla.

The creation of the BC3 program was requested by the Army for Air Force personnel to augment convoy duties in Iraq. This later led to the creation of BC3 at U.S. Army Camp Bullis, Texas, in which the Air Force trained transportation Airmen with the skills necessary to conduct convoy operations in hostile territory in support of Operation Iraqi Freedom and Enduring Freedom. Airmen were provided qualifications on multiple assault rifles, taught rules of engagement and tactical communication, practiced convoy maneuvers and what to do during enemy fire along with how to protect themselves and their wingmen.

Continued on PG 2

97th LRS Honors BC3 Warriors with Heritage Rock

Patches from the Basic Combat Convoy Course (BC3) are displayed during a ceremony presenting a painted rock from the course, October, 4, 2019, at Altus Air Force Base, Okla. During the BC3 course, Airmen were provided qualifications on multiple assault rifles, taught rules of engagement and tactical communication, practiced convoy maneuvers and what to do during enemy fire along with how to protect themselves and their wingmen. (U.S. Air Force photo by Airman 1st Class Breanna Klemm)

Continued from PG 1

"The first graduating class of BC3 was deployed overseas in June 2004," said U.S. Air Force Staff Sgt. Juan Recendiz, a quality assurance evaluator assigned to the 97th Logistics Readiness Squadron. "As each class graduated, it became the norm to leave something behind, such as a mural painted on one of the largest rocks available."

Out of the many rocks painted throughout the years of BC3, the Mighty 97th proudly received the second largest rock that was painted from Camp Bullis. It represents and honors fallen comrades for their sacrifice, commitment and dedication to the safety of this country. Many of the Airmen Warriors that went through this grueling course have since been awarded for their bravery, patriotism and valor. The Heritage Rock honors those who have fallen and those who still stand.

"Since its inception, more than 1,500 Airmen have been trained for convoy operations and have traveled over three million miles in convoy operations," said Recendiz.

"Graduates of BC3 have since been recommended for a Silver Star, have received more than 150 Bronze Stars, 100 Purple Hearts and 30 Meritorious Service Medals."

During the ceremony, speeches were given by multiple Airmen who graduated from BC3. Each Airman shared personal stories, lessons learned and difficult memories that have not been revisited in many years. Although they were young Senior Airmen at the time, the now Staff, Tech., and Master Sergeants told their stories of BC3.

"Before we left for BC3, our families were told that we may not return, and that was the moment I realized that this was not fun and games," said U.S. Air Force Tech. Sgt. Robert Black, the vehicle maintenance NCO in charge assigned to the 97th LRS. "From these missions, I learned the importance of comradery, the meaning of family and how important life really is to you, because you don't know how much something means to you until it is gone."

Continued on PG 3

97th LRS Honors BC3 Warriors with Heritage Rock

Airmen assigned to the 97th Logistics Readiness Squadron stand in front of the Heritage Rock after its ceremony, October 4, 2019, at Altus Air Force Base, Okla. The 97th LRS Airmen who helped present the rock wear the uniform that they wore during their time in the Basic Combat Convoy Course (BC3). (U.S. Air Force photo by Airman 1st Class Breanna Klemm)

Continued from PG 2

"Although it is one of many, this rock carries a long history with it. Thousands of Airmen have gone through this course, served proudly and left their mark on the biggest boulder they could find.

As said by the speakers at the ceremony, the lessons learned throughout their time in BC3 are irreplaceable and can only be learned in a few places, including this course.

"There were certainly a lot of lessons learned during this course, but the one that stuck with me is that necessity is the mother of invention," said U.S. Air Force Senior Master Sgt. Anthony Krebs, the deployment and distribution flight superintendent assigned to the 97th LRS.

"Our training changes based on the tactics of the enemy, as do our tactics and procedures. The purpose of this course was to feed the most updated and current tactics to Airmen, so we are able to beat the enemy."

The BC3 course provided deployed vehicle maintenance operators the lifesaving skills and warfront tactics they needed to conquer the enemy.

Throughout this grueling course, young Airmen learned many valuable life lessons that they have carried with them throughout their careers. The 97th LRS honors the ultimate sacrifice paid by BC3 graduates through the display of the Heritage Rock, a symbol of courage and valor, to constantly remind Airman warriors of the call they may have to answer someday.

Keeping up with the conditions: 726th EABS Vehicle Maintenance

By Staff Sgt. Alex Fox Echols III, 435th Air Expeditionary Wing Public Affairs / Published November 15, 2019

U.S. Air Force Staff Sgt. Jared Agey, 726th EABS Vehicle Maintenance NCO in-charge, cycles fuel back into the tank of a C300 refueling truck while investigating a leak at Chabelley Airfield, Djibouti, Nov. 8, 2019. Agey is deployed to Camp Lemonnier, Djibouti, from the 27th Special Operations Logistics Readiness Squadron at Cannon Air Force Base, New Mexico. (U.S. Air Force photo by Staff Sgt. Alex Fox Echols III)

CAMP LEMONNIER, Djibouti --

Whether it is a tanker truck fueling aircraft or a forklift transporting cargo, vehicles are a key component to any Air Force mission. In East Africa, harsh weather conditions, rugged terrain and consistent use takes a toll on these vehicles, and when issues arise, it is time to call the mechanics.

The 726th Expeditionary Air Base Squadron Vehicle Maintenance mechanics service and repair more than 140 Air Force vehicles in the Horn of Africa area of responsibility.

Just two Airmen and three contractors sustain a fleet of passenger vehicles, forklifts, ambulances, cranes and many other types of equipment.

The 726th EABS Vehicle Maintenance's primary shop is located at Camp Lemonnier, but they maintain vehicles in multiple locations including Chabelley Airfield located roughly 30 minutes away.

At the airfield, the team services critical assets such as fuel trucks and emergency vehicles that could slow or stop the mission if a breakdown occurs.

"Right now we're sitting at around 90 percent for mission critical vehicles," said Tech. Sgt. James Hopper, 726th EABS Vehicle Maintenance flight chief deployed from the 7th Logistics Readiness Squadron at Dyess Air Force Base, Texas. "We've really worked hard to get the fleet where it needs to be, and we still have plenty of time to do some more work. I would love to get it up to 100 percent."

Continued on PG 5

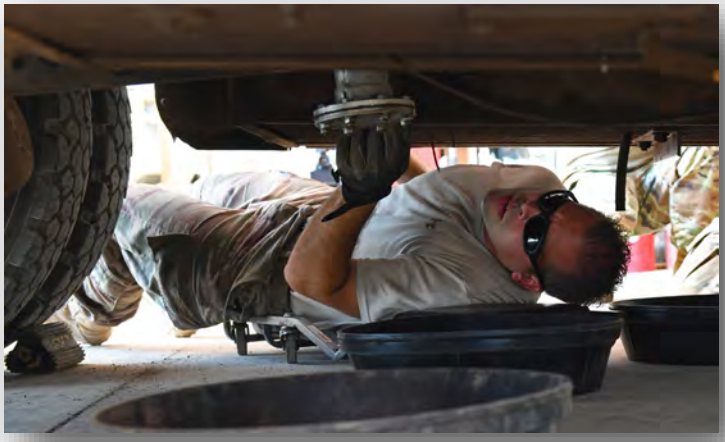
Keeping up with the conditions: 726th EABS Vehicle Maintenance

Continued from PG 4

Hopper's right-hand Airman, Staff Sgt. Jared Agey deployed as the 726th EABS Vehicle Maintenance NCO in-charge from the 27th Special Operations Logistics Readiness Squadron at Cannon AFB, New Mexico.

As a general purpose mechanic at his home station, Agey had never worked on some of the vehicles he does while deployed. Equipment like the R11 refueling truck and the P19 Aircraft Rescue and Fire Fighting vehicle typically require a specialty mechanic because of the complex systems onboard.

"Learning about those vehicles has been the best part of the job," said Agey. "I really like the trouble-shooting aspect. We diagnose our problem, find the root cause and then figure out how to fix it."



U.S. Air Force Tech. Sgt. James Hopper, 726th Expeditionary Air Base Squadron Vehicle Maintenance flight chief investigates a leak on a C300 refueling truck at Chabelley Airfield, Djibouti, Nov. 8, 2019. Hopper is deployed to Camp Lemonnier, Djibouti, from the 7th Logistics Readiness Squadron at Dyess Air Force Base, Texas. (U.S. Air Force photo by Staff Sgt. Alex Fox Echols III)

U.S. Air Force Master Sgt. Larry Davidson, top, 776th Expeditionary Air Base Squadron Fuels superintendent, talks to 726th EABS Vehicle Maintenance members during the meter calibration of an R11 refueling truck at Chabelley Airfield, Djibouti, Nov. 8, 2019. The 726th EABS Vehicle Maintenance team service and repair more than 140 Air Force vehicles in the Horn of Africa area of responsibility. (U.S. Air Force photo by Staff Sgt. Alex Fox Echols III)

While these Airmen have proved they are capable of keeping these vehicles rolling, the need for more manpower has been noticed, and during the next deployment rotation the two Airmen mechanic positions will increase to six.

"It's going to be great," said Hopper. "More personnel will mean two mechanics can be at Chabelley at all times, which will significantly cut down on response time for emergency maintenance."

More Airmen in the shop will also allow the mechanics to focus more on preventive rather than reactionary maintenance, reducing the amount of potential breakages.

Entrusted with the maintenance of a fleet worth 15 million dollars and improving the capability rate of critical equipment to more than 90 percent, the 726th EABS Vehicle Maintenance shop proves their ability to keep the mission rolling, despite the grueling conditions the vehicles under their care are exposed to every day.

See six additional photos at 726th EABS

EXTRA * * * EXTRA
News We Missed

8th LRS fleet upgrades invest in local economy; save money, time

By Senior Airman Savannah L. Waters, 8th Fighter Wing Public Affairs / Published April 15, 2019

A row of new vehicles are parked on Kunsan Air Base, Republic of Korea, April 9, 2019. The 8th Logistics Readiness Squadron vehicle management team has locally procured 35 new foreign general purpose assets through the Logistics Cost Sharing (LCS) Vehicle Purchase Project, to modernize and replace part of Kunsan's vehicle fleet. (U.S. Air Force photo by Senior Airman Savannah L. Waters)

KUNSAN AIR BASE, Republic of Korea -- The Korean Government has funded the 8th Logistics Readiness Squadron approximately $547,000 to locally procure 35 new foreign general purpose assets through the Logistics Cost Sharing (LCS) Vehicle Purchase Project, to modernize and replace part of Kunsan's vehicle fleet.

Eight units at Kunsan are receiving the vehicles, guaranteeing pivotal increased mission capability.

"Due to numerous issues with having an aged vehicle fleet, our vehicle management flight was in need of newer utility vehicles," said Capt. Noelle Bates, 8th LRS vehicle management flight commander. "In mere months, The 8th LRS has received 35 brand new vehicles to our compound, and we couldn't be more excited."

When vehicles are down for maintenance, part delivery times will be reduced from 21-30 days to 2-5 days, since all parts are now available locally.

"In the past, we'd have to wait two to three weeks for shipments from the U.S. to arrive," said Senior Airman Deja Willis, 8th LRS fleet management and analysis journeyman. "With local parts now available, required maintenance will happen a lot faster."

Continued on PG 7

EXTRA * * * EXTRA

News We Missed

8th LRS fleet upgrades invest in local economy; save money, time

Continued from PG 6

After modernizing the fleet with the newly procured assets, Kunsan's mission capable rate is expected to increase, as well as the life expectancy of the replaced assets.

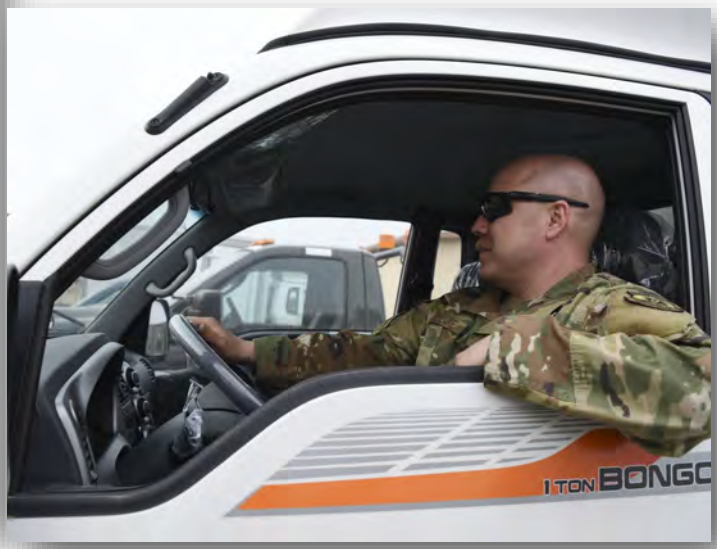
"The LCS Vehicle Purchase Project will be saving the vehicle management flight $34,000 in annual vehicle sustainment cost, and 774 annual labor hours," Bates said.

Going forward, the 8th LRS plans to innovatively utilize the LCS program to modernize their general purpose fleet to the maximum extent possible.

"It's inspiring to see the flourishing partnership between the U. S. Air Force and our host nation," Bates said. "Both parties are here in support of each other and the LCS Vehicle Purchase Project is a great example of that. These vehicles will be put to great use, fully supporting the 8th Fighter Wing's mission."

U.S. Air Force Staff Sgt. Joey Hines, 8th Logistics Readiness Squadron vehicle management supervisor, installs license plates on brand new vehicles at Kunsan Air Base, Republic of Korea, April 9, 2019. Eight units at Kunsan are receiving the vehicles, guaranteeing pivotal increased mission capability. (U.S. Air Force photo by Senior Airman Savannah L. Waters)

U.S. Air Force Senior Airman Eric Mitchell, 8th Logistics Readiness Squadron fleet management and analysis journeyman, holds a pair of new car keys at Kunsan Air Base, Republic of Korea, April 9, 2019. The 8th LRS vehicle management team has locally procured 35 new foreign general purpose assets through the Logistics Cost Sharing (LCS) Vehicle Purchase Project, to modernize and replace part of Kunsan's vehicle fleet. (U.S. Air Force photo by Senior Airman Savannah L. Waters)



U.S. Air Force Tech. Sgt. Cale McClure, 35th Ammunitions Unit support section chief, picks a brand new vehicle up from the 8th Logistics Readiness Squadron at Kunsan Air Base, Republic of Korea, April 9, 2019. Eight units at Kunsan are receiving the vehicles, guaranteeing pivotal increased mission capability. (U.S. Air Force photo by Senior Airman Savannah L. Waters)

Electric 2021 Ford Mustang Mach-E officially revealed

By Gary Gastelu | Fox News

Editor's Comments: Mustang enthusiasts might consider it sacrilege, but the electric Ford Mustang is here and will hit the market in 2021. We've come a long way since 1964. See website for additional pics/models: Mustang Mach-E

It's a fast electric horse.

Ford unveiled the battery-powered Mustang Mach-E utility vehicle on Sunday night, marking the first time the Mustang name has been used on a model other than a two-door sports car.

As Ford's first purpose-built electric vehicle, The Mustang Mach-E is a compact utility that's about the same size as the Ford Escape, but features a sportier look infused with plenty of Mustang-influenced styling cues. The Mexican-made vehicle is set to be the first of 16 electric cars Ford launches worldwide by 2022.

Continued on PG 9

Electric 2021 Ford Mustang Mach-E officially revealed

Continued from PG 8

A lineup of five Mustang Mach-E models with a mix of driving range and performance will begin rolling out late next year with two battery size options and a variety of rear-wheel-drive and all-wheel-drive powertrains. Starting prices run from $44,995 to $61,600 before state and federal electric car tax credits are applied.

All of the Mustang Mach-Es share the same four-door hatchback design with seating for five and a water-resistant trunk under the hood that compliments the rear cargo area. A digital instrument cluster sits behind the steering wheel while a 15.5-inch touchscreen display dominates the center of the dashboard and is equipped with Ford's next-generation Sync4 infotainment system.

Depending on the configuration, the Mustang Mach-E will be able to travel from 210 miles to 300 between charges, with rear-wheel-drive versions equipped with an extended range battery pack delivering the longest distance. The California Route 1 looks set to be the least expensive of the 300-mile models at a base price of $51,500.

The top of the line GT is aimed at delivering the kind of muscle car-like performance the Mustang name evokes. It's powered by an all-wheel-drive system rated at 429 hp and 612 lb-ft of torque. Ford says it can accelerate to 60 mph in the mid-three-second range, which makes it nearly as quick to the speed as a Ford Mustang Shelby GT500 and puts it in the same league as the most powerful version of the upcoming Tesla Model Y. However, Ford estimates the GT will have a range of 235 miles, compared to 280 miles for the Model Y, which is similarly priced at $62,125.

Unlike Tesla, Ford isn't promising any future full-self-driving capability for the Mustang Mach-E, but it does offer an electronic driver aid system with automatic emergency braking, adaptive cruise control and lane-centering assist. A limited hands-free highway driving system similar to Cadillac's Super Cruise will be added later, according to Automotive News. The Mustang Mach-E is also compatible with Ford's Phone as Key feature that allows drivers to open and start the vehicle with a smartphone app.

...Related Video...

Editor's Comments: If you think you'll miss the "vroom-vroom" of a V-8 in an electric vehicle, think again. On 02/26/2018, the National Highway Traffic Safety Administration (NHTSA) adopted a rule (*Federal Motor Vehicle Safety Standard No. 141, Minimum Sound Requirements for Hybrid and Electric Vehicles*) that requires hybrid / electric vehicles to produce sound to warn pedestrians that a vehicle is present. This video shows Audi's effort to comply. It's fascinating.

Could the Rise of Artificial Intelligence Put Truckers' Jobs in Peril?

NOVEMBER 5, 2019 / BY PATRICE TADDONIO DIGITAL WRITER & AUDIENCE DEVELOPMENT STRATEGIST

Self-driving trucks may have once seemed like a futuristic vision. But in recent years, they've begun taking to the road — and their implications for the labor market, and long-haul truck drivers in particular, could be enormous.

In the above excerpt from the new FRONTLINE documentary *In the Age of AI*, meet the young CEO of a self-driving truck company whose vehicles are already delivering freight from California to Arizona; an independent trucker and his wife whose livelihood could be threatened by the new tech; and a sociologist and author who's been studying the forces reshaping the trucking industry.

Among them: the rise in automation, some forms of which are powered by AI — including self-driving trucks.

"The trucking industry is $740 billion a year … in many of these operations, labor's a third of that cost," Steve Viscelli, author of *The Big Rig*, tells FRONTLINE in the above excerpt from the film. "By my estimate, I think we're in the range of 300,000 or so jobs in the foreseeable future that could be automated to some significant extent."

The rise of self-driving vehicles could lead to a dramatic reduction in road accidents, says Alex Rodrigues, the 24-year-old chief executive of the self-driving truck company Embark.

But the ability to eliminate human drivers is also an appealing prospect for companies eager to cut costs and maximize efficiency — including by moving freight 24/7: "Right now, human drivers are limited to 11 hours by federal law, and a driverless truck obviously wouldn't have that limitation," he tells FRONTLINE in the above excerpt.

For now, there's still a human sitting in the cab of his delivery trucks, but that human isn't driving. Rodrigues says he believes it will take only a few years to "see the first vehicles operating with no one inside them moving freight" — a trend that he says will grow to encompass "more freight, and more geographies and more weather over time."

It's the sort of scenario that could endanger the careers of independent truckers like Shawn Cumbee, who is based in Beaverton, Mich. Cumbee says he has his doubts about the rise of automation in the trucking industry: "They're putting all this new technology into things, but you know, it's still man made," he says in the above excerpt. "Man does make mistakes."

Cumbee goes on to explain why he feels drivers like him can't be replaced by automation: "You've still got to have a driver in it, because I don't see it doing cities. I don't see it doing, you know, main things. I don't see it backing into a dock … I ain't really worried about the automation of trucks."

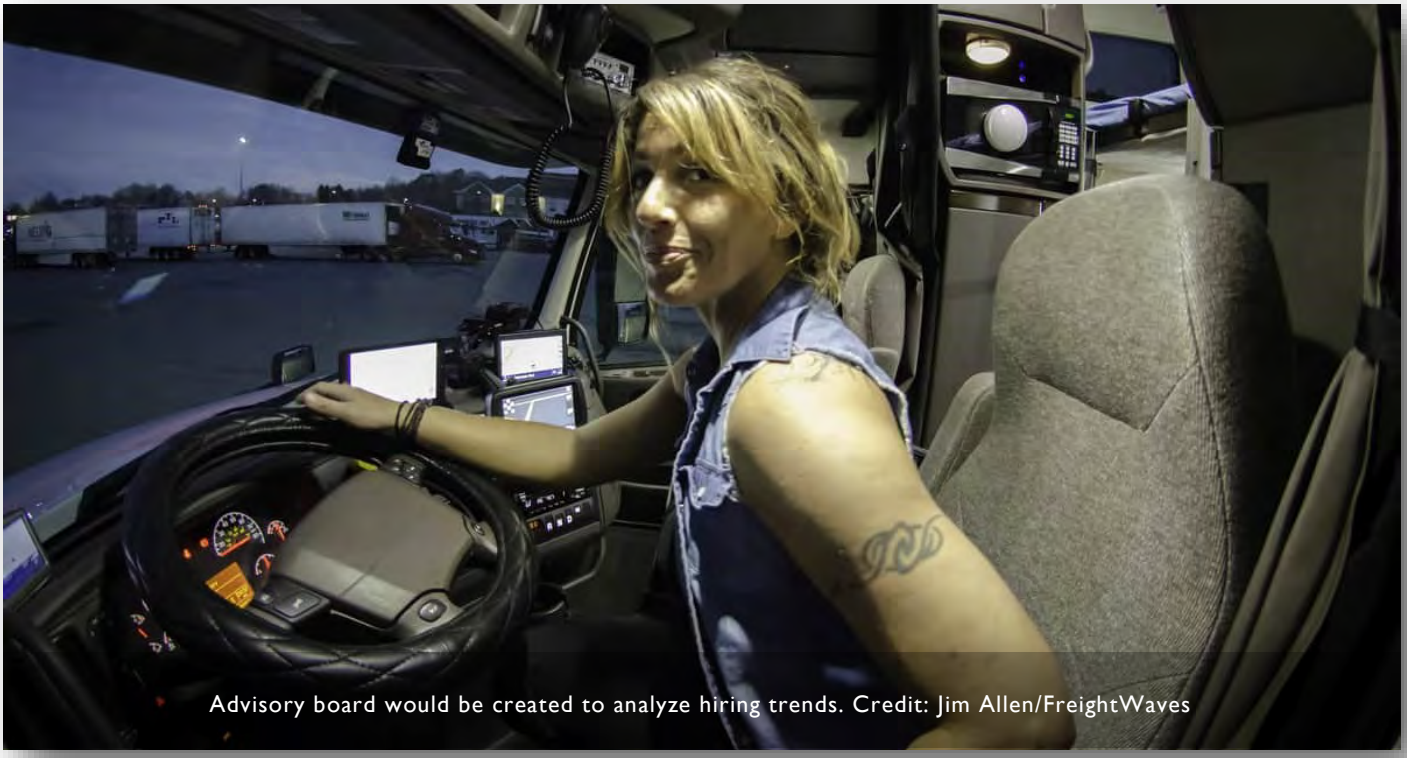
But when his wife, Hope, hears that Embark trucks are already delivering freight on Interstate 10, she pauses: "Really?"

Trucking is just one of the industries whose labor force could be slashed by AI technology: "I believe about 50 percent of jobs will be somewhat or extremely threatened by AI in the next 15 years or so," tech CEO Kai-Fu Lee, author of *AI Superpowers,* tells FRONTLINE in the film.

For the full story, watch *In the Age of AI*. From writers, producers and directors David Fanning and Neil Docherty, the documentary is a comprehensive survey of how artificial intelligence is transforming our world — both for good and for ill.

US senators introduce ‘Women in Trucking’ bill

FREIGHTWAVES® JOHN GALLAGHER, WASHINGTON CORRESPONDENT



Advisory board would be created to analyze hiring trends. Credit: Jim Allen/FreightWaves

Two U.S. senators have introduced legislation that would require the Federal Motor Carrier Safety Administration (FMCSA) to take a formal role in supporting women drivers.

The Promoting Women in Trucking Workforce Act, introduced Nov. 14 by Sens. Jerry Moran, R-Kan., and Tammy Baldwin, D-Wis., directs the FMCSA administrator to create a Women of Trucking Advisory Board. The board would be tasked with identifying ways trucking companies, trucking associations and other groups can support women pursuing trucking careers, as well as finding opportunities to enhance training, education and outreach programs exclusive to women.

The legislation, previously reported by FreightWaves as the language was being finalized, would also make the agency responsible for identifying trends that directly or indirectly discourage women from pursuing careers in trucking. The FMCSA administrator would be required to submit a report on the advisory board’s findings and recommendations to both the Senate and the U.S. House of Representatives.

“As the trucking industry continues to face a driver shortage, we need to examine new ways to recruit and retain drivers that are delivering Kansas goods across the country,” Moran said.

“Because women are substantially underrepresented in the trucking industry, Congress should explore every opportunity to encourage and support the pursuit of careers in trucking by women. I’m proud to introduce this bipartisan and sensible bill with Sen. Baldwin that will lead to new job opportunities for women and increase equality for women already in the trucking industry.”

The Women in Trucking Association and American Trucking Associations (ATA) support the legislation. “By creating an advisory board to utilize the expertise and resources of the [FMCSA] and the members of the board, we can increase the opportunities for women as drivers, technicians, owners, trainers and in other relevant career roles,” said Women in Trucking Association President and CEO Ellen Voie.

In a letter to the bill’s sponsors, ATA President and CEO Chris Spear wrote that the legislation “brings important attention and focus to the advancement of female representation and participation in trucking.”

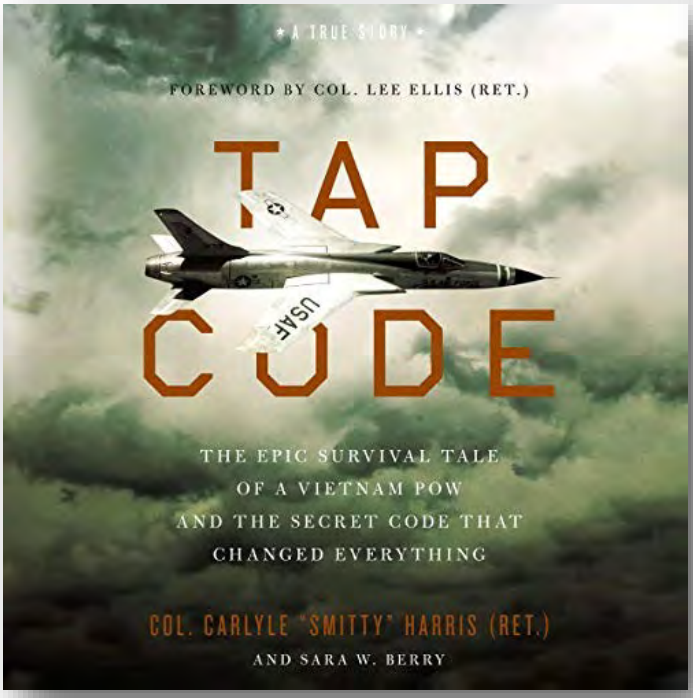
The bill highlights data showing that while women make up 47% of the U.S. labor force, they represent only about 7% of drivers, and that female drivers have been shown to be 20% less likely than men to be involved in a crash.

The FMCSA in July announced plans to assess the prevalence of crimes against women and minority truckers in the United States, an effort the agency sees as potentially increasing the pool of qualified drivers.

SEE ALSO: HOW TRUCKING IS WIDENING THE DRIVER POOL BY DAVID CULLEN — HDT Truckinginfo

'Tap Code'

Editor's Note: *Tap Code* is a new book by Col (Ret) Carlyle "Smitty" Harris. Col Harris was shot down over Vietnam in 1965, captured, and imprisoned at Hoa Lo, the infamous "Hanoi Hilton." He is credited with introducing the tap code to fellow POWs as a means of communication...and survival.



Col. Carlyle "Smitty" Harris and his wife, Louise, will have been married 60 years on Dec. 5. (Photo: Thomas Wells/Northeast Mississippi Daily Journal)

See links for reviews and excerpts from the book...

- Louise Harris: They said my husband was dead, but I knew he was alive
- Vietnam POW Carlyle Harris shares his story in a new book Tap Code
- A Message of Faith: Spotlight on Col. Carlyle "Smitty" Harris (Ret.)

TAP CODE: THE EPIC SURVIVAL TALE OF A VIETNAM POW AND THE SECRET CODE THAT CHANGED EVERYTHING