



TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 Jan 2016

Happy New Year

SPECIAL POINTS OF INTEREST:

- ⇒ CHIEFS' LIST - PG 1 / ATTACHMENT
- ⇒ AF RESEARCHERS - PG 1 – 2
- ⇒ THE CHIEF'S NEW COIN - PG 2

Congratulations New 2T Chiefs!



The official 15E9 promotion list is attached to this newsletter, sorted by AFSC and highlighted. Download the document then click on the paperclip in the left menu bar to view.



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AF researchers aiming to increase energy security through microgrids

By Holly Jordan, Air Force Research Laboratory Materials & Manufacturing Directorate / Published November 24, 2015

WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFNS) -- The Air Force Research Laboratory, in conjunction with the Hawaii Center for Advanced Transportation Technologies, is exploring microgrid and alternative fuel technologies in an effort to move military operations toward greater energy independence.

Under the terms of a recent five-year, \$20 million cooperative agreement, AFRL will manage and facilitate a microgrid demonstration project at Joint Base Pearl Harbor-Hickam. When complete, the project is expected to enable the Hawaii Air National Guard base to function independently of the power grid for extended periods of time.

The project incorporates a number of energy-harvesting and storage technologies, including hydrogen vehicles and equipment, waste energy usage, wind power harvesting, and solar panels.

It builds upon a previous cooperative agreement with AFRL that established advanced hydrogen production, and hydrogen-powered vehicles and equipment at the base.

Kevin Spitzer, an AFRL program manager, said that initial design and integration efforts at the base are currently underway, and AFRL personnel are working in conjunction with Kansas City-based contractors Burns and McDonnell to identify and quantify project requirements.

Continued on PG 2

Rest in Peace



MAJ. ADRIANNA M. VORDERBRUGGEN
TSGT JOSEPH G. LEMM
SSGT PETER W. TAUB
SSGT MICHAEL A. CINCO
SSGT CHESTER J. MCBRIDE, JR.
SSGT LOUIS MICHAEL M. BONACASA

AF researchers aiming to increase energy security through microgrids

Continued from PG 1

The Hawaii Air National Guard began initial grid engineering, with solar panels and batteries being installed or moved in preparation for integration with additional microgrid equipment and controls. Spitzer said if everything progresses according to schedule, this installation and integration will begin next summer.

When complete, the project is expected to yield numerous benefits for the Air Force and beyond. For the 154th Wing of the Hawaii Air National Guard, which flies F-22 Raptors out of JB Pearl Harbor-Hickam, a separate microgrid ensures continuous flight and test operations even in the event of a disruption to the traditional power grid.

"On a broader scale, this project will demonstrate the practicality of microgrids and renewable energy sources to provide energy security for military facilities across the Air Force," Spitzer said.

The project will also aid the state of Hawaii in their effort to explore new and more accessible forms of energy. Hawaii Gov. David Ige recently committed the state to a 100 percent renewable energy standard by the year 2045 with the signing of four separate bills. "Hawaii's commitment to alternative energies made them the natural choice for a project like this," Spitzer said. "Hawaii's high fuel costs mean that for us, the return on investment is much quicker. Plus, their commitment to a greener standard makes them great partners in this effort. It's a potential win-win for everyone involved."



Natural Power Concepts personnel and Lt. Col. Scott Fitzner, of the AFRL Materials and Manufacturing Directorate, inspect the spoke wheel medium wind power system, one of a number of energy-harvesting technologies being installed as part of the five-year, \$20 million cooperative agreement with AFRL that will establish a microgrid demonstration project at Joint Base Pearl Harbor-Hickam in Hawaii. (Courtesy photo/Hawaii Center for Advanced Transportation Technologies)

The Chief's New Coin



CMSgt Troy Saunders - Air Force Career Field Manager (2T3xx)

Chief Saunders: "Finally have my CFM Coins in hand. Now it is time to get out to the bases and put these in the hands of some hardworking and hard charging Airmen. And for those who are wondering, these are self-funded and not paid for by tax dollars."



Vehicle Operators Support BEAR Base

Raising the BEAR

by Senior Airman Chase Cannon
49th Wing Public Affairs

11/19/2015 - **HOLLOMAN AIR FORCE BASE N.M.**, -- Airmen hold our Air Force up, but two Airmen at Holloman Air Force Base, New Mexico, lift it higher.

Staff Sgt. Gilberto Padilla and Senior Airman Christopher Williams, 49th Materiel Maintenance Group vehicle operators, are currently the only two certified active duty Air Force members who operate the only Hyster 100k Reach Stackers within the Continental United States Air Force.

"What's cool about it is we only have three in the CONUS Air Force," Williams said. "All three belong to [Basic Expeditionary Airfield Resources] base. This is a very, very rare piece of equipment, and there are few people who are qualified to operate this in the Air Force."

BEAR Base is trusted with supporting deployment capabilities around the world for all branches of the U.S. Military. The group responds worldwide for the deployment, setup, operation, maintenance, teardown and other higher headquarters-directed requirements.

Supporting each capability of BEAR Base requires the ability to move thousands of pounds worth of equipment. The Hyster 100K has the capability to move up to 100,000 pounds, and can extend up to 29 feet.

"It can lift up to 100,000 pounds, but the more you boom up and out it diminishes how much you can lift," Williams said.

The technical expertise for operating the Hyster 100K is cultivated through countless hours of on-the-job training, and practice with lifting and placing the containers filled with supplies used for BEAR Base support.

"There's nothing in there that can tell you what you're doing or how to do it," said Williams. "It's all about feel. It's almost like the machine is your arm, and you're reaching out to grab an apple. But, in this case, it's a container. It's not a science; it's more of a rhythm and a flow."

Padilla and Williams are able to load a 40-foot truck with containers every five minutes, if needed. The Hyster 100K also has the ability to run for 36 hours straight without a need to refuel. As long as personnel are available, the machines can run nonstop.

"As a vehicle operator, it is a privilege to get to operate something like this," Padilla said. "Being out here at BEAR Base and getting to operate this is not something that many other vehicle operators get to do."



Staff Sgt. Gilberto Padilla and Senior Airman Christopher Williams, 49th Materiel Maintenance Group vehicle operators, stand in front of one of only three operational Hyster 100k Reach Stackers within the Continental United States Air Force at Holloman Air Force Base N.M. Padilla and Williams are proud to be serving the Air Force with their contribution to the BEAR Base mission. They both have their reasons for serving, each revolving around protecting the United States and their families. The work they do directly allows the quick set up of temporary bases down range in support of national security operations as well as humanitarian support efforts.



The assets moved and stored using the Hyster 100K are part of what make BEAR Base so valuable to the military.

"We manage WRM assets, which is War Reserve Materiel," Williams said.

"What's in these containers are [Unit Type Codes]. UTCs are used to pack up

light aircraft maintenance shelters, Alaskan shelters, kitchens and all kinds of other stuff. So, when something hits the fan and we need to deploy a lot of assets, we can use the UTCs to build a sustainable base for personnel."

Padilla and Williams are proud to be serving the Air Force with their contribution to the BEAR Base mission. The work they do directly allows the quick set up of temporary bases down range in support of national security operations as well as humanitarian support efforts.

Eglin AFB - Fire Truck MX

Fire truck repair saves wing thousands, ensures readiness

by Ilka Cole
Team Eglin Public Affairs

11/30/2015 - **EGLIN AIR FORCE BASE, Fla.** -- The 96th Logistics Readiness Squadron's Fire Truck Maintenance Section recently saved the wing thousands of dollars through a little bit of luck and innovative thinking.

The \$25 thousand savings came when Airmen and civilians here procured and installed a 5,000 pound axle and differential assembly on Tanker 46, a broken 1989 model 2,000 gallon water tanker fire truck.

"Finding parts and repairing Tanker 46 was more than efficient. It was priceless," said Tech. Sgt. Golangia Jenkins, vehicle control officer for the 96th Civil Engineer Group. "Its parts are obsolete and the repair job saved money the Air Force didn't have. There is no funding in the foreseeable future to replace that vehicle."

Tanker 46 is a vehicle used when hydrants are not available. It provides support for missions on the range up to 30 to 45 minutes away at locations where water systems are not available.

"These days, it's difficult and expensive to obtain parts for a 1989 model truck," said David Ostrander, fire truck maintenance section supervisor. "We thought, let's try to find a cost effective alternative first, and find a vehicle in our area."

After some calls to several bases, with no luck, they learned neighboring Tyndall Air Force Base had the same model fire engine slated for the salvage yard. However, the part the maintainers needed was serviceable.

"We were very lucky and fortunate to find that fire engine," said Ostrander. "The fire engine is a critical vehicle. It provides water support needed to respond to emergencies. Eglin is required to have a certain amount of water on hand based on the number of aircraft and range size."

Shortly thereafter, LRS personnel made the four-hour round trip to get the old fire engine here for parts. The eight-hour job involved the removal of the axle and differential assembly from the Tyndall engine for reinstallation into the frame of the 54,000 pound water tanker.

"It's what we do; it's not that difficult of a job, but it is a heavy job," said Ostrander. "It is very unusual to do a complete assembly repair like that. Those parts don't break very often."

It was also the first time the fire truck maintenance shop removed an entire axle and differential assembly from a truck to reinstall it onto another truck.



Airman 1st Class Thomas Zak, 96th Logistics Readiness Squadron, pushes a 5,000-pound serviceable axle and differential assembly under Tanker 46 Nov. 10 at Eglin Air Force Base, Fla. The part was procured from a Tyndall AFB fire truck slated for the salvage yard and re-installed into Tanker 46, a broken 1989 model 2,000-gallon water tanker fire truck. The repair job saved the Wing \$25 thousand and maintained response readiness. (U.S. Air Force photo/Ilka Cole)

During most repair cases, the shop removes individual components for repair, but the damage to this part of the fire engine was irreparable. This was a much more timesaving way to get the big job done.

The repair of this fire truck not only saved the wing money, it also helped maintain the Fire Department's ability to respond to emergencies.

"Without the parts, Eglin would have been down one fire truck which would have brought down our mission-essential levels and impacted readiness," said 1st Lt. Rachel Lyons, 96th LRS vehicle management flight commander. "A new fire truck would have been unlikely as the Air Force is trying to do more with less."



Eglin AFB, FL 1986 KME IHC P-18 Tanker 46

CCJ News

Editor's Comments: In Feb 2015 we featured a story called, *The Decline of the Stick Shift—the lost art of driving*. It was written from a personal viewpoint with research data to support the article.

The two-part article below is from *Commercial Carrier Journal* (CCJ). It is more technical and authoritative, and offers a unique perspective regarding the future of manual transmissions in the trucking industry.

Click on the links and check it out; it's worth a look.

Manual Transmissions

Contributor: Dan Berlenbach, CMSgt (Ret/2T3)

Part 1

[Manual transmission twilight? After decades of dominance, they could be relegated to special status soon](#)

Part 2

[Manual transmission twilight, Part 2: Do manual transmissions have a future with fleets](#)

ELD Rule Nears Publication

Contributor: Billy Dover, CMSgt (Ret/2T1)

[E-log rule clears White House, set for publication](#)

CCJ — Multimedia Report

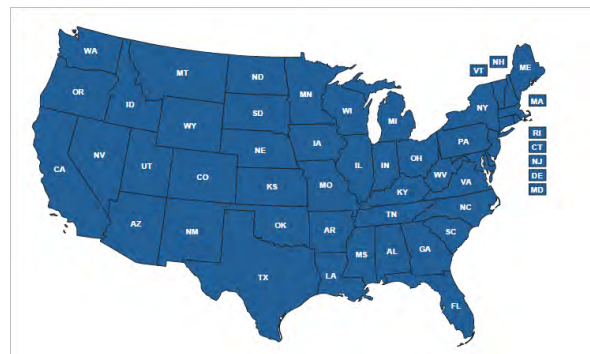
Contributor: Dan Berlenbach, CMSgt (Ret/2T3)

[Freight & Infrastructure](#)

Driver Recruiting — Your Source for Truck Driving Jobs

Contributor: Roger Storman, SMSgt (Ret/2T3)

<http://www.driverrecruiting.com/>



UNIBURR

UNIBURR

Created by Chad Von Lind

Contributor: David Bounds, GS-15, Dept. of Homeland Security (retired) / USAF (retired)

The UNIBURR is a deburring tool bit that quickly repairs damaged bolts to thread nuts in place once more, saving you time and money.

<https://www.kickstarter.com/projects/chadvonlind/uniburr-tool-bit>



(Click on the image to view demo)

Inside Barksdale AFB — Vehicle Maintenance

Vehicle maintenance: the driving force behind Barksdale's mission

by Airman 1st Class Luke Hill
2nd Bomb Wing Public Affairs



Senior Airmen Tyler Henderson, left, Brian Rodriguez, middle, and Trent Wischoff, 2nd Logistics Readiness Squadron vehicle maintainers, search for a leak inside a forklift at Barksdale Air Force Base, La., Nov. 2, 2015. From forklifts to buses to augers, 2nd LRS vehicle maintainers must fix the problem and supply vehicles units depend on for the mission. (U.S. Air Force photo/Airman 1st Class Luke Hill)

11/5/2015 - **BARKSDALE AIR FORCE BASE, La.** -- Airmen have many jobs ranging from simple to complex. Oftentimes, they rely on vehicles to help accomplish the mission. The 2nd Logistic Readiness Squadron vehicle maintainers keep these crucial vehicles repaired and ready to serve Team Barksdale.

Vehicle maintainers must know how to work on all sorts of vehicles.

From fork lifts to buses to drills used by 2nd Civil Engineer Squadron, 2nd LRS vehicle maintainers must fix the problem and supply vehicles that units depend on to complete the mission.



Staff Sgt. Jon Moore, 2nd Logistics Readiness Squadron vehicle maintainer, performs a routine vehicle check at Barksdale Air Force Base La., Nov. 2, 2015. Airmen rely on the use of vehicles to enable them or support their job. The 2nd LRS vehicle maintainers keep these crucial vehicles repaired and ready to serve Team Barksdale. (U.S. Air Force photo/Airman 1st Class Luke Hill)

"We work on anything that has four wheels," said Staff Sgt. Jon Moore, 2nd LRS vehicle equipment maintainer. "Barksdale is depending on us. If we had no way to fix these vehicles, the base would have a complete shutdown very quickly."

Because vehicles are used daily, people can sometimes forget how vital they are and how much they are needed. Vehicles are one of the driving forces enabling Airmen to complete their mission.

"Vehicle maintenance is important because everyone and every squadron on Barksdale uses vehicles to complete their part of the mission," said Staff Sgt. Gerami Brown, 2nd LRS vehicle equipment maintainer. "You can't get Airmen to aircraft without vehicles.

You can't tow aircraft. You can't secure the base without security forces vehicles. You can't load bombs without lifts. Civil engineers can't make repairs to base infrastructure without their equipment. Every squadron and unit on base is relying on us."

Vehicle maintenance is not just for the 2nd LRS vehicle maintainers, however; every member of Team Barksdale can do their part to take care of the vehicles that are used daily and essential to the mission.

"Treat it like it's your own vehicle," said Moore. "I fix these vehicles like they are my personal vehicles, and take a lot of pride in trying to put out a better product than what I get in."

"We work very hard to keep Barksdale's vehicles running and dependable," said Brown. "However, once we run out of funds for the fiscal year, it puts us at a stand-still. I think if people realized that, then they would be more careful and take better care of their vehicles."

Continued on PG 7

Inside Barksdale AFB — Vehicle Maintenance

Continued from PG 6

Vehicle maintenance: the driving force behind Barksdale's mission

Vehicles are used everywhere and at every squadron. They are used for base security, construction, and many other reasons and if they aren't maintained properly, essential parts of the mission cannot be accomplished. Thankfully 2nd LRS vehicle maintenance Airmen keep Barksdale driving, loading, towing and repairing vehicles they can depend on.



The 2nd Logistic Readiness Squadron vehicle maintainers work on an assortment of vehicles at Barksdale Air Force Base La., Nov. 2, 2015. Vehicle maintenance is vital to keep Barksdale functioning and mission-ready. (U.S. Air Force photo/Airman 1st Class Luke Hill)

GREEN FLEET 2015 L.A. Auto Show: Cars



Editor's Note: Click on the hyperlink above and go to the website to view the full gallery of cars. There are 19 more than shown here. See beautiful, full-size images on the website by clicking on each photo.

The hyperlink below will take you to another page from 'automotive FLEET' and an article called, 'Trends from the 2015 L.A. Auto Show.'

Take a look at our gallery of passenger cars from the Los Angeles Auto Show. Read our perspective about themes from the show [here](#). Photos by Paul Clinton, Thi Dao, Amy Hercher, Kat Sandoval, and Chris Wolski.

Tokyo Drift

Airmen experience the drift zoo

by Airman 1st Class Elizabeth Baker

374th Airlift Wing/Public Affairs

12/7/2015 - YOKOTA AIR BASE, Japan --

Drifting can be described as the controlled chaos of sliding a vehicle around a turn. It's a sport of beat-up cars and burnt rubber, associated with hitting dirt banks and losing bumpers. Even the best drifters smack a wall now and then.

Yokota Airmen find different ways to channel their creativity and energy during their off-duty hours. Some go camping, some play ultimate Frisbee on Saturdays and others rip around tracks in shuttering, beaten cars at high speeds.

"Drifting is the kind of thing every kid wants to do when he gets his license at 15," said Joseph Galloway, a 730th Air Mobility Squadron jet propulsion technician most often found with either a wrench or a steering wheel in hand. "I've never met anyone who went out there, experienced drifting, and didn't like it. It's wide-open throttle. It's burning rubber and burning gasoline and almost crashing. And crashing for real. Who doesn't wanna do a burnout sideways in a beat up car sliding against walls?"

Of course, Airmen are required to wear proper safety gear and fill out high-risk activity forms before participating in drift events. This ensures Airmen have experience and knowledge of an activity before participating, reducing the risk of harm.

To find out what drifting is all about, I spent a weekend with a group of five Yokota Airmen and two separated Airmen at Ebisu Circuit: a one-of-a-kind, combination zoo and drift track in the mountains of Japan. That weekend Ebisu held a fall drift festival, or Fall Matsuri.

The group drove four hours in a packed van to make it to their drift haven.

The entryway to Ebisu is hard to miss, marked with a large, zebra-striped display board mounted with a centered lion head surrounded by perching flamingoes.

"Ebisu is like Disneyland for drifting," said Angelo Manalastes, a dark haired, energetic young man **who formerly worked as an Air Force vehicle mechanic**. "Japan has some of the best tracks. Drifting is huge here, like Nascar to some Americans."

The night before the gates opened for Fall Matsuri, cars already crowded the entrance. The entire weekend was a rush of activity and energy. Inside the gates, children and bears watched smashed-up Skylines sputter past them as if there is nothing odd about a zoo-drift circuit. Our group had been waiting for this weekend for months. The unwelcoming fall weather stayed mostly rainy and cold and their breath froze as they set up a tent on the pavement by the track. Sometimes their fingers shivered as they turned wrenches and cut wires, yet they were excited.



Participants in the Ebisu Circuit fall drift festival compete on Minami course at Ebisu Circuit, Japan, Nov. 15, 2015. Drifting is a popular sport originating in Japan as a method of turning corners on mountain roads. For safety, a roll cage reinforces the structure of the car, wide margins clear the way for spinouts and helmets and seatbelts are always required. (U.S. Air Force photo by Airman 1st Class Elizabeth Baker/Released)

Their spirits never seemed to fall for more than a moment. They laughed, joked and jibed each other constantly. The Airmen were enjoying their time off, doing the thing that they love.

"When you're out on the track you don't even think about anything," Galloway said. "That's it, you're just out there. If you spin out it might be frustrating, but then you're having so much fun you can't really be upset."

Spinouts are common, and the track was designed with them in mind. Most turns have plenty of margin to get off the road.

"Safety is kind of a big deal," Galloway said. "No one get hurt because we have roll cages reinforcing the frame of the cars, we've got helmets, everyone's buckled up and you never have anything in the car that can fly around if you do end up crashing."

I'd never seen or heard anything like the drifting spectacle. As some of the Airmen tried to get the cars running, the less mechanically inclined of us stood by the track and watched drivers catch air and then spray us with sheets of water as they ripped around the bend, leaving as quickly as they came, the scream of their engine trailing behind the body. Some of the cars were beaten and some were shiny. Sometimes they made a perfect drift, sometimes they spun out and sometimes they hit the wall.

"When you're on the racetrack you can drive fast and slide corners and there are no consequences," Galloway said. "You're spending the money to burn the rubber and burn the gas and break the parts and rent the camping gear, but at the end of the day if you wreck into somebody else, you share a drink and talk about it afterwards. Then you fix your car and get out there again."

Continued on PG 9

Tokyo Drift

Continued from PG 8

Airmen experience the drift zoo

The Airmen and friends spent the two days fixing and driving their two drift cars, named Team Crash and Tire Eater. They called them missiles.

"A drifting missile is a car that you don't care about," Manalastes explained. "You don't mind slamming it into a wall or another car. The one we drive's got a little damage but I still love her. She's pretty."

Manalastes and Galloway drive the car named Tire Eater, inherited from previous drifters. "She's faithful," Galloway said. "She runs well no matter what we do. There's not a corner on that car that's not messed up. The sides are probably pushed in six inches on each side and the back. It has no front or rear bumper or side skirts. She was probably one of the most beat up cars there."

They fixed Tire Eater enough to drive and ripped until they had to fix it again. All day pieces went flying, zip ties put them back on and ratchet straps held things together. Tires came off, tires went on, wires were cut and parts were replaced until inevitably someone said "Let's go eat!"

Meals were a reprieve from the constant rain and soggy cold. The group stayed in good spirits and continued racing along.

"It's nonstop chaos and that's the best part," Galloway said. "If you want to go make new friends or ride along with someone who's way better than you, you can do that. There's a lot of Aussies and a lot of Japanese that know some English.

They don't even need to know English; you can just go up and make hand motions.

It's almost like a big game of charades trying to communicate sometimes. They understand a little bit and you understand a little bit and everything works out."

Drivers come from around the world to drift at Ebisu, and it's a chance to meet a lot of people. The Ebisu trip was also a chance for all the Airmen to get a little more connected to their host country. Between the food, people, traditional-style rest stops, hot springs and even karaoke, there was a lot of culture to enjoy.

The friendships don't stop at the circuit. Three weeks after the Fall Matsuri, Manalastes and Galloway invited about 30 Japanese friends on base for a barbecue. These were friends they had met at car meets, auto shops and Ebisu.

"It was crazy how many people showed up," Galloway said. "Some of the guys we met at Ebisu drove almost two hours to meet up."

The crowd enjoyed an entire day together, cooking, eating and talking around the fire. New friends added each other on social media and made plans to meet again in the future.

Whatever job Airmen are working, taking some time to spend energy and creativity away from work is an important part of balancing their lives. People who enjoy cars have a bond that reaches across cultures. Whatever the interest, the relationships and the experiences are there, waiting to be made. It may just take a few words to kick it off, like "Hey man, what are you driving?"

See 7 more photos at [Drift](#).

PHOTO FEATURE

Editor's Note: This is something we rarely feature in *Truckin' On* — an article of just photos. These classic car photos, however, are presented as art and need no explanation.

This slide show is also available on *YouTube*, but these high-definition photos are much better viewed in this gallery. Thanks to **CMSgt (R) George McElwain** for contributing this article. [Click on the image in the right column to view the slide show.](#)



When Autos
were Art...

The Way We Were - Part 2

AF Vehicle Management — a snapshot in time

by Roger Storman, SMSgt (Ret/2T3)

Editor's Note: Last month we looked at a few changes that have occurred in vehicle management over the years. Since then I have obtained a 1959 copy of T.O. 36-1-3, Painting and Marking of USAF Vehicles. Chief (Ret) Dan Berlenbach suggested we do an article on it.

This is the tech order that preceded T.O. 36-1-191, Chapter 2, Painting, Marking and Lighting. There have been several editions in between, but this is the oldest one I've seen to date. Some of you "seasoned veterans" will remember it. For those of you with a little more sand in your hour glass, enjoy the history lesson.

As I scanned through this copy of T.O. 36-1-3, I tried to pick out terms and processes we no longer use. It's actually amazing; this publication is well over 50 years old and much of it remains the same today.

TITLE

You'll see that the first noticeable difference is the title, *Painting and Marking*. It's not a mistake; the addition of *Lighting* to this tech order came in a later change.

STOCK NUMBERS

There are several references to Federal Stock Number (FSN) throughout this tech order. The 11-digit FSN didn't contain a country code (00, 01, etc.). The change to a 13-digit National Stock Number (NSN) occurred 15 years later in 1974.

AUTHORIZED COLORS

Paint colors also stand out. This edition was printed during peacetime between the Korean and Vietnam Wars. Full gloss (lead-based) enamel was the order of the day with strata blue as the primary vehicle color. Yellow was used for aircraft servicing units, flight line servicing vehicles, materials handling equipment, and construction vehicles.

It's interesting to note that the color for fire trucks was red, as it is now, except for the trim. They've come full circle. Many of us remember the transition from red to olive drab (overseas) to lime yellow, and back to red...quite a merry-go-round.

FINISH COATS



Paragraph 7c states that Simonizing, waxing, or polishing of USAF vehicles by commercial contract is unauthorized. It goes on to say that, through arrangements with the base commander, **prisoner labor will be used**. Work will be supervised

by a qualified airman or officer from the vehicle squadron. When prisoner labor is not available, drivers are responsible. Wow, what a concept!

MARKINGS

The scourge of allied trades technicians everywhere was markings. They were applied in different sizes, colors, and locations, depending on the vehicle, and it took a tremendous amount of time, skill, and patience.

Once a vehicle was repainted, of course, markings had to be reapplied on both doors and rear of the vehicle with U.S. Air Force, Reg No, For Official Use Only, and the MAJCOM and installation markings. All of these, by tech order, were expected to remain in good repair and legible. If not, replace it.

There were also special markings in the form of reflectorized tape. As a refueling maintenance mechanic, I spent many hours applying these decals to R-5s and other fuel vehicles of the day. It was a frustrating process just to get them straight and free of air bubbles and wrinkles.

There was no better day for all concerned than when the Air Force transitioned to license plates around 1992/1993.

ILLUSTRATIONS

The illustrations in this tech order are a sight to behold. We tend to think of Air Force vehicles as modern, perhaps not more than a few years old. Of course, when this tech order was published in 1959 many of the vehicles depicted here were only a few years old. In fact, the O-11B fire truck shown below has a 1954 registration number on it, just like the one I first worked on at Patrick too many years ago. [See more on PG 11.](#)

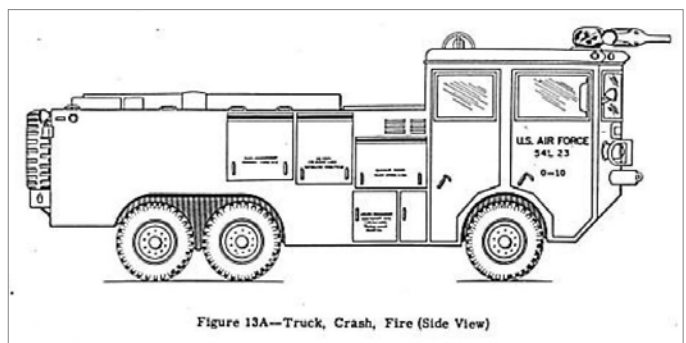


Figure 13A—Truck, Crash, Fire (Side View)

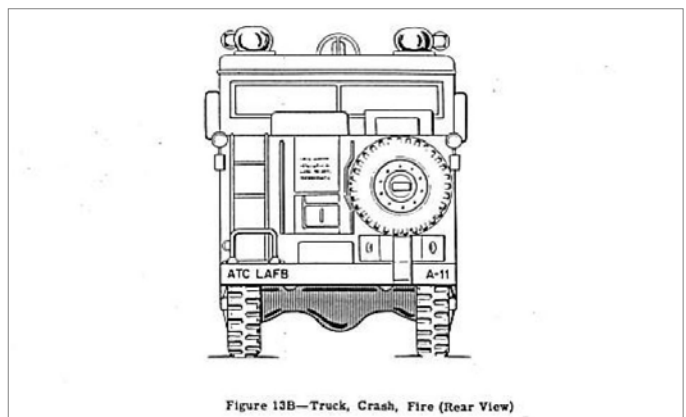


Figure 13B—Truck, Crash, Fire (Rear View)

The Way We Were - Part 2

ILLUSTRATIONS (Continued from PG 10)

The vehicle shown below is a 1957 Ford Station Wagon assigned to the "Air Police." Yep, those were the guys at the gate with khaki uniforms and white service hats.



Figure 15A—Air Police Ford Station Wagon (Side View)



Figure 15C—Air Police Ford Station Wagon (Rear View)

Notice that this 1954 Clark Warehouse Tractor (tug) has a manual shift. We had one of these in my first shop, although probably a newer model.

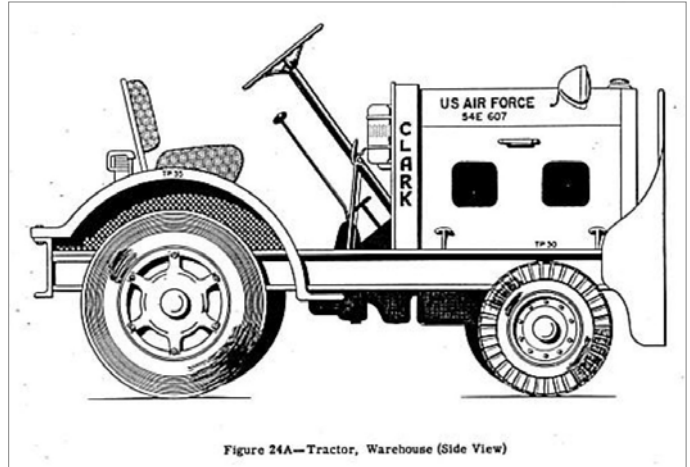


Figure 24A—Tractor, Warehouse (Side View)

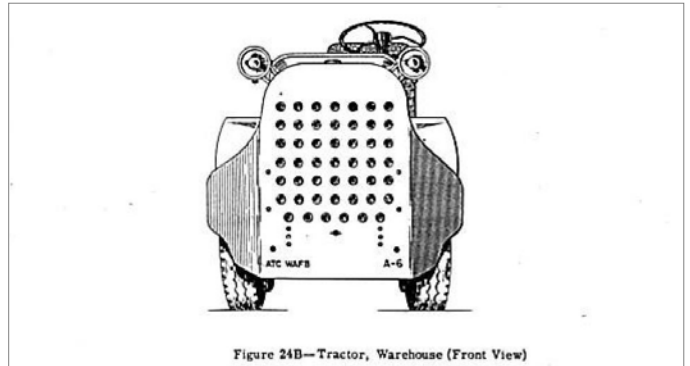


Figure 24B—Tractor, Warehouse (Front View)

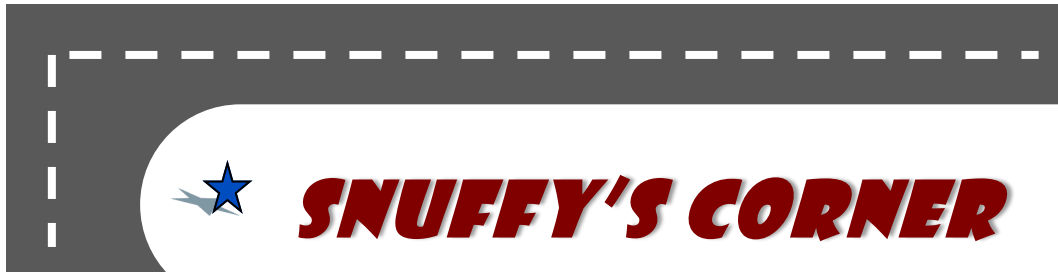
To view/download this entire tech order visit our website at: <http://www.truckinon.org/old-pubs/>

DODGE

Dodge Cars and Trucks

This blog is for all you Dodge and MOPAR fans. There are tons of great pics, links to specs, and more information on Dodge cars and trucks than you can ever imagine. Be sure to check out the Air Force's '63 Dodge Power Wagon Ambulance on display at Malmstrom AFB, MT. The pages are not numbered, but grab the scroll bar and go down about 2/3 from the end.

<http://mytransportblog.com/2015/04/08/dodge-cars-and-trucks-auburn-hills-michigan-usa-part-iii/>



SNUFFY'S CORNER



'Clunk-Clunk'

by Roger Storman, SMSgt (Ret/2T3)

Sometimes our customers are a source of frustration and other times pure amazement. I remember working in refueling maintenance at Kunsan in 81-82 when one of the POL troops (Amn Snuffy) brought a 1200-gallon (C300) fuel truck to the shop for a transmission problem, or so he thought.

I asked him to describe what it was doing and he said it sounded like a "clunk-clunk" noise. So, I drove the truck around the compound a few times, but was unable to duplicate the sound; everything seemed to be working fine.

I returned the truck to the shop and asked Snuffy where he was when he heard the noise. He said he was on a service call and heard "clunk-clunk" as he drove away. I said take me to the spot and show me. As we approached the location, I immediately saw the source of his transmission problem. He had driven over his wheel chocks, and there they were, still lying on the pavement where he left them.

Foiled Again!

by Roger Storman, SMSgt (Ret/2T3)

As a buck sergeant stationed at Clark AB in the early '70s, my tour finally and sadly came to an end. I was out processing through supply's tool issue section and Airman Snuffy was at the counter going through my tools and checking the inventory sheet to ensure I still had everything that had been issued to me two years prior.

Our shop had been vandalized more than once and tools had been stolen, so to have a complete set upon leaving Clark was next to impossible. Snuffy finished his inventory, told me what I was missing, and presented me with a bill. I don't recall how much it was, but I do know as an E-4 in 1972 I didn't have the money to pay for it out-of-pocket. Nevertheless, he asked if I wanted to pay cash or have the money deducted from my paycheck. Well, I might have been a young NCO, but I wasn't a fool. There's no way, even if I had had the cash, that I was going to hand it over to Snuffy.

I told him to take it out of my paycheck, which meant they had to fill out a form and submit it to finance. Remember, this was before computers. He consulted with his supervisor, who decided he didn't want to do the paperwork, and they wrote it off 100% complete. I'm convinced to this day that if I had elected to pay cash, those guys would have declared it 100% complete anyway and split the money between them for a night on the town. Just saying...

Snuffy and the True Value of Warning Signs

by Gary McLean, SMSgt (Ret/2T3)

Being stationed at Yokota Air Base's 475th Transportation Squadron Vehicle Maintenance branch in the mid-1980s was fraught with peril. In those days, safety seemed just a little less important than it is now. Airman Snuffy, allied trades troop extraordinaire, personified this somewhat lackadaisical attitude toward safety as he headed out to the VDP line to grab a 1.5-ton stake and platform truck that had been transferred to the body shop for some body repairs before it was deadlined for a brake vacuum booster.

The vehicle had been parked on the VDP line with a sign safety-wired to the steering with big letters that read "**NO BRAKES**". Well to Snuffy, that was obviously not worth reading. Our intrepid airman installed the battery cable, fired up the truck and careened his way to the body shop where, to his surprise, the vehicle had no brakes!

Well, Snuffy and the truck met face to face with the platform of a parked 25K loader at about 20 mph, which was also well above the speed limit in the shop yard. Needless to say, Airman Snuffy suddenly had a lot more body work to perform on the truck before it went back to the VDP line!

Round Man and the Tug

by Roger Storman, SMSgt (Ret/2T3)

A1C Snuffy was 20 years old, fresh out of tech school, and stationed at Patrick AFB, FL. His trainer was a civilian, WW2 veteran, nicknamed "Round Man" because of his short stature and considerable girth.

Round Man was an easy target for pranks and as young and energetic Airmen, we wasted no time taking advantage of it. We would do such things as chain his toolbox to a workbench and watch in delight when he tried to pull it away. He would always cuss at us, knowing full well who did it.

Well, one day he reached his breaking point, although it wasn't a prank that caused it. Snuffy was assisting him with hooking up the shop tug to a trailer. Round Man was bent over and holding the tongue while Snuffy backed up the tug, which had a clutch. He said, "Okay, shut it off." Snuffy did as he was told, but popped the clutch before the engine shut down completely.

The tug lurched backwards and smacked Round Man in the head. He wasn't injured, but he was angry and told the shop supervisor that Snuffy was dangerous and he didn't want to work with him anymore. So much for our practical jokes because Round Man would have no more of it.



TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 Feb 2016

SPECIAL POINTS OF INTEREST:

- ⇒ 374 LRS IDO SAVES LIFE: PG 1
- ⇒ ELRS AIRMEN LEND A HAND: PG 1-2
- ⇒ KHAO PHAT, SINGHA, AND JP-4: PG 3-5

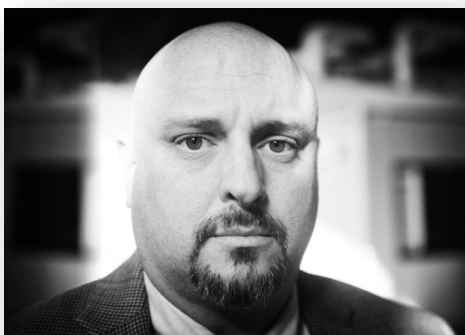
Inside this issue:

- Targets in the Nevada Desert** PG 5
- Government Fleet: 20 Under 40** PG 6
- Tunner 60K—a revolutionary vehicle** PG 7-10
- WIT - Driver Training** PG 11
- Military Times—Vet Unemployment** PG 12
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ELRS Airmen Lend a Hand



(From left to right) Tech. Sgt. Chad Huggins, Staff Sgt. Tobi Wagner, Master Sgt. Matthew Longshaw and Airman 1st Class John Michael Aradanas, 455th Expeditionary Logistics Readiness Squadron, were at Hamid Karzai International Airport in Kabul when a vehicle-borne improvised explosive device detonated. The team stepped in to lend a hand in caring for the wounded. (U.S. Air Force photo by Capt. Bryan Bouchard)



Robert Schenk
374th Logistics Readiness Squadron
Installation Deployment Officer

[See Story...](#)

[Retired Airman saves Japanese life](#)

Mobility Airmen assist first responders following IED blast in Kabul

by Capt. Bryan Bouchard
455th Air Expeditionary Wing Public Affairs

1/8/2016 - **BAGRAM AIRFIELD, Afghanistan** -- Four Bagram Airmen from the 455th Expeditionary Logistics Readiness Squadron sprang into action following a terrorist attack on a compound in Kabul, Afghanistan Jan. 4.

The Airmen were in Kabul as part of U.S. Central Command's materiel recovery element, inspecting equipment for air transport out of Afghanistan. While eating dinner at an eatery on the military side of the Hamid Karzai International Airport, they heard and felt a blast. Something wasn't right.

"We were done eating and sitting there then we heard (the blast) and we felt it," said Master Sgt. Matthew Longshaw, deployed from the Utah Air National Guard at Salt Lake City International Airport. "The building shook, and then Sergeant Huggins came in after that; he was pretty visibly upset."

Continued on PG 2

ELRS Airmen Lend a Hand

Mobility Airmen assist first responders following IED blast in Kabul (continued)



Tech. Sgt. Chad Huggins, deployed from Dover Air Force Base, Del., was outside talking on the phone when he saw and felt the blast.

"You heard it, and saw the movie," he said. "I got pushed into the wall and my phone went flying. I don't even know how to explain it."

Huggins said he picked up his phone and ran back into the restaurant to find his comrades. About a quarter-mile away, a 15-foot-deep crater sat where the vehicle-borne improvised explosive device detonated.

"I was staring at these guys," Huggins said about the situation, "and they were staring back. Then they started speaking and I couldn't understand them; my ears were ringing. They asked, 'Are you okay,' and I said, 'Yeah, we need to go.'"

The team left the restaurant and went back to their temporary billeting, still reeling over what they had just experienced. Then came the call for help.

"One of the civilians came in from (Readiness Management Support) and asked for our help," Longshaw explained. "So we got up and started to help; did what we could and whatever we were asked to do."

Staff Sgt. Tobi Wagner, deployed from Little Rock Air Force Base, Ark., had just lied down in his bunk. "Aradanas grabbed my ankle and said, 'Hey, we need to help those contractors. C'mon, let's go.' So I got up, put on some shorts and went to go help. I was still a little out of it so I wasn't sure what was going on, but I knew I wanted to help."

Airman 1st Class John Michael Aradanas, deployed from McChord Air Force Base in Washington, is here serving on his first deployment. He said his adrenaline was "through the roof" at that moment.

"I was just trying to help," he said. "It went by quick, just watching all of these people come in and doing what I could to comfort them."

The four Airmen all pitched in to help set up the temporary area, where nurses constantly checked on the civilians, mostly contractors, who were injured in the terrorist attack.

Then they stuck around for the next eight hours, sitting with patients and comforting them; doing whatever was needed of them.

"It brought you back down to reality real quick," Wagner said. "They came in and were covered in debris and they were hurt. You'd see fresh cuts and blood. Everyone was kind of disheveled because they couldn't get any of their stuff."

The team commented how one man was knocked from his bed when the blast occurred near his living quarters. He walked his hallway in bare feet on broken glass until someone was able to find him some boots for him to wear. Another man was saved by a treadmill, where it created a pocket in the rubble under which he was buried for three hours until a crane was brought in to sift through the debris.

While scenes like this aren't necessarily the norm for most Airmen deployed to Afghanistan, it's something which the Airmen felt prepared to support.

"When I was here two years ago they (terrorists) were much more active," said Wagner, on his second deployment. "It felt as if we were getting attacked constantly. So I was expecting a little bit of the same. Then I got (to Bagram) and there wasn't much of anything."

That was the case for them until Monday, when the attack occurred and their reflexes and training kicked in.

"It's human instinct that if you see someone worse off than you, that you're going to help them," Huggins said. "But the Air Force did help with the training to understand how to deal with it and what to do in certain situations."

The team said they set up lodging for the victims of the blast, consisting of about 70 beds, then comforted the victims and assisted the medical staff with anything else that was needed.

"I think we did everything that we could've possibly done," Wagner said. "You sit and you listen; which is really what we did. I think that helped a lot of people."

Although the attack, which claimed one life and injured more than two dozen others, occurred just a few days ago, each of the Airmen has had a chance to reflect on the incident.

"I figure that the guys getting hurt are the ones kicking in doors or doing convoys and stuff like that," said Longshaw, who's deployed previously with the Air National Guard as well as the Marine Corps. "I didn't really think about our contractors getting blown up on the civilian side of an airport. I didn't expect that to happen."

For Huggins, serving on his seventh deployment, he figured incidents like this happened to other people; not to him. "I've been deployed a lot," he said. "You know the dangers and reality, but you don't expect to be put in that situation. 'Oh, that ain't going to happen to me.' Now that it has, it's a reality check. You look at things differently."



Khao Phat, Singha, and JP-4



Editor's Comments: For those uninitiated in Thai cuisine, *khao phat* (pronounced *kaw pat*) is Thai fried rice. I chose to use it in the title because (as this story will reveal) it's something we ate for lunch every day for nearly a month while at U-Tapao. Singha is Thailand's signature beer, and our mission there was to restore the refueling fleet to MC status, hence JP-4. My sincere thanks goes out to Tim Stern for telling this story; it brings back fond memories for me.

Misadventures in Thailand



by Tim Stern, CMSgt (Ret/2T3)

Many years ago when I was a young MSgt, and that was really many years ago, I was selected to accompany (then) SMSgt Roger Storman on a TDY to Thailand to repair our refueler fleet at U-Tapao Royal Thai Naval Air Base. There was a "zero" MC rate and at least three of the trucks required transmission replacements.

There was political unrest in that part of the world, and U-Tapao was being considered for a beddown location for flying operations, increasing the focus on the location which was typically used annually for scheduled exercise support.

We were fortunate to be accompanied by two very sharp refueling mechanics, SrA Aron Chambers and A1C Alvin Smith from Andersen AFB, Guam. I shipped a rollaway toolbox and three transmissions removed from R-9s at Hickam that were pending shipment to DRMO.



MSgt Tim Stern — 1993

We had a military liaison who arranged transportation for us from Bangkok to U-Tapao, noting the SOFA did not allow US military members to drive in Thailand. We were billeted at the Welcome Plaza, a rather nice hotel in Pattaya, and after a good night's rest, we made our way by chauffeured mini-van out to U-Tapao to assess the situation.



Welcome Plaza Hotel — Pattaya, Thailand

Upon arrival, our Thai hosts showed us the parts warehouse and the stalls we had available for maintenance and where the transmission and toolboxes shipped from Hawaii were located. Imagine walking into a rather large warehouse and seeing it packed from floor to ceiling with parts, enough to support a refueler fleet for a year or maybe longer, pretty much unheard of at the time (early 90s). Imagine the letdown experienced when we quickly discovered all the parts in the warehouse were for R-5s and the fleet was comprised of R-9s....oh yes.

All things considered the repairs on the R-9s at U-Tapao came together rather quickly. We found ourselves in a, "while you're here..." conversation regarding an R-9 stranded at Korat Royal Thai Air Force Base, which was about 325 kilometers north of U-Tapao.

It was decided A1C Smith and I would take a road trip to Korat and load the R-9 on a contracted trailer while Roger and SrA Chambers finished up repairs at U-Tapao. On the appointed day, our driver picked us up at the hotel, dropped Roger and SrA Chambers off at U-Tapao, and we headed to Korat where we met the contracted tractor-trailer operator.

We made it on to the installation without significant event and on to the flight line where the truck had been left parked in a revetment. We located a loading dock off the flight line and about a half mile from the location of the truck where A1C Smith and I developed the load plan.

Continued on PG 4



Khao Phat, Singha, and JP-4



It was about then I realized my entire Thai vocabulary was pretty much limited to “Singha” and “khao phat” - the former being the best beer available and the latter the only food item available at the Utapao International Airport snack bar where we had lunch every day.

We then accomplished something (I would later learn) called a rock drill, which involved a lot of pointing and positioning of mock-ups on the ramp to convey the CONOPS. The plan was simple, at least in our American minds. The truck’s transmission had imploded and was locked up; the batteries were dead and wouldn’t take a jump, so the first two steps were to remove the drive shaft and cage the maxi-brakes.

The trailer had been dropped at the loading dock and the tractor with a long tow strap (read that as a long tow strap) was going to be used to tow the R-9 off the flight line, followed by driving the tractor adjacent to the loading dock and trailer and ultimately in front of the trailer to pull the R-9 straight onto it.



R-9 on its way to U-Tapao

We confirmed the tractor driver understood the intent was to go slowly. A1C Smith would provide braking action on the R-9 using wheel chocks on a rope while I steered the truck. We reiterated the “go slowly” part several times, consistently getting a north-south head shake from the tractor driver. It all started off as planned, the tractor driver slowly edging the tractor forward taking the slack out of the (long) tow rope. When the tow rope was taut, the situation started to deteriorate; the driver started running the tractor up through the gears. I’m starting to scream for the tractor driver to slow down but it was of no practical use. I noticed in the side mirror A1C Smith running to keep up with the truck and he very quickly dropped the wheel chocks as they were impeding his running ability.

I could also see in the mirror our mini-van driver squatting on his haunches in the shade beside his vehicle and casually smoking a cigarette.

When the R-9 speed hit about 20 mph, I was standing in the cab furiously trying to turn the truck, screaming as loud as I could for the driver to stop. Then I suddenly noticed through the windshield what was probably the entire Royal Thai Air Force aircraft fleet, a dozen or so T-38/F-5s in a perfect row directly in the path the truck was traveling. I won’t say my life flashed through my mind, but it did occur to me this would be an international incident, a U.S. Air Force MSgt singlehandedly destroying Thai Air Force aviation capability.

By this time, A1C Smith had quit chasing the R-9 and was on a tangent to intercept the tow tractor as it made the wide looping turn to the gate to get off the flightline and go to the loading dock.

He eventually caught the attention of the tractor driver and, by wildly waving his arms, got him to stop. I’m still standing in the cab trying to turn the R-9 away from the aircraft which I was eventually able to do, avoiding an international incident. Just when I thought everything was going to be alright, I realized that while turning the R-9 to miss the aircraft, I had pointed it directly towards the tractor which was stopped and idling.

International incident avoided, I was now on a collision course with the tractor in an R-9 that had just enough fuel in it to where I could hear it sloshing around in the tank. Still standing and still furiously turning the wheel, I managed to avoid the tractor by a foot or two as I sped past the rear duals. Did I mention there was a long tow rope? As I free-wheeled past the tow tractor, the slack in the tow rope eventually ran out, and when it did it snapped the tractor in about a 270-degree arc, eventually skidding to a halt and stopping the R-9.

Stopped at last, I looked over to see A1C Smith screaming at the tractor driver; the tractor driver was also screaming at A1C Smith, and our mini-van driver was still squatting on his haunches smoking a cigarette, but grinning widely like he was viewing a comedy show...and a very good one at that.

At this point we had established that arms extended, palms face down, and hands moved up and down gently, did indeed mean to proceed slowly. We made the half mile to the loading dock as originally planned, but as I drove the truck up the ramp it appeared to me the truck was wider than the trailer. I screamed stop. A1C Smith motioned for the tractor driver to stop and chocked the R-9 wheels with the truck sitting on the loading dock about a foot away from the trailer deck.

Continued on PG 5



Khao Phat, Singha, and JP-4



I got out of the R-9 to survey the situation. I was soaking wet from perspiration; my arms felt like they were rubber bands, and I was a little wobbly from a combination of dehydration, nearly destroying the Royal Thai Air Force aircraft fleet, and narrowly avoiding crashing the R-9 into the tractor.

The trailer was wide enough to get the tread of the rear outer duals on the deck, but with just a few inches to spare on either side, at least as measured by the piece of string used in lieu of a tape measure. I wasn't sure this was going to work, but A1C Smith said, "We've come too far to leave this beast (maybe another choice word) here. I can get it on the trailer."

So we swapped tasks with him driving and me providing brakes via the wheel chocks. This was a single shot thing, no second chances, and exceptionally little margin for error. A1C Smith drove the R-9 straight on the trailer like he'd done it a thousand times before, with about an inch of the front tires and outer duals hanging off the edge of the trailer.



R-9 loaded on the trailer

At this point our work was done; it was up to the tractor-trailer driver to secure the load and deliver it to base, so we jumped into our chauffeured mini-van and headed back to U-Tapao, our driver still smiling from ear-to-ear. It was time for a Singha....



Targets in the Nevada Desert



Editor's Note: In Nov 2012, we published a bio on Chief (R) Al Baird. Chief Baird will be 86 on Feb 21. We wish him a happy birthday, and many more to come. He recently sent me a follow-up to his bio, which included a story about his TDY to the Nevada desert in 1951. The first two paragraphs recap his account. The last three tell of his recent discovery of maps that show his handiwork of long ago. It's pretty amazing.

Line in the Sand

by Al Baird, CMSgt (Ret/472)



Nov 2012: They needed to update the range near Tonopah, NV, so I and 11 others were sent there from March AFB for 90 days. We took a D8 Cat, road grader, two trucks, fuel and water trailers, and a field kitchen to scrape out three bomb targets (triangles one mile on each side with a circle within a circle, within a circle).

My biggest contribution to that project was using a winch on one of our trucks to pull a part out of some cowboy's well. They gave us a steer, which we quickly ate...not a bad deal. We got a unit citation for a good job.

Jan 2016: Remember the bomb targets I told you about us building in the Nevada desert back when I was too young to buy beer (12 of us from March AFB around 1951).

Well, I've been searching for them on maps for a while now without success, that is until I found this website. This pic below shows only one but we built three and this looks exactly like the ones we built. See [Bombing Range](#) for more pics.

These things should still be visible because when you draw a line in the desert it can last for centuries. Anyway, it's the last one in this series of pics (somewhere south/southeast of Goldfield, NV). It's a triangle with one mile sides with a circle within a circle, within a circle, within a circle on the inside. I guess you might say this was our line in the sand.

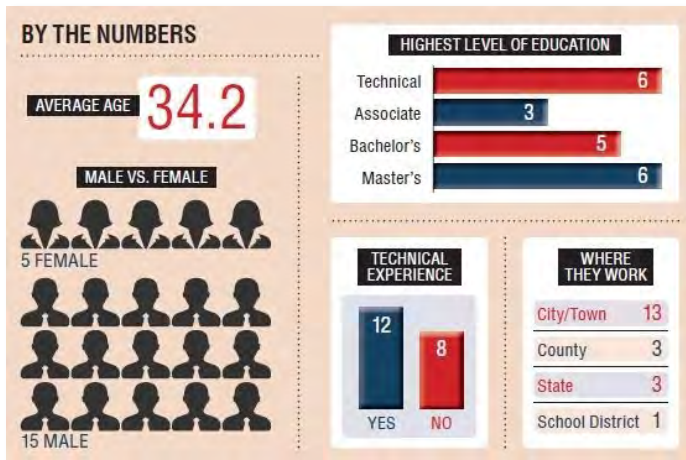


Editor's Note: *Truckin' On* congratulates Brianne Hayes (Sarasota County, FL) and Matt Case (Manatee County, FL) for being selected among the top 20 under 40 of Fleet's Future Leaders.

Brianne and Matt work with county fleets managed by two former Air Force vehicle managers, CMSgt (R) Greg Morris and CMSgt (R) Ron Schulhofer. The complete story can be viewed at: [Fleet's Future Leaders](#).

20 Under 40: Fleet's Future Leaders

January 2016, *Government Fleet* - Cover Story
by Thi Dao



Many of those in fleet management are baby boomers and are getting ready to retire, but a new generation of fleet professionals is ready to step into their shoes.

These fleet professionals under 40 have already made an impression at their own operations or within the industry.

They're taking steps to educate themselves, whether that's in technical training, through a college degree, or with a fleet certification.

They enjoy their jobs and are committed to improving their operations. And they're aware of the challenges within the industry, including taking control of advancing technologies and addressing the technician shortage.

While they don't have all the answers yet, they're ready to tackle these challenges.

Brianne Hayes

27, Fleet Acquisitions Manager, Sarasota County, Fla.



When she joined the county fleet three years ago, Brianne Hayes brought a fresh set of eyes to old processes that had become comfortable, and she has made improvements in procedures that eliminates excess work and ensures accuracy.

She is working on fleet certifications as well as purchasing and integrating more advanced modules into the fleet management software.

She is a regional representative for the Florida Association of Governmental Fleet Administrators. Hayes is eager to see how growing technologies will

change diagnostics and preventive maintenance, as well as the increasing interest of women in fleet.

Greg Morris: "Our Sarasota County Government's, Fleet Acquisition Manager, Brianne Hayes, was recognized by *Government Fleet* as "20 Under 40" Fleet's Future Leaders. Way to go Brianne! I am very proud of you and appreciate your loyalty and drive to improve processes and dedication to the County and Fleet."

Matt Case

39, EMS Fleet Maintenance Superintendent, Manatee County, Fla.



Matt Case previously worked at a dealership and now oversees maintenance at the county's four largest service facilities. He was instrumental in the development of the county's Tier 4 engine preventive maintenance program and regularly enlists his staff to review data for ways to increase staff productivity.

Case believes it is imperative to stay abreast of technological advances in the industry and stay engaged with others in the region. He is committed to continuing his education with industry certifications.

Ron Schulhofer: "He is a superstar and deserves this recognition."

Tunner 60K — a revolutionary vehicle



Editor's Comments: It's hard to believe the 60K loader entered the fleet 19 years ago. The concept, however, goes back even further than that to the mid-1980s. The manner in which it was procured, in and of itself, makes it revolutionary as it competed for funds along with major weapons systems, something unprecedented for a vehicle at that time. Its performance is equally innovative.

Some of these facts, figures, and comments are quoted from *U.S. Air Force Fact Sheet, United States Transportation Command — 10 Years of Excellence 1987-1997, and 1998 Air Mobility Master Plan*.

We've also included commentary from Lt Col (R) Randy Cox who was involved with the acquisition process on the Air Staff in the late 80s, Timothy Clear, AMC's current 60K Program Manager, and two expert 60K technicians, MSgt (R) Balbino Barrientos and WS-11 (R) Ron Anderson.

U.S. Air Force Fact Sheet

Mission

To provide rapid deployment and sustainment of forces supporting U.S. security interests, humanitarian operations, and disaster relief missions.

Features

The Tunner 60K aircraft cargo loader/transporter built by DRS Technologies, Inc (formerly Southwest Mobile System) is a highly mobile vehicle system that can transport up to six pallets of cargo at a maximum speed of 23 mph. Its versatile deck elevates from 39 inches to 18.5 feet high and employs a powered conveyor system to move cargo. The deck has pitch, roll, yaw and side-to-side adjustment for quick, efficient interface with military and commercial cargo aircraft, including the C-5, C-17, B-747, L-1011 and DC-10.

The Tunner's adjustable hydraulic pendula suspensions provide a 151-inch wheel-to-wheel width for loading/unloading and transport operations, and can be rotated inboard 180 degrees for air or truck transport.

The suspensions are also hydraulically adjustable to facilitate driving the loader on or off the C-5 or C-17 for air transport.

Background

The Tunner 60K aircraft loader entered the fleet in 1997 as a replacement for the 40K aircraft cargo loader and wide body elevator loader as part of the Air Force's material handling equipment fleet modernization. A total of 318 Tunners were procured with deliveries concluding in March 2003 vastly improving capabilities to Air Force aerial ports worldwide.

General Characteristics

- Weight (unloaded): 65,000 lbs
- Width (operational): 171 in.
- Width (air transport): 109 in.
- Length: 49.3 ft.
- Deck Height (variable): 39 in. to 18.5 ft.
- Maximum Speed (loaded): 23 mph
- Maximum Payload: 60,000 lbs
- Turning Diameter: 98 ft.

United States Transportation Command — 10 Years of Excellence 1987-1997

1997 — In addition, a ceremony at Ramstein AB, Germany, marked the delivery of AMC's new 60,000-pound cargo loader (60K). The loader was named the Tunner in honor of Lt. Gen. William H. Tunner, who commanded the Berlin Airlift, and later, the Military Air Transport Service from July 1958 to May 1960.

Continued on PG 8

Tunner 60K — a revolutionary vehicle

United States Transportation Command — 10 Years of Excellence 1987-1997 (continued)



General Walter Kross
USTRANSCOM - AMC/CC
1996-1998

"It is most appropriate that this loader (60K Tunner) be named for an individual who is synonymous with air mobility, with mission success ... around the world in the 1940s and 1950s, and set the stage for what has become the ... best intermobility capability that the world has ever seen. And so today it gives me great honor to officially announce that we are going to name this 60K loader after Lt. Gen. William Tunner. It will be called The Tunner," said U.S. Air Force Gen.

Walter Kross at a naming ceremony for the 60K Tunner at Rhein Main AB, Germany.

Editor's Comments: This next section is interesting as it reveals some of the top-level, behind-the-scenes thinking that went into the development of the 60K loader, as well as the 25K Next Generation Small Loader.

1998 Air Mobility Master Plan

"Our current fleet of Material Handling Equipment (MHE) is short in numbers, lacks high-reach capability, is beyond its service life, and is expensive to maintain. **MHE represents the weakest link in the air mobility process.** With continued funding, the full buy of 318 Tunner loaders possesses the capability to solve the large cargo handler shortfall." **General Walter Kross**

The needed 318 Tunner (60K) loaders have the unique capability to provide a main base, high-volume traffic workhorse. Modernization of the MHE will ensure ground equipment does not remain a limiting factor in our capability to rapidly project forces to support the national command authorities and warfighting CINCs.

The Tunner (60K) loader and next generation small loader acquisitions provide the capability to support all commercial and military cargo aircraft. The modernization of the MHE fleet is AMC's second highest equipment priority after the acquisition of the C-17. Procurement of the Tunner (60K) loader will greatly enhance the en route supportability and cargo loading for the KC-10.

Configuration of a modern, common core fleet with multi-loading capabilities will enhance cargo handling productivity, reduce the repositioning burden, and free valuable airlift capacity for other critical supplies and equipment. An acquisition strategy started in the mid-80s for a new super loader (Tunner, 60K), one that could replace the 40K, yet reach wide-body aircraft.



To keep the current MHE fleet operational for the short-term, WR-ALC is pursuing an aggressive overhaul program. Overhaul programs currently exist for the 40K and older 25K loaders and will continue until 2003. These programs will ensure adequate coverage until the new Tunner (60K) loader and new small loader are on board.

The Tunner (60K) loader will replace the aging 40K loader fleet and a portion of the WBELs. It will be able to service both military and wide-body aircraft and is air transportable on the C-5, C-17, and C-141. In April 1994, the contract for the Tunner (60K) loader was originally awarded to Southwest Mobile Systems Corporation, currently known as Systems and Electronics Incorporated (SEI). Requirements for the Tunner (60K) loader were reviewed and validated after the May 1994 conference and again revalidated in 1996 at the Worldwide 463L MHE Conference and are projected at 318 loaders. The Tunner (60K) delivery profile runs from 1997 to 2003.

Tunner 60K Acquisition

by Lt Col (R) Randy Cox, HQ USAF / LETN, 1988-1989

My involvement started with the 60K loader while I was stationed at the Pentagon in LETN, the Vehicle and Equipment Division of the Transportation Directorate, around the 1988-1989 timeframe.

Col Jim Winter and then Col Mike Seal were my immediate bosses, in succession, and BGen Clarence Lindsay was our Director of Transportation at the time. We had been watching the inputs from the Major Commands (MAJCOMs) on the status of their 25K and 40K loader fleets (as mission degrading shortfalls) that was being briefed at the 3 and 4-star level relative to the readiness of our airlift capability.

Continued on PG 9

Tunner 60K — a revolutionary vehicle

Tunner 60K Acquisition (continued)

We in the vehicle business knew the situation of our K loaders and as most of them at the time had been remanufactured through Warner Robins Air Logistics Center, under contract, a couple of times over many years. They were old and tired and it was becoming harder and harder for our maintainers to keep them in commission.

The Air Force was actively in the process of specifying the capabilities they wanted on the C-17 cargo aircraft. It was abundantly clear to the top AF management that the weak link in the cargo movement system was our material handling equipment (MHE), which would be especially so when the new C-17s started coming into the inventory.

We in LETN had also just completed an outside study by a couple of very capable operations research PhDs on our cargo throughput capabilities and shortfalls in time of war, taking into consideration not only moving AF cargo but all the mobility items that the other services planned to deliver to the airlift system for onward movement to a war zone. We had put together a number of staff summary sheets outlining the specifics of the MHE problem that worked their way to the top.

The next thing we knew, the Chief of Staff of the Air Force (CSAF) had taken an interest in this MHE problem and had directed his acquisition folks to start the ball rolling on new, larger, more reliable K loaders. We had a number of meetings with the acquisition czars there on this specific problem. We in Transportation normally never had any dealings with these folks as they focused on the big projects – think major weapons systems that cost many millions or even billions of dollars.

We then had a meeting I will never forget with the WRALC Commander (two star) who had been called to the pentagon to discuss this issue. He started off the briefing to the Assistant Sec of the AF for Acquisition with the normal way that WR would build the next K loader. From what I remember, the acquisition community thought we should start looking at reliability criteria in terms of xxx hours of mean time between failure for these K loaders, just like they look at aircraft components.

I truly believe that the WRALC/CC had already been warned that the acquisition community wanted a new and more reliable K loader with new thinking of how to achieve this - and ignored it. That was a mistake.

About half way through his briefing, the Assist Sec cut him off and almost scolded him for not being any more innovative in his approach to building a better K loader than WR had been in the past. BGen Lindsay was at that meeting as was Frank Colson (Senior Executive Service civilian who was the Transportation Czar in the Sec of the AF office), and a couple of civilians from the acquisition community.

Col Seal was there and I think our transportation officer who was in charge of our vehicle group at WRALC was also there, but not totally sure of that. I was embarrassed for the WRALC Commander, as they really played hardball with him.

It was at this time, or shortly thereafter I think, the decision was made to put this new 60K loader acquisition into the process that was normally reserved for major weapons acquisitions. I think they wanted to ensure success as dictated to them by the CSAF. I then became the officer that attended these funding meetings known as the Air Force Board Structure. It was interesting as there was nothing that I could do at these meetings other than explain to others why a vehicle (unheard of before this) was going through this process, and actually competing for funds against ICBMs, cruise missiles, smart bombs, aircraft, etc.

Also, I routinely reported back to my bosses where we were in the process. All the other players at these AF Board meetings wanted the pot of vehicle money that was going to build the 60k loader (and I think we were looking at either \$250K or 500K per copy at that time). Also, I don't remember the numbers we were talking about buying. Anyway, each time some other Col or BGen starting eyeing our funding and questioning it, the board chairman, who was normally a two star, would tell them hands off that this was a pet project of the CSAF. That's when I got the stares and glares....

So I attended many of these meetings. Once it went through the Board Structure with funding intact, it was then turned over to the acquisition community to start the actual acquisition process. I attended many of these meeting too. I truly have never seen anything so unwieldy, cumbersome and bureaucratic as these meetings but maybe when you are talking about spending billions for a major weapon system it is necessary. It certainly was overkill in my opinion but they wanted to ensure success and I guess that was their way to achieve it. Anyway, these meetings were still going on when I decided to retire in Jan of 1990. At this time, this acquisition process to build new 60K loaders was not tied to the C-17 acquisition process at all. I know there is much more to this story as they didn't start coming into the inventory until 1997. There are 7 additional years of history to this acquisition. This was just my little part that I was involved in that started the ball rolling.

The 60K in the 21st Century

by Timothy Clear, CIV, DAF, AF Weapons System Manager, 60K/25K Aircraft Cargo Loaders, HQ AMC/A4RXP

The loader is classified as a non-airborne weapons system. With that said, our funds for sustainment does not follow traditional vehicle sustainment avenues. We have our own Program Element compete for funding with all other weapons systems (C-17, KC-135, C-5, C-130, F-35, KC46A, etc.).

Continued on PG 10

Tunner 60K — a revolutionary vehicle

The 60K in the 21st Century (continued)

In 2009 we began low rate overhaul of the Tunner loader. The overhaul consists of a complete tear down and rebuild to like new condition. Since 2009 we have overhauled 51% of the Tunner fleet.

In Mar 2015, to further sustain this loader for the long haul, we introduced a modernization effort through overhaul of what we call the PPU (Power Production Unit).

The power production unit modernization, scraps the old Tier 1 Detroit Diesel (6V-53TA) engine in favor of a new Tier 3 Mercedes (MTU 926) Diesel Engine.

Along with the engine change we've upgraded hydraulics, and electronics. One of the most noticeable changes is when the loader is placed in suspension or deck mode the RPMs are set to a predetermined level; no more taking the loader to max RPMs to raise the deck or suspension.

All this was done to:

- 1) Ensure the loader reached its 30-year life expectancy, if not beyond
- 2) Reduce sustainment costs
- 3) Provide a much more reliable loader to the field
- 4) Reduce the maintenance burden on the maintainers

Note: Projected 20yr Life Cycle Cost Avoidance is \$30M. Since Mar 2015, we've fielded 17 of the newly configured loaders.

Technicians' Perspective

**by Balbino 'Bino' Barrientos, WS-11 / MSgt (Ret/2T3)
Joint Base Pearl Harbor - Hickam**

This is what sticks out about the 60K to me:

- 10 T.O. changes from original date of 24 Feb 2004
- 39 TCTOs

The first 60K models had numerous problems that comes with any new system...functions that needed to be improved, T.O. not entirely correct or complete, electrical relay logic (suspension and lift/deck controls) was difficult to troubleshoot, etc.

Numerous large mods were done, the last being the J mod. These mods made significant improvements to electric, hydraulic, and mechanical systems and elevated the reliability of components for quicker troubleshooting.

The biggest improvement in design was going to proximity switches and the A1/A4 circuit card with microprocessor (suspension and lift/deck controls). The depot program started early last year and Hickam sent one to depot and received one back.

Parts: Prepositioned parts was reduced to 5%. Now everything has to be ordered. However, parts response time is still very good (one-day air for CONUS and 2 days for Hawaii)

The Detroit engine will be eliminated and replaced with a Mercedes engine when a loader goes through depot. The Detroit engines have been in use for over 19 years, cost of maintaining them was high and reliability was slowly ramping down.

Manpower to repair them in the field and at the Detroit rework facility was also high and not cost effective anymore. This past year alone our SP shop replaced three engines. The new Mercedes engine has a proven track record of low mean time between failures. Troubleshooting is a light year easier due to onboard diagnostics. Overall, the 60K loader has met or exceeded my expectations.

Note: DRS Technologies also took over 25K NGSL parts and service support.

by Ron Anderson, Agency Trainer, Denver International Airport / WS-11 (Ret/2T3)

As I watched 735th Aerial Port unload Hickam's first Tunner, I was quite impressed. Although, the only thing I had to compare it with were the Space Corps and Ramirez 40K. I first had reservations about the complexity of some of the systems on the loader, and would we have the skills to repair it.

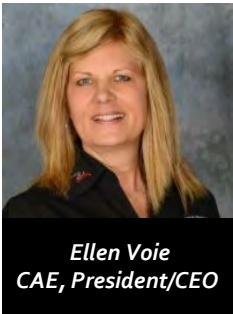
After talking with the in-house representative and attending the course, I realized that the loader was built so that a 5-level mechanic with sound troubleshooting skills could repair it. As with any newly designed equipment, there were issues that needed to be worked. The one that stands out the most was the conveyer motor seal leaks.

Mechanics dreaded this job not only because the seals leaked so frequently, but the conveyor motor was quite difficult to remove and install. It was determined that the shafts used in the motor were not robust enough to handle the load they were exposed to, causing the shaft to bend and damage the seals.

Scheduled maintenance typically took the entire day and an annual took two. Despite the high preventative maintenance hours, the unit was well laid out and easily accessible, with the exception of the in-tank hydraulic filters. Despite experiencing some other issues, e.g., tire wear, hydraulic leaks and steering adjustments, the Tunner 60K has been a reliable replacement for its 40K predecessor.

Editor's Note: Although now a routine fixture on flight lines around the world, many *Truckin' On* members retired before the 60K was introduced into the fleet and might never have seen one. Watch the demo in the video: https://www.youtube.com/embed/n-iB_M9ewc8

Increasing Safety Through Driver Training



Recently a young (23-year-old) professional driver maneuvered her loaded tractor-trailer onto a 19th century bridge in Paoli, Indiana. The driver held a commercial driver's license (CDL), but apparently the definition of a ton was not part of the curriculum. The bridge was posted with a six-ton weight limit while the tractor-trailer weighed closer to 30 tons, or 60,000 pounds.

She admitted that she did not understand the definition of a ton, which she should have learned in a grade school math class as "a unit of weight equivalent to 2,000 pounds." The driver had taken a wrong turn and was using the bridge to get back on track and demolished the bridge, the truck and her career in the process.

This incident could have been avoided with proper training, but before we point fingers at the carrier or the truck driving school, consider her error. The sign clearly stated a limit of six tons; her misunderstanding is not solely the fault of her training. Even a great instructor might make the assumption that a person pursuing a license to drive a tractor-trailer would understand the meaning of a ton.

Last year, Women in Trucking was one of 26 stakeholders who participated in the Entry Level Driver Training Advisory Committee for the Federal Motor Carrier Safety Administration. After numerous meetings and months of debate, the committee determined a model curriculum for commercial driver training.

Truck and bus operators will be required to demonstrate proficiency in everything related to skills, road operations, communication, paperwork, and even health concerns. Not once did the committee discuss terms and definitions related to an elementary school education.

However, this just reinforces the need to know the driver and continue the training beyond the training facility. Would a carrier's trainer have discovered this driver's lack of understanding of a ton? Why didn't the driver ask before crossing the bridge?

The National Institute of Occupational Safety and Health (NIOSH) recently completed a study on over-the-road (OTR) professional drivers. The research was intended to investigate the cause of truck crashes to address the safety of professional drivers through surveys.

The agency found that the work environment was "adverse" due to the long hours, mileage-based pay, delivery schedules, traffic congestion, and shipper delays. However, an interesting result of the research found that truck crashes can be related to a driver's risk behavior. Or, as the NIOSH study reported, "a relatively small percentage of commercial motor vehicles drivers (10-15 percent) accounted for a disproportional percentage of total fleet risk (30-50 percent) measured by critical incidents, which were defined as significant unsafe driver actions."

The report also determined that moving violations and near misses can help carriers predict those drivers who are more prone to continued crashes. Since risky behavior includes moving violations, speeding, and refusing to wear a seat belt, these could all be indicators of driver behavior that is more likely to result in a crash. Is it possible to anticipate a driver entering a creaky metal bridge marked with weight limits by noting previous violations? Perhaps that is the case.

A report from Omnitrac (formerly a division of Qualcomm), based on the electronic logging devices of carriers using their technology, found that only fifty percent, or half, of a carrier's drivers will experience ninety percent of the serious collisions. These "serious" collisions include roll-overs, running off the road, head-on accidents, jack-knives, side-swipes, and rear-end collisions.

Omnitrac developed an "accident severity model" to identify the ten percent of these accident prone drivers to address these risk behaviors before they result in a collision.

It's difficult to imagine how a driver could earn a CDL without understanding weights and how they pertain to axles, gross weight, and bridge laws. The carrier might have noticed some signs of incomprehension of the meaning of a ton in the driver's paperwork or through better training interaction.

Today there is a bridge in Indiana that is no longer usable and a driver who may never operate a commercial motor vehicle again. Whether its predictive analysis through technology or addressing driver risk factors with better training, the trucking industry still has room to elevate safety to a higher level.



Editor's Comments: This "good news" *MilitaryTimes* story caught my attention because of the effort we, **and that includes all of you**, put into finding and announcing job opportunities for transitioning veterans. Over the last several years a number of organizations such as *Vet Jobs*, *Hire Heroes USA*, etc., have been created throughout the country specifically for assisting veterans in finding post-military employment. Other well known and established companies and corporations have also committed to "hire veterans" programs. Based on these statistics, this nationwide focus has had a tremendous effect on lowering the unemployment rate for veterans. *Truckin' On* is proud to have played a small part in this effort.

Vet unemployment sees record year despite December jump

By George Altman, Staff writer — January 8, 2016



Job seekers fill out registration forms before entering a career fair in San Francisco. The veterans unemployment rate rose in December but was at historic lows for all of 2015. (Photo: Justin Sullivan/Getty Images)

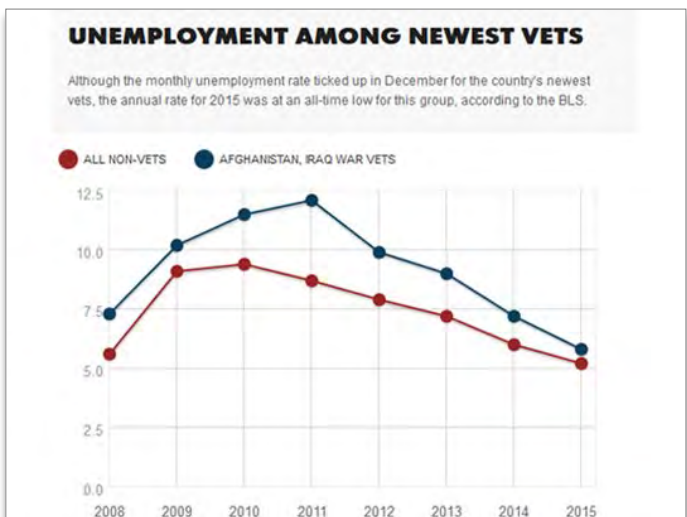
Veterans unemployment measures jumped by more than a full percentage point in December, government data show, but even these higher numbers put the jobless rate at levels that would have been stunningly low just a couple of years ago.

The December blip aside, 2015 was a year of employment success for veterans of all generations not seen since the boom days before the recession, Bureau of Labor Statistics data indicate. And for the youngest generation of veterans, 2015 was the best year ever for employment — by far.

The nation as a whole added 292,000 jobs in December, with unemployment holding steady at 5 percent.

The unemployment rate for post-9/11 veterans increased to 5.7 percent in December, up from November's mark of 4.2 percent, an all-time low for that metric, for which data go back to September 2008.

Over the past year, an all-time low in that measure was set three times. And six of the eight monthly unemployment reports from May to the end of the year were either the lowest or the second-lowest vets' unemployment rates ever recorded at the time they came out.



The unemployment rate for Afghanistan and Iraq war vets in 2015 was 5.8 percent. (Photo: K. Chamberlain)

Averaged together, the unemployment rate for all 12 months for post-9/11 vets was 5.8 percent — down significantly from 2014's 7.2 percent number, which was itself the lowest annual average recorded until now.

For veterans of all generations, unemployment jumped to 4.8 percent in December from November's 3.6 percent. No monthly unemployment rate lower than November's had been charted since late 2007. The overall veterans unemployment rates for the 12 months of 2015 average out to 4.6 percent. The last year with an average that low was 2008.

Note: Be sure to visit our jobs page at: <http://www.truckinon.org/jobs/>



A Very Cool & 'Different' '55 Chevy

1955 Chevy

Contributor: CMSgt Richard McElderry (Ret/472)

Website: "Gary Kollofski has spent the last few years with Dale building this masterpiece V12 powered '55 Chevy. While most Tri-five owners tend to stick to the book when it comes to power plants in their cars, Gary went way outside the box on this one, opting for a 730 c.i. V12 marine motor. When it came to carburetors, Gary looked to us to get the air and fuel mixing just right! Enjoy the vid!"



RATROD
MAGAZINE



"Bugly" - VW Bug w/ AIRPLANE ENGINE!!!

Contributor: Reade Holzbaur, WS-12 (Ret/2T3)

An incredible Rat Rod built by ITW hotrods. This was built for the 2014 *Rat Rod Magazine* build-off. Where builders compete to see who can build the baddest rat rod in 30 days for under \$3,000. In order to qualify you must travel a minimum of 300 miles of the cross country tour as well as the aforementioned time and money restraints.

Editor's Note: Reminded me of Johnny Cash's 1976 song, *One Piece at a Time*. Click the link; watch & listen:

<https://www.youtube.com/watch?v=rWHniL8MyMM>



Click on the image to watch video



TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 Mar 2016

SPECIAL POINTS OF INTEREST:

- ⇒ SEYMOUR JOHNSON FIRST TO TEST NEW BIO-BASED OIL INITIATIVE: PG 1-2
- ⇒ REFLECTIONS OF OKINAWA: PG 3-4

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Seymour Johnson AFB first to test new bio-based oil initiative



Senior Airman James Preston, 4th Logistics Readiness Squadron aircraft loader mechanic, pours bio-based synthetic oil into a government owned vehicle, Jan. 26, 2016, at Seymour Johnson Air Force Base, North Carolina. Seymour Johnson AFB is the first of four bases to test the new bio-based four cycle motor oil as part of a 12 to 18-month trial. (U.S. Air Force photo/Airman 1st Class Ashley Williamson)

**by Airman 1st Class Ashley Williamson
4th Fighter Wing Public Affairs**

1/28/2016 - **SEYMOUR JOHNSON AIR FORCE BASE, N.C.** -- As part of a new military-wide green project, Seymour Johnson Air Force Base, North Carolina was selected as a testing installation for a new bio-based oil used in government owned vehicles.

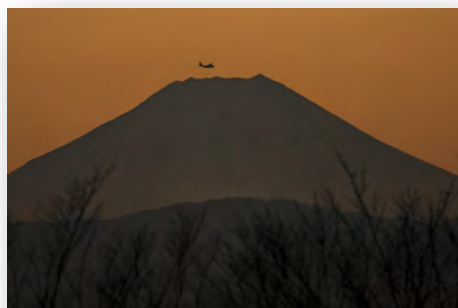
Bio-based four cycle motor oil is synthetic oil being tested in four GOVs to potentially replace the petroleum based oil the military has used for years.

"The oil that is currently being used] is refined petroleum," said Master Sgt. William Martinez, 4th Logistics Readiness Squadron vehicle management superintendent. "Basically, it's remanufactured oil that the government uses across the board. This will put us in line with the Green Procurement Program that is mandated by the Department of Defense. It's about a 12 to 18-month test that we're going to be doing on four vehicles. We're going to be monitoring how well the engine is running with this oil, gasoline consumption, and track how many miles we will be putting on the vehicles with this oil."

Continued on PG 2

AF Week in Photos — 2/5/2016

Mt Fuji is a venerable symbol of Japan and a familiar sight to many of us who served in the Pacific. View this beautiful photo in HD at the following link: [Mt Fuji](#)



A C-130 Hercules assigned to the 36th Airlift Squadron flies near Mount Fuji, Japan, during a routine sortie Jan. 26, 2016, at Yokota Air Base, Japan. The 36th AS regularly conducts training missions to remain proficient in the necessary skills to support any contingency. (U.S. Air Force photo/Osakabe Yasuo)

Seymour Johnson AFB first to test new bio-based oil initiative



Seymour Johnson Air Force Base government owned vehicles are being used for testing to ensure the new bio-based oil meets the Air Force instruction requirement for oil changes, Jan. 26, 2016, at Seymour Johnson AFB, North Carolina. The current standard is 7,500 miles or 18 months; the oil lasts up to 10,000 miles. (U.S. Air Force photo/Airman 1st Class Ashley Williamson)

The bio-based oil is managed by the Defense Logistics Agency, is made in the United States and would reduce the need to buy petroleum oil from overseas, said George Handy, DOD bio-based motor oil demonstration program manager. The use of the oil DOD-wide would significantly decrease the amount of petroleum utilized by DOD.

The Seymour Johnson AFB GOVs test run is meant to ensure the bio-based oil meets the Air Force instruction requirement for oil changes, which is 7,500 miles or 18 months. The new oil can last up to 10,000 miles before needing changed.

A series of activities will be performed to identify performance, data requirements and selection of demonstration products. The financial and environmental impacts will be assessed during the series of activities as well. These activities will also identify documents (maintenance manuals, technical manuals, service instructions, etc.) that may need revisions to ease the DOD transition.

"What's going to happen first is we bring in the vehicles with the oil that we are using; we'll drain that, and halfway through the drain we'll collect a sample that we'll send to the company to get tested," Martinez said. "Then we load the new oil into the engine, and after 12 months we'll drop the oil and test it at that time so we can compare it to see how well the oil's lasting versus the current oil that we use.

If the data comes out in favor of the bio-blend then that will be information that we can send off to DOD to approve us to use this oil."

Though Seymour Johnson AFB is the first base to demonstrate the use of the new oil, three other Air Force bases: Luke Air Force Base, Arizona; Fairchild Air Force Base, Washington and Malmstrom Air Force Base, Montana will also be demonstrating its effects.

"It's a bio-based synthetic oil, so it's a full synthetic oil and it's derived from plant molecules instead of being derived from petroleum molecules," Handy said. "There's a varying percentage of plant-based, synthetic molecule oil blended with this petroleum.

The additional benefit is this will burn cleaner. So your tailpipe emissions will be reduced and it will increase your mileage."

Handy went on to say, the new engine oils are overall more sustainable and environmentally friendly than the current military-wide, petroleum based oil.

The bio-based oils also provide a great decline in lifecycle carbon footprint, including carbon dioxide use emissions, compared to petroleum based four cycle engine oils.



Reflections of Okinawa



Editor's Comments: Some of you, as I do, will clearly remember this day in history; perhaps you were even stationed on Okinawa at the time. I was at Yokota when Okinawa switched from right to left side driving and, upon reading the report in *Stars & Stripes*, recall thinking about how chaotic it must have been.

I found this *Wikipedia* article and thought it would be interesting for those of you who don't know the story, and for you seasoned Okinawa hands it will surely bring back memories. Newcomers to the island should note that Koza, as it's called in the photo captions, is now Okinawa City and borders Kadena Air Base.

Note: This article has been edited to remove hyperlinks and Japanese text. The original article can be found at [730 Transport](#).



Koza Crossing, Okinawa, circa 1955. Cars drive on the right.

WIKIPEDIA

730 Transport

The **730** (*Nana-San-Maru*) was the day, July 30, 1978, when Okinawa Prefecture of Japan switched back from driving on the right-hand side of the road to the left.

Overview

Originally, Okinawa drove on the left-hand side of the road, the same as the rest of Japan. However, after the defeat of Japan during World War II, the prefecture went under control of the United States and on June 24, 1945, was made to drive on the right. Even after Okinawa returned to Japanese control in 1972, it still had its traffic driving on the right for six years due to delays in the handover to Japan and delays to the Expo '75.

However, in accordance with the Vienna Convention on Road Traffic that restricts one country to have only one traffic direction, all the traffic in the prefecture was changed back to driving on the left on July 30, 1978. It is one of very few places to have changed from right- to left- traffic in the late twentieth century. The day symbolized Okinawa's return to Japan.

Changing the direction

All traffic, except emergency vehicles, was banned from 22:00 July 29, 1978. Eight hours after, at 06:00 July 30, traffic resumed, changed on the left-hand side. Traffic signs were changed within these eight hours.

As there were not enough police officers in Okinawa Prefecture to control all the traffic for the day, police officers were gathered from other parts of Japan.

Most left-hand side signs and signals were installed and covered before July 30. During the eight-hour transition, the covers were removed and transferred to the old right-hand side signs.

The scheme was called the Kudaka Scheme (*Kudaka Hōshiki*), after Hiroshi Kudaka (*Kudaka Hiroshi*), Okinawa Prefectural police officer in charge of 730, who "invented" the scheme.

The prefecture publicized the change beforehand through the 730 Campaign, including posters and TV advertisements. The TV advertisement featured Yōkō Gushiken, a famous boxer from the prefecture.

In the prefecture, from the late 1970s until the early 1980s, right-hand drive vehicles were often called 730 cars while LHD vehicles were called 729 cars. Both expressions are now obsolete. Although rare, there are still a few "729 cars" surviving on the road.

The Japanese government spent some \$150 million to cover the prefecture's conversion costs, which included relocating bus stops, moving signs, replacing 1,000 buses and 5,000 taxis, as well as replacing headlights on 300,000 vehicles so that they aimed to the left instead of the right. The United States military spent nearly \$500,000 to switch signs on its bases.



Koza Crossing, 2008. Cars drive on the left

Continued on PG 4



Reflections of Okinawa



Kokusai Dori, Naha in the early 1950s at right hand traffic.

Bus

Local bus companies had to change passenger doors on the right-hand side of the vehicle to the left. The bus operators in the prefecture, namely Ryūkyū Bus (the present Ryūkyū Bus Kōtsū), Okinawa Bus, Naha Kōtsū (the present Naha Kōtsū Bus), and Tōyō Bus introduced more than 1000 buses in total, with subsidies from the prefecture and the national government. These particular buses are sometimes called 730 buses. Many LHD buses were introduced at the time of Expo '75, held before the 730.



730 bus of Ryūkyū Bus

As these cars were relatively new, some of them were modified to RHD with left-hand side doors. Some others were sold to countries with right hand traffic, such as China.

Many 730 buses survived until the 2000s. However, most of them retired after 2004. As of 2008, both Okinawa Bus and Tōyō Bus each still preserve one, but neither operates them regularly.

Aftermath

There were many traffic accidents right after the 730. When turning right/left on a crossing, drivers often approached to the right-hand side of the road, although they had to approach to the left. This led to many collisions on a crossing. Larger accidents included a frontal collision of two buses.

Memorial

In Ishigaki, there is the 730 Crossing with a 1m tall memorial stone. In Miyakojima, there is the 730 Memorial Tower.



The 730 Memorial on the 730 Crossing, Ishigaki.

Related Photo: T-shirt logo



BARKSDALE UPGRADES FLEET

Bread trucks to flower trucks: Barksdale receives 96 new rides

**By 2nd Lt. Jessica Adams, 2nd Bomb Wing Public Affairs /
Published January 14, 2016**

BARKSDALE AIR FORCE BASE, La. --



New vehicles are ready for use at the 2nd Logistics Readiness Squadron vehicle management flight at Barksdale Air Force Base, La., Jan. 11, 2016. The new models are more comfortable, job-effective, safe and environmentally friendly. Over the next three years, 2nd LRS will be receiving nearly 100 vehicles to disseminate to various units. (U.S. Air Force photo/Airman 1st Class Mozer O. Da Cunha)

Over the next three years, 2nd Logistics Readiness Squadron Vehicle Management is receiving 96 new vehicles, which will result in every unit of Team Barksdale receiving a new ride.

Already roaming the streets are a host of personal transportation vehicles, with more specialized vehicles yet to come. "It was definitely time for this new batch," said Rob Petermann 2nd LRS vehicle management fleet manager. "The old models are 7 years past due to renew."

The new models will not only be shinier and more stylish, but they are also more comfortable, job-effective, safe and environmentally friendly.

Barksdale's new engines use flex fuel – distinguished by a yellow gas cap – which contains higher amounts of ethanol and burns less fossil fuels. This is good for the environment, but takes more attention from users. When borrowing a vehicle, Airmen must be aware that the yellow gas cap means the vehicle has a special fuel requirement, such as E85.

Of interest is the new multi-purpose van, affectionately known as a bread truck. When compared, the new white, high-roofed vans don't even look like they were built in the same century as the old blue, boxy-shell trucks frequented by maintenance Airmen.

"The old bread trucks are noisy," said Senior Airman Dennis Holland, 96th Bomb Squadron hydraulics specialist. "The suspension is really rough. You hit a small pothole and the guy in the back will come off the back seat.

These new ones are smooth, and we can actually stand up. We have a guy who is 6' 4" and he can stand up straight. We stay all day in it, and we're amazed by it."

Often used to transport Airmen on the flightline, maintainers are excited.

"We love them out here," continues Holland. "They're awesome for everything we're doing. They don't have the wall that restricts airflow like the old bread trucks. Being outside in 103 degrees stinks, it drains you of fluid. With these having AC, it's going to be a lifesaver. We really can't believe they bought us something new."

There's only one problem, continues Holland, "They don't look like a very manly truck. We love the new ones, but we'd like to start calling them flower trucks since they look like they'd deliver flowers. If I could start that trend, I'd be happy."

This change wasn't made just for looks and comfort, however, the new vehicles will also be easier to maintain. The multi-purpose vans are made entirely by one manufacturer, not a conglomeration of others like the old bread trucks.

"We should have a quicker turnaround on vehicles. I can now go down to any mechanic shop in town and get the parts I need," said Petermann.

The new arrivals also come with backup cameras, increasing driver visibility and safety of passengers.

"All we have to do now is take care of these vehicles for the next generation of Airmen," said Petermann.



A yellow gas cap is on new vehicles recently received by the 2nd Logistics Readiness Squadron vehicle management flight at Barksdale Air Force Base, La., Jan. 11, 2016. The yellow cap is a visible indicator that the car uses flex fuel, which burns less fossil fuel and requires Airmen to use the correct fuel. (U.S. Air Force photo/Airman 1st Class Mozer O. Da Cunha)

See additional pic at: [Barksdale](#)



Air Force Vehicle Management — a timeline



Sixty Eight Years of Air Force Vehicle Management

by Roger Storman, SMSgt (Ret/2T3)

In October last year, based on a suggestion, I started working on an Air Force vehicle management timeline from 1947 to present.

Having been a life-long transporter and vehicle maintainer, the opportunity to document our milestones is important to me, even if it's not in an official capacity. To the best of my knowledge no one has ever captured vehicle management historical data in a single publication

I'm thankful for this project because, as a history buff, I've had fun with it and it's been a great learning experience; however, there's still a considerable amount of work to do.

I've researched the Internet for as much information as I can find, but material on Air Force vehicle management, or even ground transportation, is scarce.

I'll continue my inquiry, but in order to advance beyond what we already have will likely involve travel and searching through archives and/or soliciting the assistance of an Air Force historian.

We've posted timeline charts on our website at <http://www.truckinon.org/vm-timeline/>. They're available for all to view and provide input if you have it. You're also welcome to challenge the existing data if you think it's wrong.

On another note, researching history is just one side of this project. The timeline, as I said, runs from 1947 to present, so it's equally important to keep up with it as we go along.

As a retiree, I'm no longer privy to inside information or changes that occur in our career field. This is where we really need your help. It just takes a short email saying here's something to consider for the timeline.

For example, last year we were notified of the following:

- VEMSO reorganized as the 441st Vehicle Support Chain Operations Squadron (VSCOS)
- AFSC 2T3XX title changed to Mission Generation Vehicular Equipment Maintenance
- Vehicle Management & Analysis changed to Fleet Management & Analysis

This is the type of information we need for the timeline going forward.

We don't have an event for every year, but I thought I would share with you what we have so far for the years in which something significant occurred. See the following table:

Year	Event
1947	Air Force becomes separate service; Management Equipment Program (MEP) established to test/catalog commercial products.
1948	VM tech school relocates from Lowry AFB, CO to F.E. Warren AFB, WY
1950	Korean War 1950-1953
1951	USAF converts from Army-style vehicle markings to AF-style vehicle registration numbers (unconfirmed)
1954	AF transitions from MOS to AFSC
1956	Motor Vehicle Squadrons become Transportation Squadrons
1957	VM responsible for base service station. It's unclear when it began, but AFM 66-12 charges VM in 1957
1958	CMSgt and SMSgt created
1959	Vehicle Maintenance tech school relocates from F.E. Warren AFB, WY to Chanute AFB, IL
1962	VM automates with introduction of IBM keypunch machines
1965	Vietnam War 1965-1975; USAF establishes RED HORSE squadrons, which includes VM mechanics
1966	Base Supply automates and standardizes parts ordering - SBSS; USAF Servo-O-Plate introduced
1968	VIMS concept discussed at Andrews AFB workshop
1970	VM special purpose AFSC suffixes (shred-outs) introduced
1971	VIMS established
1972	VM transitions from AFM 66-12 to AFM 77-310 Vol II
1974	Warner Robins Air Materiel Area (WRAMA) changes name to Warner Robins Air Logistics Center (WRALC); Federal Stock Number (FSN) changes to National Stock Number (NSN)
1977	MEP rebranded as MEEP; continued original charter (1977-2003)
1979	VM AFSCs opened to women
1980	Last active duty warrant officer, CWO4 James H. Long, retires from the 438 Transportation Sq.
1983	OLVIMS Tested
1986	OLVIMS Increment 1 fielded
1987	World-Wide Keypunch Replacement Program (WKRK)

Continued on PG 7



Air Force Vehicle Management — a timeline



Sixty Eight Years of Air Force Vehicle Management

Year Event

- 1990** Gulf War 1990-1991
- 1991** **End of Cold War**
- 1992** AF reorganizes; SAC disestablished; TAC & MAC retitled; AFSC & AFLC merge to form AFMC. AF vehicles procured after Jan 1992 received with no markings. Reg. numbers placed on license plates.
- 1993** Chanute AFB Closes. VM tech school moves to Lackland. AFSCs Change from 47XXX to 2TXXX
- 1994** VM transitions from AFM 77-310 Vol II to AFI 24-302
- 1997** VM tech school merges with Navy and relocates to Port Hueneme, CA
- 1998** AF converts GP fleet to GSA lease
- 2000** Consolidation of Vehicle Maintenance TOs - transition from TO 00-20B-5 to TO 36-1-191
- 2001** **United States attacked - 9/11**; War in Afghanistan 2001-
- 2002** Transportation and Supply Squadrons merge to become Logistics Readiness Squadron (LRS)
- 2003** Iraq War 2003-2011; Fleet Management realigns under VM (2T1X1 to 2T3X7)
- 2004** MEEP retitled VEMSO; SP & GP AFSCs merge
- 2005** Refueling Mx (2T3) specialized tasks transferred to Fuels (2F0); 2T3s maintain chassis-related functions
- 2007** VM transitions from AFI 24-302 to AFI 23-302
- 2008** AFSC 2T3X5 (Allied Trades) eliminated; converted to 2T3X1
- 2010** DoD implements Joint Base initiative
- 2012** VEMSO centralized 100% of vehicle management role; VM transitions from AFI 23-302 to AFI 24-302
- 2013** Refueling Mx migrates back to vehicle maintenance
- 2015** VEMSO reorganizes as 441st Vehicle Support Chain Operations Squadron (VSCOS); AFSC 2T3XX title changes to Mission Generation Veh. Equip. Mx. / Veh Mgmt & Analysis changes to Fleet Mgmt & Analysis

Photos

The next column shows a small collection of photos taken from the 1940s to 2015. They feature shops, a service station, vehicles, old uniforms, and most importantly the Airmen (men & women) of vehicle management/maintenance through the years. This is not only a timeline; it's our heritage.





... a Level Playing Field

What is the value of Women In Trucking Association?

by Ellen Voie CAE, President/CEO

Margaret Mead once said, *“Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has.”*

Women In Trucking Association (WIT) started with a small group of thoughtful, committed citizens who were focused on increasing the percentage of women employed in the trucking industry. In the eight years since its inception, the organization is successfully moving its mission forward.

For many women, the need for a dedicated organization to attract female drivers, mechanics, safety directors, leaders, and more makes sense. Others scratch their heads and ask why we need “special treatment” for women in the trucking industry.

All we're asking for is a level playing field.

According to the department of labor, women comprise 44 percent of full-time workers in the labor force. Women make up 52 percent of management in all occupations.

However, in the trucking industry, only six percent of the driver population is comprised of women. Additionally, women make up only 21 percent of transportation, storage and distribution managers, and 18 percent of supervisors of transportation and material handling workers.

Recently, we released our WIT Index which tracked both female board members and female executives at the fifteen publicly traded trucking companies. Ten of these companies had NO women executives and seven had no women serving on their boards of directors. Compare this to the 19 percent of director positions held by women outside of the industry.

If you feel these numbers are unacceptable, then I urge you to join Women In Trucking and support our efforts to increase the percentage of female drivers, supervisors, directors, and executives.

How are we accomplishing this mission? The first step is to measure our current state of the industry. The University of Memphis, under the direction of Dr. Stephanie Ivey, is completing a survey of the top 100 for hire and private carriers and recording the percentage of female drivers and managers. We'll release this information later this year.

Our second goal is to address reasons why women aren't fairly represented in these roles. We've conducted extensive research on what women look for in a company as well as what they want in a career.

We've released our driver recruiting guide, which explains what women look for in an ad and what values attract women to a company, as well as where to find potential female drivers.

For drivers, we have made significant strides in truck cab design and ergonomics through the efforts of Ryder and the truck manufacturers. From seats, to steps to the dash and the sleeper berth, changes are being made to accommodate a greater range of body shapes and sizes.

Safety is an area of concern for all drivers, but more appreciably for women who might be more vulnerable on the road. We've challenged manufacturers to include safety alarms in the cab to alert a sleeping driver of an intruder. We also teach women (and men) techniques to stay safe in a truck stop and on the road. We work with the truck stop industry to create a safer environment for all drivers. Our anti-harassment employment guide provides carriers with a resource to address harassment between drivers in team or training situations.

To attract women into leadership roles, we arm companies with facts and data regarding hiring, promoting, and retaining women in management. Becoming aware of unconscious bias in hiring and promoting women occurs in male dominated environments by both men and women. For example, studies have shown that women are often promoted based on their accomplishments and men are often promoted for their potential. Education is the tool to address these concerns and Women In Trucking Association's goal is to be the resource to increase diversity and attract more women.

Our biggest challenge is the image the industry has of being too masculine for women. We're breaking that stereotype with our Girl Scout (Guide) Transportation patch, children's activity book, and school appropriate literature.

Women In Trucking is not an association for women, it's a group of men and women who care ABOUT more diversity in transportation. If you are a member, we thank you for your support. If you haven't joined yet, we invite you to visit www.womenintruck.org and join us, this small group of thoughtful, committed citizens who are changing the world!

Mission: Women In Trucking was established to encourage the employment of women in the trucking industry, promote their accomplishments and minimize obstacles faced by women working in the trucking industry.

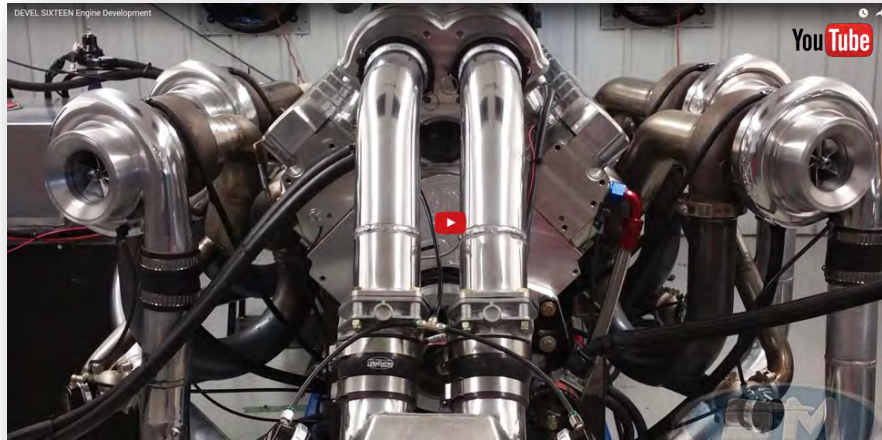


Video

Dec 8th, 2015

Devel Sixteen's 5,000-hp V16 engine might be real

Contributor: Reade Holzbaur, WS-12 (Ret/2T3)



This engine was designed and built exclusively by STEVE MORRIS ENGINES for the upcoming DEVEL SIXTEEN vehicle.

Chris Bruce

We called the Devel Sixteen "[the king of lofty statistics](#)" during its debut at the [2013 Dubai Motor Show](#) in part because of the claimed 5,000-horsepower quad-turbo V16. However, a video from the project's engine builder makes that unbelievable figure seem possible. A company called Steve Morris Engines is still developing the immense powerplant, but a dyno graph in the clip shows 3,006 horsepower on pump gas from an early version at 20 psi of boost. The figures reach a staggering 4,515 hp and 3,519 pound-feet of torque on race fuel and 36 psi of boost.

Alex Esnaola from Steve Morris Engines tells *Autoblog* that the fabled 5,000 horsepower "wouldn't take much more boost" from the 12.36-liter (754-cubic-inch) turbocharged V16. The company intends gradually to work up to that point over many more dyno pulls to develop the mill into a working prototype. The experimental powerplant features many unique, one-piece billet parts that wouldn't be easy to replace. For example, the crankshaft alone took about seven and a half months to make, Esnaola said.

The Devel Sixteen's performance claims of zapping to 62 miles per hour in 1.8 seconds and a 348 mile-per-hour top speed still seem lofty. However, maybe we shouldn't completely write off the stats with such a powerful engine deep into development.

Related Video:



2015 Dodge Charger SRT Hellcat / Daily Driver



How China's Dirty Cities Are Reshaping Car Design Across World

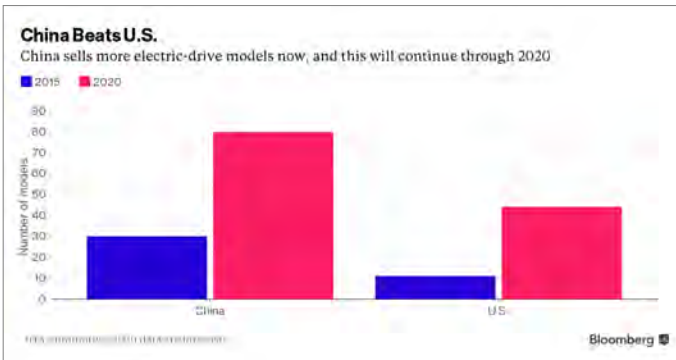
By David Welch — Jan 7, 2016

BloombergBusiness

For global automakers, China is becoming the new California. The U.S. state grabbed the lead a few years ago in establishing fuel-efficiency standards to clean up urban smog. Now, as China struggles with its air-pollution crisis, Beijing increasingly influences the models and technology Detroit, Europe and Japan sell around the world.

In response to government rules and incentives that have spurred electric-car sales in China, automakers are beefing up their global electric-vehicle and plug-in offerings. General Motors Co. plans to make a plug-in hybrid version of every Cadillac model.

Ford Motor Co. has budgeted \$4.5 billion to develop 13 new EVs and plug-in hybrids by 2020, and China is a big reason for both automakers. Daimler AG's Mercedes-Benz is selling five plug-ins in China, two of which also sell in the U.S. Similarly, BMW AG is engineering plug-in hybrids it sells worldwide to meet China's electric-drive mandates.



“Originally we started with California rules, so the starting point for us was clearly the U.S.,” said Klaus Froehlich, BMW’s global head of product development. “Now, China is a key market. It is very important and the regulations are quite difficult.”

Decisions made in Beijing already are affecting cars people drive in Dallas and Los Angeles. That’s because automakers tend to design new models to sell in multiple regions -- and China is the world’s largest auto market. GM engineered its new Chevrolet Bolt electric car for global sales, including in China.

Even though the company has so far announced plans only for the U.S., “we did plan for more than just the U.S.,” Pam Fletcher, GM’s chief engineer for electric vehicles, said in an interview at the CES electronics show, where GM unveiled the Bolt. “The Chinese government is very interested in EVs.”

Global Tweak

Even gasoline engines are getting a global tweak to meet Chinese fuel-efficiency standards: Cadillac specifically designed the most powerful engine in its CT6 sedan, a twin-turbo 3 liter, to avoid stiff Chinese taxes on any engine over 3 liters.

“China does influence how we execute the strategy,” said Johan de Nysschen, president of Cadillac. “And China will continue to feature in an ever more prominent role.”

While China wants to boost sales and become a key destination for global automakers to sell new models, it also wants cleaner air. So it now requires that agency- and government-owned companies’ fleets consist of at least 30 percent plug-in hybrids or electric cars.

If they don’t comply, they risk losing important subsidies for utilities such as electricity and water. The subsidies can be the difference between profit and loss, said Michael Dunne, president of Hong Kong-based consulting company Dunne Automotive.

Air-Quality Concerns



Commuters wear face masks while riding in the subway in Beijing. Photographer: Qilai Shen/Bloomberg

Continued on PG 11

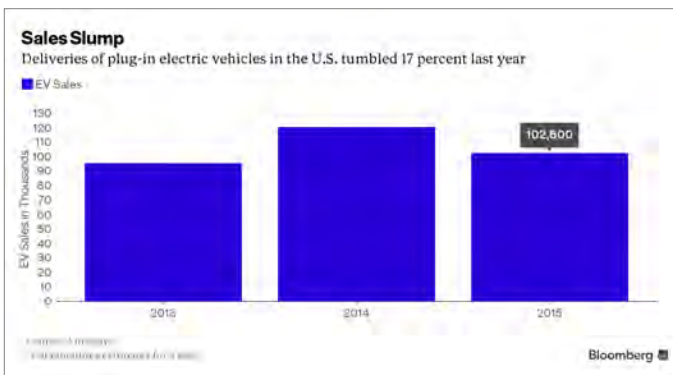


How China's Dirty Cities Are Reshaping Car Design Across World

How China's Dirty Cities are Reshaping Car Design Across World (continued)

"Chinese politicians are very concerned about public criticism of air quality," Dunne said. "They are attacking this from every angle and they are just getting started."

With about 132,400 EVs and plug-in hybrids delivered through November, China already has sold more electrified vehicles than the U.S. for the first time ever, according to data compiled by Bloomberg. Sales of these models fell 17 percent to 102,600 in the U.S. last year, according to researcher Autodata Corp. -- even as the industry reported record total sales.



EV sales in China probably will continue climbing as the central government hands out incentives of more than \$8,000 for EVs and about \$4,600 for plug-ins to encourage people to buy so-called New-Energy vehicles, which include hybrids, plug-in hybrids and electric cars.

Local governments often match those incentives. The city of Shanghai already gives \$13,000 for the cost of a license plate for plug-ins and EVs, and buyers of those vehicles can avoid a long waiting list to get one, said Hui He, senior policy analyst with the International Council on Clean Transportation, an environmental research and analysis organization in Washington.

Incentive Program

Cadillac's future plug-ins will allow the company to take advantage of the incentive program, de Nysschen said. Models including the CT6 plug-in are developed for both the Chinese and U.S. markets. GM is also planning a Buick version of the plug-in Chevrolet Volt for China, said a person familiar with the matter.

Not only will more plug-ins and EVs soon be plying Chinese highways and byways, they also will go farther on a single charge.

Under China's new regulations, government-controlled companies and agencies won't get subsidies for their plug-ins unless the cars can travel 50 kilometers, or 32 miles, before the gasoline engine kicks in. The Volt already can go 50 miles just in electric-drive mode.

"There will be a lot of electric vehicles sold in China," said Kevin Layden, director of electric powertrain engineering for Ford, which will sell its C-Mar plug-in hybrid in China next year. "They seem to not only give incentives for electric vehicles, but they are locking out anything that doesn't get high fuel economy."

Stiffer Regulations

BMW is getting ready for ever-stiffer regulations. The German automaker will have six plug-in hybrids and an electric car on the market in China by the end of this year, and its plug-ins will soon be capable of going 60 kilometers, or 37 miles, on a single charge.

What's more, it's designing the cars with extra space to accommodate larger batteries so they'll be ready for more stringent requirements expected in a few years.

China is becoming so important for electrified cars that BMW plans to get battery-cell and electric-drive technology from its suppliers there, Froehlich said.

The country already sells far more electric-car models than the U.S., with 30 available now. That will rise to 80 by 2020, though many of them will come from China's small domestic producers, according to IHS Automotive. The U.S. has just a handful of models now; 44 will be available in 2020.

Still, electric cars have been a tough sell in China because of the lack of charging stations. That soon may change: The government is considering a program to spend \$16 billion on stations that could handle 5 million EVs by 2020, Bloomberg has reported. That kind of investment could help stimulate EV sales the way plug-in hybrid sales have been spurred, Dunne said.

"The Chinese government will do whatever is possible to make people feel comfortable with EVs," he said.

Source: [China's Dirty Cities](#)

Until Everyone Comes Home



Explore the Website... <https://www.uso.org/75>

Watch the Video... <https://www.youtube.com/embed/4XddbFevLfE>



WW II to Afghanistan



★ **SNUFFY'S CORNER**



'Greasy' Slick

by Richard Lutz, MSgt (R)

Airman Snuffy was a Senior Airman stationed with an Air Support Operations Squadron in beautiful Stuttgart Germany. As one of three assigned vehicle maintenance technicians, he was performing PM on a "deuce and half". The shop was part of an old refurbished horse stable complex used by Adolf Hitler.

There were no high tech pneumatic oil dispensers, floor drains, etc., everything was manual. For an oil change, it was common practice to put a 5 gallon bulk oil can on the fender to avoid jumping on and off the truck for smaller containers and just fill the crankcase in one climb. Airman Snuffy cut his teeth like most VM airmen do, in a lube rack. He was well qualified. This particular day, Airman Snuffy dumped the remaining contents of two partially depleted cans of fresh oil into the crankcase.

After pouring the contents of both cans into the crankcase, he pulled the dipstick to check the level and found there was not a trace of oil on it. Thinking maybe he had misjudged the quantity of oil in the cans, he leapt off the fender to retrieve another can of oil and landed smack in the middle of an oil pool.

Seems the savvy oil change vet forgot to reinstall the drain plug. Any idea how much of a slippery mess 5 gallons of oil on a concrete floor with no drainage to a fuel-oil separator creates? Airman Snuffy found out that day... and suffered the ridicule of coworkers for some time beyond that day.

Snuffy and the Grader

by Bob Wiley, MSgt/GM-14 (R)

So here we are, *once again* on "snow alert" at the mighty Strategic Air Command's Fairchild AFB in Washington State. Snuffy finds himself with a bit of free time at oh-dark thirty and decides he can improve the condition of the incoming shop staging area by pushing some of the snow to a lesser-used part of the yard.

He thinks a road grader that's sitting on the ready line is exactly what he needs to get the job done. Snuffy gets busy tilting steering wheels one way, then the other; raising, lowering and tilting the grader blade; moving snow here and there; forward and reverse—lots of movement, some of it actually moving some snow advantageously.

Wait a minute. What the heck has happened? The front wheels halfway disappear and the weight of the front half of the grader comes down kind of hard on the grader blade, bringing the grader to an abrupt stop. Oh man, this ain't lookin' good.

Snuffy jumps down off the grader to see what happened. What he sees is that the front wheels broke through a wooden plank cover over the below-ground, waste oil sump storage tank and pump. Snuffy figures he'd rather get himself out of this mess without alerting anyone to his stellar performance too. What to do? What to do?

I got this. All I need to do is to lower the grading blade down far enough to raise the grader's front half such that the wheels are clear of the sump. Then use the lateral shift on the blade to "walk" the front end far enough that it ultimately can sit itself down on the wheels again. That shouldn't be too hard should it? As it turned out, yeah, it was pretty hard to do. Evidently lifting and shifting that much weight isn't the kind of thing the manufacturer expected the operator to do.

When "pushing" that much force downward, you find the rather stubby control levers start kicking back, and kicking back with a vengeance, almost to the point where it'll sprain your wrist. Do it repetitively and you're punishing the palm of your hand as well. Bottom line—got it done. Now let me go find the night shift supervisor so I can show him how weak those planks turned out to be. And it's a good thing I found it. Someone might have gotten hurt.

Slip Sliding Away

by Roger Storman, SMSgt (R)

Sometimes when unexpected incidents happen we react to them in equally unpredictable ways.

I was stationed at McConnell AFB, KS in the early 1970s and assigned to the refueling maintenance shop. I and a fellow mechanic, aka Airman Snuffy, were working on an R-5 refueler in the yard. I don't recall exactly what we were doing, but I was underneath the truck on a creeper and Snuffy was on top of the tank. From the top of the tank to the ground is roughly 8.5 feet.

I was busy working when, suddenly, I heard a thud. I looked to see what or who it was, and it was Snuffy. He was sitting on the ground looking straight at me. He had fallen off the tank, slid down the glossy side, and on to the pavement. His feet hit first and then he fell hard backward on his butt. He had a look of shock on his face and said, "**Damn, I'm not going to do that again!**" That's all he said. Uninjured, he got up, dusted himself off, and went about his business as if nothing happened.

I never thought the incident itself was that funny; he could have been seriously hurt. It was his offhand remark that caught me by surprise and when I think back on it now, I can't help but grin...just a little.

Continued on PG 14



SNUFFY'S CORNER



Handprint Betrays Handiwork

by Roger Storman, SMSgt (Ret/2T3)



Here's another story from my McConnell days: The standard design for refueling maintenance shops constructed during the 60s, and perhaps now too, had a loft with a ladder attached to the wall for access to it. Due to limited space, we generally stored bulk items such as fuel filters and hoses in that area, which was acceptable practice.

Another common, but unacceptable, practice of that era was hoarding spare parts, whether it was work order residue, shop stock, or just excess material. It seemed that every shop had its "stash" and a foolproof place to hide it.

I guess we thought it was simpler than practicing good supply discipline. We didn't have to tag and return items for which we had already paid, at least that was our rationale.

We also thought by hiding these parts we could, somehow, outsmart the IG team, so it became a game of sorts. Well, my ingenious boss, TSgt Snuffy, decided he would create a hiding place that no one would find.

So, he went to the loft and cut a man-size hole in the drywall, allowing access to the space above the office. Then he built shelves inside and that's where we stored all of our "contraband" material. He covered the hole with the cutout drywall, sealed it with tape, and painted it. Who would know?

Well, SAC IG showed up and one of the first questions they asked was, "What's up here?" The inspector climbed the ladder and immediately saw our "honey hole." Someone, and no one ever admitted it, went up there to get a part and left a greasy handprint on the drywall. Busted! Needless to say, we received a well-deserved write-up, and quickly corrected our supply procedures.

Miscellaneous News

NGTNews | Next-Gen Transportation.

Pair of Hybrid Hummers Embark on 400-Mile Arctic Test Drive / by Christopher DeMorro / on Feb 02, 2016

Contributor: Dan Berlenbach, CMSgt (Ret/2T3)



See story at: [Hummers](#)



This is a VA Benefit — if eligible — that you will want to take advantage of

by Leslie Baus

Contributor: Leon Sutton, WS-11 / JBER / 2T3

Editor's Note: You can flip through the pages of this digital edition of VFW Magazine at the link. VA story is on pages 34-35.

[VFW Magazine](#)



TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 Apr 2016

SPECIAL POINTS OF INTEREST:

- ⇒ AF STUDENTS GET SPECIALIZED DRIVERS ED AT FORT LEONARD WOOD - PG 1-2
- ⇒ BATAAN - PG 3-4

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- Nissan News PG 2
- Intelligent Parking Chair
- Long Beach Adopts Renewable Diesel for Fleet PG 5
- Reflections of Okinawa - Part 2 PG 5
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- Auto Hobby Shop PG 11
- Your Hometown Garage
- 51 LRS — ROK Solid PG 12
- Nellis AFB Refueling Mx PG 13 - 14
- Tailfins and Taillights Quiz PG 14
- Vandenberg Vehicle Ops PG 15 - 16
- Active Duty & Reserve Conduct PG 17
- CORT at Luke

Air Force students get specialized "drivers ed" at Fort Leonard Wood



Air Force Vehicle Operations Apprentice Course students learn the proper method to change a tire in training at Fort Leonard Wood.

FORT LEONARD WOOD, MO. -The U.S. Army's Fort Leonard Wood is offering a very special driver's education course for the United States Air Force

Contributor: CMSgt (R) Carl Hunsinger / 2T1



AIR FORCE RESERVE MARKS 68 YEARS
April 14, 1948 — April 14, 2016

SEE HISTORY AT [AFRC](#)



"What's very unique about the Vehicle Operations Apprentice Course, especially for Airmen who are most likely straight out of high school where the only thing that they have operated most likely is a small sedan, is they come here and get thrown into learning about 44-passenger busses, 28-passenger busses, operating material handling equipment (fork-lifts) and tractor-trailer combinations," said Air Force Tech. Sgt. Patrick Gallagher, instructor for the Vehicle Operations Apprentice Course. "Being able to learn all of that in such a short amount of time is pretty impressive. It's a very unique course with how fast we train these Airmen."

The Air Force vehicle operations career field is responsible for transporting Air Force personnel and cargo worldwide to achieve mission objectives during peacetime and wartime operations. They train approximately 450 students a year.

Continued on PG 2

Air Force students get specialized "drivers ed" at Fort Leonard Wood

Continued from PG 1

In addition to operating vehicles, the students learn various skills including material management in distribution, radio communications, loading and lashing cargo, accountable document distribution, special handling assets, wheel assembly removal and replacement and basic convoy operations.

The course was moved from Lackland Air Force Base, San Antonio, Texas, to Fort Leonard Wood in 1997 with the expectation to join with the Army Motor Transport Operator Course. However, with separate mission requirements, the Air Force remained on its own.

"The Army is more combat oriented," said Air Force Staff Sgt. Raymond Davis, instructor for the Vehicle Operations Apprentice Course. "Airmen in the Air Force have a mission every day, whether it is a flying mission, aircrew runs moving cargo or participating in exercises."

Another reason to the courses separate: the Army trains on military specific vehicles, while the Air Force trains on and uses commercial vehicles.

Being at Fort Leonard Wood opened the course for better opportunities to train the students, said Air Force Master Sgt. Wayne Tokarz, course flight chief.

"Most Air Force bases are not as big, so Fort Leonard Wood has a lot more landscape for us to use. It makes our vehicle training more advantageous," he said.

"Some of our other bases have maybe 6 miles around the entire base. That's a lot of driving in a circle. Even though we can't merge our training like it was initially intended, being able to work close to the Army gives (the students) a good chance to prepare for a deployed environment."

"A lot of people going into this career field think we are just bus drivers."

While it does involve a large portion of the training, the course is not just about becoming a driver.

"A lot of people going into this career field think we are just bus drivers," Gallagher said. "If they leave here knowing the big picture in the Air Force and how we contribute to the mission overall, then I think we have mission success."

Air Force Airman 1st Class Charles Xavier Bates is close to graduation, and said he sees the importance of the career to the service.



NissanNews.Com | USA
Official Media Newsroom

Inspired by the latest Intelligent Park Assist Technology, Nissan presents the world's first automated "Intelligent Parking Chair"

Contributor: CMSgt (R) Dan Berlenbach / 2T3

Editor's Note: This video is in Japanese, but forget the language barrier and enjoy the sheer genius of the technology that's being presented...there are English subtitles.

Having spent two tours in Japan, the Japanese never fail to amaze me with their innovative ideas. I've owned Japanese cars, trucks, and vans continuously since 1989...no regrets.

The article, along with this video and others, can be viewed in its entirety at the following website: Nissan



BATAAN

The Battling Bastards of Bataan

by SMSgt (R) Roger Storman / 2T3



April 9, 2016 will mark the 74th anniversary of the Bataan Death March. I think most of you are familiar with what happened in the Philippines in 1942, so there's no point in my recounting the story here. I couldn't do it justice anyway. If you are not aware, however, I urge you to research it or read one of the many books on this subject. This PBS website is very good for reading interviews with some of the actual

survivors: [PBS American Experience](#).

In March of each year a memorial march is held at the White Sands Missile Range, New Mexico. It has passed for 2016, but you can learn more about this annual event at <http://bataanmarch.com/>.

This subject is near and dear to my heart. As many of you know, I spent several years in the Philippines and my wife is from there. In fact, her hometown is San Fernando, Pampanga, which was the end of the 63-mile march from Bataan.

It is there at the railroad station that survivors were jammed into boxcars amid stifling heat and transported 29 miles north to Capas, Tarlac where they were offloaded and forced to march another 8 miles to Camp O'Donnell. Many suffered and died on this leg of the journey as well.

In 2014 I returned to the Philippines for the first time in 22 years and took the opportunity to visit this railroad station. I didn't know what to expect. I only knew that it was no longer in service. What I found amazed me. The local historical society turned it into a memorial/museum.

We went there on a Saturday afternoon and parked on a quiet street next to the station. There was a fence around the building and it appeared to be locked up. I thought I would just snap a few pictures of the exterior and a couple of the historical markers then leave. As I was taking pictures, an old Filipino man and a young boy walked down to my location. The old man asked if I was an American.

I told him I was and he asked if I wanted to see the inside of the building. I didn't know what was inside, but said yes. He sent the boy to get the keys. He was the curator and opened on Saturday for me, a very nice gesture. I stepped inside and the scenes I had imagined and read about so often in history books were there sculpted in bronze.

There were several statues depicting American and Filipino prisoners of war in anguish and being guarded by a Japanese soldier. It was chilling to be among these objects of art and in this particular building for I knew I was on hallowed ground. Too many people had suffered and died here.

The old man showed me around the station and pointed out the many historic photos on display; he had a story for each one.

He also told me that when he was young he saw General MacArthur as he passed through San Fernando; he seemed to be both proud and excited to share his experience with me.

I probably spent an hour or so looking around, taking pictures, and reflecting on what it must have been like to have been there on that horrific day in 1942. It was one of the most memorable visits of my trip. I've included a few of the photos I took that day below and on the next page. If you ever have a chance to visit, don't miss the opportunity to stop here.



San Fernando, Pampanga train station



Death March marker

Continued on PG 4

BATAAN



Japanese guard



Zoom on the photo and you'll see a tear running down the soldier's face

Meet a Legend: Ms Ceferina Yopez



Ms Ceferina Yopez

I wanted to complete this page with a related story, related in the sense that I met Ms Ceferina Yopez on the same trip that I visited the railroad station. I knew of this legendary woman before going back to the Philippines, so I made a point of seeking her out.

Ms Yopez was curator of the Clark Museum at the time. First, however, let me give you her background. To do so, I'll quote from Col Dick Anderegg's book, *'The Ash Warriors'*.

"Many Filipino employees worked their entire adult lives at Clark. One of the best known was Ms Ceferina Yopez. Miss Cefey was the liaison between Clark and the Filipino community. She had worked for the USAF at Clark since the year the Air Force was born – 1947.

She knew everyone who was anyone in the Filipino community and had her finger on the pulse of American-Filipino relations. An engaging woman with a very quick wit, Miss Cefey arranged social meetings between senior Clark officers and local community leaders with a style and grace admired by all."

Air Force Public Affairs has an award named in her honor titled, "Ceferina T. Yopez Award" for Outstanding Host Nation Employee (Ms Yopez served as the host nation advisor at Clark AB, Philippines for more than 30 years).

This is my side of the story: I went to the Clark Museum unannounced and asked to meet with Ms Yopez. I wanted to present her with a Mount Pinatubo commemorative coin that I designed and a copy of Col Anderegg's book. She was a very gracious lady and took time out of her day to visit with me.

Ms Yopez told me that she started working for the U.S. Army in 1945. I'm not sure of her age, but I would guess in her 90s as of 2014. As I was leaving, she asked me for a second coin so that she could display both sides in the museum. I happened to have another one at my hotel and returned a few days later and gave it to her. She had a twinkle in her eye and told me she didn't think I would be back. Not a chance!

Now, fast forward to a few months ago. I was watching a documentary on Netflix called, *'Return to the Philippines, the Leon Cooper Story'*. To my surprise, Ms Yopez was featured in this documentary and she told an interesting story about being a spy in WWII. She said that she had long hair then and used to wrap it in a bun to hide messages and smuggle food across Japanese lines to guerrilla forces.

She told a story of hiding in a water buffalo cart under a pile of straw. A Japanese sentry stopped the cart for inspection and stuck his bayonet into the straw at random. He barely missed a lethal thrust, just grazing her back. She says she still bears the scar.

It's people like this courageous lady who inspire me and I feel privileged to have met her. Thank you, Ms Yopez, for your many years of service both during and after the war.

Long Beach Adopts Renewable Diesel for Fleet

February 03, 2016

The City of Long Beach, Calif., has begun using renewable diesel for trucks and equipment used for maintenance and transportation in a move that expands the city's use of renewable fuels.

The shift will reduce emissions and bring renewable fuels use in the city fleet to 18% or 393 of the 2,185 vehicles managed by California's seventh most populous city. Long Beach will use about 430,000 gallons of renewable diesel a year for all of its diesel-powered vehicles, said Oliver Cruz, the city's fuel operations program officer.

"The shift to these renewable fuels is an important part of the city's commitment to sustainability and greenhouse gas reductions," said Mayor Robert Garcia. "I'm proud that Long Beach has one of the greenest fleets in the United States."

The city is purchasing renewable diesel at a comparable price to petroleum-based diesel. Renewable diesel is considered a sustainable fuel and is produced from waste fats, residues and vegetable oils.

Long Beach began using renewable liquid natural gas (RNG) in November to replace fossil liquid natural gas (LNG) in 85 vehicles including 55 refuse trucks, 78 heavy-duty Class 8 trucks, 16 street sweepers, three dump trucks, two tractor trucks, and two rear loaders. The city became the first in the country to use LNG for its street sweepers in 2003.

By using renewable diesel and RNG, the city is looking at a potential reduction of more than 6,000 tons of carbon emissions per year. The switch to RNG is expected to save the city approximately \$27,000 per year on its use of more than 826,000 gallons of LNG partly due to California's Low Carbon Fuel Standard (LCFS) credits.

Related: [Long Beach Switching Heavy Fleet to RNG From LNG](#)



Reflections of Okinawa - Part 2



Editor's Comments: Last month's article on Okinawa's conversion to left side driving on July 30, 1978 would not be complete without a few remarks from CMSgt (R) George McElwain regarding the impact it had on the Air Force.

'Chief Mac' was a fixture on Okinawa, having spent multiple tours with a total of 10 1/2 years at Kadena. He was there during the changeover and offers the following story.

7/30 and Kadena Air Base

Great storyline and the article about Okinawa was spot on. We should have added the story about the Air Force buses that we converted to left opening doors by using doors from all the salvaged buses in PACAF.

TSgt Frank Harmon (allied trades) came up with the how to and we sent off for the doors and hardware. We removed the seat behind the driver; the linkage was the same, just extended a bit to allow the driver to operate it using his/her left hand.

Our Okinawan body shop technicians were unbelievable in making them work. We used all the door pieces and the steps were manufactured in house and welded on. We had both doors operational, but barred the left door from use until 7/30. Then we barred the right door after the conversion.

We also came up with a headlight solution and adjusted the lights on all road vehicles by placing a strip of tape across the beam until 7/30, at which time we removed the tape. They worked fine until they burned out; then we replaced and readjusted the beam. The new headlights were placed on bench stock and we pressed on.

We saved a lot of money in the purchase of buses with right hand drive and left opening doors. TSgt Harmon received a medal for his effort.



This bus is obviously not one of Kadena's buses. It's an Army (USA) ambulance bus, but it illustrates the type of modification Chief Mac and his body shop technicians made on Kadena's Air Force buses. I'm told the doors on this bus, however, are positioned farther back. The doors on the Air Force buses were directly behind the driver.

The Survey Says...

Survey Question: What was your most memorable going away event?

Editor's Comments: As we explained in our email, this could have been a PCS move or retirement. A few chose to deviate slightly from the question, but that's okay. We received some terrific stories that I think you'll enjoy.

So what inspired this question? Well, I received a photo of a former employee who recently retired at Hickam and the gift his co-workers gave him was unique and heartfelt, one that I'm sure he'll cherish forever.

Orlando Vallejo

Orlando retired recently from the refueling maintenance shop at Hickam and two allied trades technicians crafted this chair for him by refurbishing an old moosehead nozzle and some scrap they found in the metal bin. Orlando said he plans to add a cup holder to hold his "beverages" and use the chair when he works in his garage at home. Happy retirement, Orlando!



Roger Storman

As I've said many times before in this newsletter, Clark Air Base was my favorite assignment, so it's no surprise that my most memorable going away event was there. It occurred after my second tour in 1991.

Twenty five years later, I still have the gifts I received from the body shop and our civilian laborers.

The laborers performed odd jobs around the compound and were compensated with scrap metal which they sold off base at market prices.

The leader of this 4-man workforce was a fellow named Ben. They were all Aeta, an indigenous people on the island of Luzon. Their craftsmanship is superb.



Ben presented me with a handcrafted knife that rivals Crocodile Dundee's knife. It measures 18 inches from the tip of the blade to the butt of the handle, which is equipped with brass knuckles. The blade itself is 12 inches long and 2 inches wide.

The gift from the body shop is equally impressive considering the detail that went into the work. It's a combination bottle and letter opener fashioned from stainless steel.

The letter opener screws into the hollowed-out handle in both directions, with the blade inserted or exposed. The bottle opener is a hand with the thumb positioned inward to grip the bottle cap. The fingers and thumb even have nails.

I've learned that it's not always the monetary value of an item that makes it priceless. I'm grateful for both of these special gifts and the memorable send off from a base that I loved dearly.



Continued on PG 7

The Survey Says...

Survey Question: *What was your most memorable going away event?* **Col (R) Don Brewer**

Dan Berlenbach

Leaving Misawa AB, Japan in 1991, I had a farewell dinner at one of the restaurants downtown. It was a great dinner, lots of staff there, both JNs and GIs. We ate and drank well. When I went to leave (sober of course) I got in my Suzuki Samurai jeep (very small, RH drive, 3-cylinder, air cooled, fun-mobile) and put it in gear; it wouldn't go anywhere. I played with the clutch and transfer case, still no movement.

Finally, the light came on and I got out to look underneath. Sure enough, my friends had picked it up (only takes 3 guys per wheel) and blocked it just off the ground! That explained why everyone was standing around watching me leave...

Richard Chilson

For my retirement I had an outdoor ceremony. The official party, my commander (then Major Amy Pappas) and I, arrived on my Harley.

At the end of the ceremony, and unbeknownst to me, she pronounced that since SMSgt Chilson was kind enough to provide my transport in, it's only fair that I provide his going out.

And with that they rolled out a wheelchair painted with senior stripes, Harley logo, and flames. They pushed me to the beer keg and that started the afternoon/evening.

J. Golden

The day before I was to have my farewell party at the Rib House in Spain, my chief suggested we have it in the 401st LGTM's old hangar/bay. So, we changed it from the originally planned venue.

The next day on my way to Barajas, I saw that the Rib House had been blown up by the ETA (Basque separatist group). That farewell party at the shop was the best, and turned out to be the safest, with the change from the Rib House to the base.

David Faris

My best PCS move was given by 48th Transportation. I was a vehicle operations guy and worked in LGTR my entire time at Lakenheath. As the plans and programs and budget guy, I watched supply purchases and AF Form 9s like a hawk.

All the branches in transportation came, duct-taped me to a chair, and ran me around the compound dumping water on me while the branch chiefs and squadron commander watched.

Good times with Col Laden and CMSgt Pasno, Tommy Caldwell, and SMSgt Chilson. Big shout out to Capt Angela Derix and MSgt (R) Darlye Moore.

My memory quickly captures not a going away event, but a departure/arrival event. I was selected to command the 603rd Aerial Port Sq at Kadena AB, Okinawa back in 1986. But I had heart surgery to replace a dysfunctional valve and the Air Force announced their intent to retire me.

After demanding and receiving consideration by a retirement board at Lackland AFB, I was permitted to continue. Upon arrival at Kadena, after a very long flight and many hours without adequate arrest, I had dinner with the guy I was replacing.

During dinner I became very ill and passed out on the floor of the men's room. Regaining my feet, I went outside for fresh air, and passed out again on the patio. I spent that night and the next few days in the Naval Hospital at Camp Foster. I experienced severe vertigo for months following that any time I moved my head too quickly.

I later discovered that another individual on the flight on which I arrived in Okinawa experienced the same symptoms. The cause was never clearly diagnosed. But commanding the Aerial Port at Kadena was also one of my very best assignments during 38 years of service.

Col (R) Dennis Lami

One of my most memorable going away events was at Bergstrom AFB, Texas as the 67th Transportation Squadron Commander. My fighter pilot boss had called me "Snake". It was a nickname I picked up at my previous assignment at the Pentagon.

I had a civilian in firetruck maintenance who was a biker. He was a rough and gruff guy but an outstanding mechanic. He was not much for words and at my going away he gave me the attached gift. You could tell it was heartfelt and I was truly surprised but appreciative. Can't say that I received anything more unique.



Continued on PG 8

The Survey Says...

Survey Question: *What was your most memorable going away event?*

German 'Tito' Massa

While at Tuy Hoa, 66-67, we had moved from the "sand box" into our permanent metal buildings. As NCOIC of refueling maintenance, I had a total of 6 young GIs, from a Sgt to A2C.

When I came back from the flight line with Henry Kalani everybody had gone to chow and one of the "papa sans" was sleeping under an R-2, so Henry and I got a pair of scissors and trimmed his beard, which probably took him 18 years to grow.

After we returned from chow, all the GP shop mechanics were outside, so we asked what the hell was going on. MSgt Freddy Vontobel replied, "Somebody clipped the papa san's beard and he was pissed and swinging a broom stick in the shop."

Well, we went back to my refueling maintenance shop as we "didn't know anything." Time came for me to leave Tuy Hoa, and I told Henry that once the "freedom bird" gets off the ground, tell Freddy I did the deed.

Months later I got a call from SAC HQ while at Plattsburg refueling maintenance. Yep, it was Freddy; he said he was going to make sure I got an assignment to "BFE". But we had a good laugh after that.

Greg Morris

My most memorable event was my retirement from the Air Force at Eglin AFB Florida. What made it so fantastic?

First, my retiring officer was Brigadier General Mary Saunders who was my transportation commander while I was stationed at Yokota AFB, Japan. She was a great person, strong leadership and management abilities and definitely a people person with a heart of gold. She made the squadron - One Team.

Second, my best friend, CMSgt (R) Ron Schulhofer, was my officiating "Master of Ceremonies". Ron and his wife, Donna, were and are great friends of mine. They are the kind of friends that you only have a very few of in your lifetime.

Wow, did we have great times in Europe assigned to the HQ USAFE/LGTV staff. Ron and Donna are friends that would drop everything and be at your side in a moment's notice and stay there until all is right.

Third, two more of the best people and friends I have known turned up for my retirement - Bobby and Bobby Vardeman Jr. Those two individuals are God's gift to the civilized world and I can't say enough good things about them.

Lastly, I had family all around me and it wasn't a funeral they were attending, but the joyous occasion of my retirement. Over the years, funerals have been times that we would gather and the only times we would see each other.

The best of a great life in the military was over and my wife, son and I retired from the life we had known for over 30 years. We jumped into the civilian sector with both feet and...Life is Good!

Al Baird

My PCS move from civilian life to military life is the most significant one that has stood the test of time. All others are pale in my memory.

In 1947, my father, a farmer, died at the age of 47. In 1948 my best friend, Johnny Walker, and I were having a conversation when one of us said, "Let's go join the Marines", and the other one said, "Well, alright ten" (we lived in Tennessee). It was pretty clear that neither one of us wanted to be farmers.

So, we were soon off to the recruiter's office to join the Marines where we were hijacked by an Air Force recruiter (just like on the Barbary coast) who said, "Hey there, where are you boys going?" After we told him we were going to join the Marines he said, "Naw, naw, you don't want to join the Marines. Come on in here and let me tell you about the USAF."

"Here's your meal tickets, orders, and train tickets"

A few days later, after filling out some paper work and getting a quick medical review, my group of about seven were all set to go. A guy with a lot of stripes said, "Hey you, yeah, you the tall one; you'll be in charge of getting these men to Lackland AFB. Here's your meal tickets, orders, and train tickets."

Wow, my first official AF job! Now I know how Eisenhower must have felt. Yep, that was my train ride and it belched smoke and steam all the way to some place called Texas. At that time my head was full of good stuff.

I already knew how to read, write and spell some words, and I already knew the earth was round, but that's about all. I figured they would teach me the other few things I might need to know, and did they ever!

Counting basic training and the NCO Academy they made me attend about fourteen courses before finally being put out to pasture. I do remember one subject on the last course I took included how to disarm an uncooperative person that you were interviewing as an IG inspector.

After basic training my Air Force career was just a whirlwind of activities that ended 26 years later. Being hijacked kept us out of the Marines during the Korean War where 33,739 U.S. military were killed and 103,284 were wounded.

MSgt Jeremy Hitt

My most memorable time is when my family came down to San Antonio to visit me prior to deploying to Iraq for convoy duty.

Continued on PG 9

The Survey Says...

Survey Question: What was your most memorable going away event?

George McElwain

My most memorable event was my retirement ceremony at Kadena AB, Okinawa in December 1990. We had a flight of 40 CMSgts assigned as I gave my retirement farewell speech.

About 75 or so civilian and military dependents also attended the affair, which was held at the NCO Academy building. I was presented the American Flag that was flown after retreat.

I was the treasurer for the Kadena Chiefs' Group for the entire 6-year tour (IPCOT) and we had accomplished a lot during my assignment. During my 30-year career, my family and I spent 10 and 1/2 years total at Kadena, with one child born on the island; it was a wonderful day and a super time in our lives.

Col (R) Robert King

My most memorable going away event was my farewell at Kunsan AB, Korea. After the party that was held in the picnic area outside the 8th TRNS dorm, the folks in the squadron decided to hose me down using one of the base fire trucks.

When they were through, I walked toward the Airmen who were manning the hose and held my hand out like I was going to shake their hands...instead, I grabbed the hose away from them and proceeded to hose down everyone who was at the party. A good time was had by all!

My most memorable going away gift, also from Kunsan, has a back story. As the 8 TRNS/CC, I prided myself with my ability to drive anything that was in the yard (although my learner's permit for the tractor trailer was marked "Forward Only - No Reverse"). We were due to take many of the base personnel to Osan AB for the 7AF Annual Awards Banquet, and I decided it would be fun to drive the bus.

My SSgt trainer spent a couple of weeks sitting behind me while I drove the bus all over Kunsan AB, and he kept telling me that "we never use first gear!" After two weeks behind the wheel, I felt I was ready to make the overland trip to Osan AB. Everything went well until we stopped at a rest stop that was about half way up a fairly steep hill.

As we left the rest stop, I could smell something burning. I thought it was the truck in front of me, and mentioned it to my trainer (who was still sitting in the seat behind me). As I passed the truck, I realized that I could still smell what I thought was burning rubber...and so could everyone else on the bus.

It turns out that I had smoked the clutch as we left the rest stop, because I didn't use first gear (as I'd been taught). What the trainer meant to say was that "we never use first gear when we're driving around the base empty...you have to use it when you have a full load of passengers and baggage on board!"

We arrived at Osan AB, and everyone left the bus...except for my trainer and my NCOIC of Vehicle Maintenance, then SMSgt Ken Bottari. As he left the bus, Ken leaned down and whispered in my ear, "Sir, you're killing me...and when this clutch needs to be replaced, you're going to do it!" I got lucky, and the clutch had to be replaced at Osan AB the following week!

"And yes, Transportation was spelled wrong."

The going away gift from my Vehicle Ops flight was the flaming clutch plate in the picture below.

The name plate reads: *"Major Robert J. King, Commander 8th Transportation Sq, 12 July 93 to 11 July 94. In thanks, from the Vehicle Operations Flight to the BEST bus driving, gear jamming, clutch burning, music blasting Commander a Flight could ever have."*

And yes, Transportation was spelled wrong.



OPERATION DEEP FREEZE



DEFENSE LOGISTICS AGENCY
THE RIGHT SOLUTION - ON TIME, EVERY TIME

Annual Operation Deep Freeze delivers fuel to Antarctica

By Tanekwa Bournes | DLA Energy Public Affairs |
February 22, 2016

Contributor: MSgt (R) Bobby Werner / 2T3

MCMURDO STATION, Antarctica -- Defense Logistics Agency Energy continued its annual support of Operation Deep Freeze in Antarctica with this year's delivery of fuel.

The organization's part of the mission began May 29 when it was contacted to fulfill fuel requirements and concluded with the delivery of almost 5 million gallons of fuels to McMurdo Station, Antarctica, Feb. 3.

"Each year, DLA Energy and the Military Sealift Command execute the Operation Deep Freeze resupply mission in support of the National Science Foundation," said Trina Wadley, contracting officer with [Bulk Petroleum Products](#)' Overseas Europe and Africa team.

During the latest refueling mission, the Maersk Peary oil tanker was loaded with 3.5 million gallons of AN8 jet fuel, 1.2 million gallons of JP5 aviation turbine fuel and 120,000 gallons of motor gasoline Dec. 18.

"Our mission, supporting science around the continent takes us to some of the coldest places on earth. The AN8 is specially formulated to have a freezing point of -58 degrees Celsius or lower so it can be used by aircraft and generations in these remote and extreme locations," said Margaret Knuth, Antarctic Infrastructure and Logistics operations manager with the NSF.

"We need JP5 to resupply the USCG Icebreaker Polar Star. The Polar Star breaks a channel to the station that allows for the cargo and fuel resupply to happen."

"DLA Energy feels honored to play such an intricate role in such a vital mission," Wadley said. Operation Deep Freeze began in the late 1950s as a free-standing U.S. military mission in the Antarctic. The name now refers to the U.S. military's logistical support component of the NSF-managed U.S. Antarctic Program.



The Coast Guard Cutter Polar Star cuts a channel into a field of fast ice in McMurdo Sound, Antarctica, Jan. 7, 2016. During Operation Deep Freeze 2016, the U.S. military's logistical support to the National Science Foundation-managed U.S. Antarctic Program, the Polar Star's mission is to create a navigable channel to McMurdo Station for several resupply vessels. (Photo by Petty Officer 2nd Class Grant De)

EDITOR'S NOTE: The Vehicle Story — Hickam managed a small fleet of vehicles at Christchurch, NZ to support this mission. Prior to 2013, there were two 25K loaders, two 10K forklifts and a tug. In June of 2013, with the AF's concurrence, the loaders and forklifts were transferred to the National Science Foundation (NSF) and continue to support *Operation Deep Freeze*. The tug remains an AF asset.

Related Video

"The resupply mission on McMurdo Science base down in Antarctica. A trip of a life time which I was able to catch with six different GOPRO's using time lapse and video. These short four minutes are only a small glimpse of the entire operation."

Tanner Evans / March 2016



AUTO HOBBY SHOP

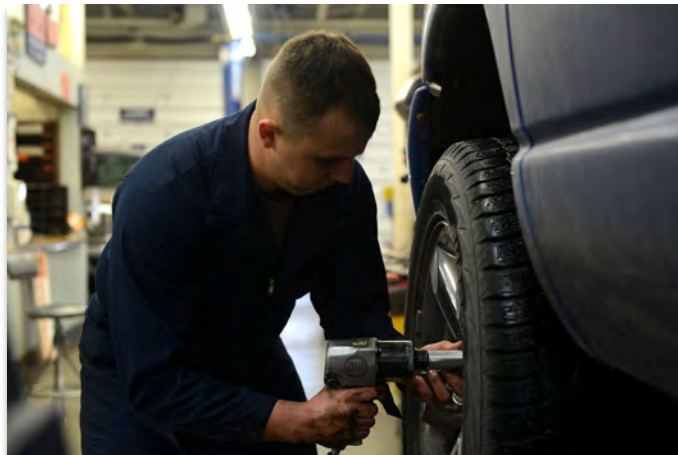
YOUR HOMETOWN GARAGE

Automotive Skills Center more than car repair

by Airman 1st Class Javier Alvarez
JBER Public Affairs

2/29/2016 - **JOINT BASE ELMENDORF-RICHARDSON, Alaska** -- People who don't want to rely on public transportation might visit a used-car lot in search of a diamond in the rough.

Owning a car can be financially exhausting, and if a person's gem turns out to be a lemon, shop fees can leave them in financial ruin.



Senior Airman Brian Sanchez, a 732d Air Mobility Squadron aircraft services specialist removes a tire from his vehicle at the Automotive Skills Center on Joint Base Elmendorf-Richardson, Feb 24, 2016. The ASC is available on base to assist with more car repair and maintenance needs. (U.S. Air Force photo by Airman 1st Class Javier Alvarez)

Fortunately, the Automotive Skills Center on Joint Base Elmendorf-Richardson can alleviate the financial burden of car repair while promoting self-reliance.

"Last week, I put a different transmission in my truck," said Tony Johnson, a retired Air Force C-130 crew chief. "I think I spent around \$1,200 here. At a shop in town it would have cost me upwards of \$3,000."

The potential savings are substantial. "There's a customer who came here to fix his radiator," said Quirt Peluso, ASC automotive worker. "We helped him with that and in the end he paid a few hundred dollars for the parts. He was quoted \$2,000 at a local shop."

After paying \$5 per hour for a flat bay or \$7.50 per hour to use a lift, patrons are afforded access to all the tools the shop has to offer, said Pat Clare, ASC automotive mechanic.

The staff of automotive repair technicians can provide a substantial amount of car repair and maintenance knowledge.



Tony Johnson, a retired Air Force C-130 crew chief, performs maintenance work on his truck at the Automotive Skills Center on Joint Base Elmendorf-Richardson, Feb. 24, 2016. The ASC is a 16 bay auto shop that provides assistance with most car repairs. (U.S. Air Force photo by Airman 1st Class Javier Alvarez)

"We can help with brakes, oil changes, tire rotations, clutch work - we can pull engines out and help customers put them back together," Clare said. "We can help with just about anything." The ASC is more than just a place to save money; each maintenance job or fix can be a potential learning opportunity.

The ASC staff don't fix the vehicles that come into the shop, said Bob Burek, one of the ASC shop leads. Instead they use their knowledge of car repair to assist customers, which makes customers self-reliant.

"Even if somebody doesn't have something to work on, they can come down and look around or ask questions," Peluso said. "If they have a project down the road they can prepare for it and see if it benefits them to come in."

The ASC won the JBER January 2016 Interactive Customer Evaluation customer service award - a testament to their commitment to their work and customers.

"It's a good bunch of guys here," Johnson said. "They come by and check up on you constantly to make sure everything is going okay. If you run into a problem there's someone here that knows how to help. And if they don't know the answer, they know where to find it."

There's peace of mind in knowing the work that went into the vehicle repair was done first hand, said Senior Airman Brian Sanchez, a 732d Air Mobility Squadron aircraft services specialist. "I studied automotive before joining the Air Force," he said. "This place allows me to pick up where I left off."

As winter comes to an end, the staff at the ASC expect an influx of patrons looking to change from winter to summer tires. People can rest assured the ASC will be open, assisting customers with their car-repair needs.

51 LRS-ROK Solid

Cargo delivery team keeps Osan's mission rolling

By Tech. Sgt. Travis Edwards, 51st Fighter Wing Public Affairs / Published March 11, 2016



Senior Airman Justin Shepherd-Helm guides Senior Airman Sterling Tutt toward a wooden box to pick it up with a forklift during Exercise Beverly Midnight 16-01 at Osan Air Base, Republic of Korea, March 9, 2016. Shepherd-Helm and Tutt are both 51st Logistics Readiness Squadron documented cargo section vehicle operator dispatchers. The documented cargo section delivers mission essential cargo to units across the base to ensure aircraft and other Air Force assets are ready and available for use. (U.S. Air Force photo by Tech. Sgt. Travis Edwards/Released)

OSAN AIR BASE, Republic of Korea --

Deep in the heart of Osan, there is a small group of Airmen responsible for ensuring the entire base gets the parts and equipment they need, when they need it, especially during exercises like Beverly Midnight 16-01.

They are the Airmen from the 51st Logistics Readiness Squadron documented cargo section of vehicle operations. A team that focuses on their customers and ensuring the proper documentation of equipment that comes to the installation.

"We're like your own personal commercial cargo delivery service," said Senior Airman Justin Shepard-Helm, 51st LRS vehicle operator dispatcher and one of the four Airmen who work in the documented cargo section. "We deliver all across the base to nearly every unit -- a lot comes through our office."

From tires and aircraft pylons to washers and even spare parts for the M-4 carbine rifle, these Airmen have seen just about everything come through their warehouse.

"These units on base depend on us to get them the right parts on time," said Shepard-Helm. "We delivered the cots to [the 51st Force Support Squadron], who used them fill up the [collective protection system] dormitories during the exercise."

Key dorms on Osan Air Base were filled with sleeping cots to exercise the maximum capacity of the CPS facilities in case of a chemical attack. The cots would provide Airmen a safe place to rest their head at night without having to continuously wear chemical warfare protective gear.

"It comes down to customer service," said Senior Airman Sterling Tutt, 51st LRS vehicle operator dispatcher. "It's important for us to have a good relationship with the people we deliver cargo to and those we receive cargo from."

He added the relationship and camaraderie built with the units and the people in them make the job worthwhile because the section they work in is so small.

However the job isn't just moving cargo from one place to another. Shepard-Helm said proper documentation of the cargo movements is necessary to preserve the integrity of the system and is required to be a good steward of taxpayer money.

The driving is easy according to Shepard-Helm. "The hard part is getting to know the other [Air Force Instructions] of the units we coordinate with, to get the cargo to the customer," he said.

The documented cargo section routinely works with the traffic management office and with base supply for routine requests for specific resources and materials.

However, when a piece of equipment or cargo has to be delivered immediately, it's stamped as a MICAP, or mission capability item. A MICAP is an essential piece of equipment that can bring a unit's mission to a halt.

"I get a sense of pride knowing that I'm delivering parts that put aircraft in the air," said Shepard-Helm. "It's honestly great. We go all around base to all these different units and learn and experience what they do and what they need to work; after a while, you start to see the big picture of how one unit affects the other and ultimately, at the end of it all -- all those jets get airborne. There's no better feeling."



Senior Airman Justin Shepherd-Helm, 51st Logistics Readiness Squadron documented cargo section vehicle operator dispatcher, reviews a shipping document to verify the cargo's destination during Exercise Beverly Midnight 16-01 at Osan Air Base, Republic of Korea, March 9, 2016. Shepherd-Helm checks specific shipping documents when he has to make a delivery to verify if additional cargo can be dropped off in the same area. BM 16-01 is an exercise designed to test the warfighting capabilities of the units assigned to the 51st Fighter Wing with a focus on readiness, defending the base, executing contingency operations, and sustaining the force. (U.S. Air Force photo by Tech. Sgt. Travis Edwards/Released)

Nellis Refueling Mx



Staff Sgt. Spencer Hardesty, 99th Logistics Readiness Squadron firetruck/refueling truck mechanic begins his inspection of an R-11 refueling truck at Nellis Air Force Base, Nev., Feb. 16, 2016. During Red Flag 16-1 the maintenance unit was responsible for 8.4 million gallons of fuel pumped, supporting 4,200 sorties. (U.S. Air Force photo by Airman 1st Class Kevin Tanenbaum)

99th LRS refueling maintenance keeps Nellis AFB flowing



NELLIS AIR FORCE BASE, Nev. - When it comes to the members of the 99th Logistics Readiness Squadron's refueling maintenance unit, hard work is not an option, it's a necessity.

This small team, usually made up of four Airmen and one civilian has the vital mission of supporting flight line activity by performing bumper-to-bumper maintenance on the refueling trucks to make sure they are in service and ready to go out to the flight line at any time.

"Our mission revolves around the flight line and making sure we do our part to help keep the planes in the air," said Senior Airman Jacob Marjama, 99th LRS firetruck and refueling truck mechanic. "It's a behind the scenes type mission as most people don't see the refueling trucks on the flight line refueling the planes. Without fuel there wouldn't be any sorties, so it's important to make sure that we support the 99th LRS fuels maintenance flight by making sure the refueling trucks are accessible to them and that they are in service and available for them."

In the 2016 fiscal year, the maintenance unit is already responsible for 22 million gallons of fuel pumped, supporting 11,000 sorties. During Red Flag 16-1 they were responsible for 8.4 million gallons of fuel pumped, supporting 4,200 sorties. These staggering numbers show just how important the refueling maintenance unit is to the flying missions that take place at Nellis Air Force Base, Nevada.

"How the process works is that we are responsible for any vehicle maintenance on the refueling trucks, and we work with the fuel maintenance flight hand-in-hand as they communicate with us and help us out by letting us know what problems the driver noticed when operating the truck," said Marjama. "Operator documentation is then filled out that tells us what problems the truck is having and we get right on it and try to fix the issue as quickly as possible so the truck can be serviceable."

The refueling maintenance unit primarily works maintenance on the R-11, R-12 and C300 refueling trucks.

"The R-11 is our bread and butter for supporting the mission," said Marjama. "We have 37 R-11's and they get the most usage out of all the refueling trucks. That is why we have so many of them."

The Kovatch R-11 refueling truck carries an aluminum tank with 6,000 gallons of jet fuel. It has an electronically controlled pump and the pumping compartment is located behind the cab and is used for refueling most aircraft on the flight line.

The R-12s are mainly used for bigger aircraft, such as a C130, that require a lot of fuel. The R-12 doesn't have a tank, but it has hose that hooks into the fuel tanks located underneath the flight line.

The C300 is a refueling truck that is used for all refueling needs outside of the flight line for Nellis Air Force Base.

"We have such a huge mission at Nellis AFB," said Staff Sgt. Spencer Hardesty, 99th LRS fire truck and refueling truck mechanic. "Doing preventative maintenance is probably the most important part of our mission. We have a lot of trucks, but something like Red Flag and Green Flag occur so you have to make sure we have as many serviceable trucks as possible."

Even though the maintenance team performs preventative measures to make sure the refueling trucks remain serviceable, there are still unforeseen problems that arise that must be taken care of. The 99th LRS Maintenance Unit has the training and tools to take care of any problem as swiftly as possible.

"The most difficult task is when something is 'hard broke,' said Hardesty. "Let's say the auxiliary throttle isn't working properly on a truck. Depending on the type of maintenance that is needed to fix this problem, it could be a one-day fix or it could take a couple months before it can be fixed. When something is hard broke it takes away from our capability so it is important to work as quickly as possible to get the truck up and running again." When maintenance needs to be performed the team relies on the tools they have in the shop and most importantly rely on each other.

Continued on PG 14

Nellis Refueling Mx

Continued from PG 12



Staff Sgt. Spencer Hardesty (right), 99th Logistics Readiness Squadron firetruck/refueling truck mechanic, goes over the maintenance schedule for the R-12 refueling truck with Senior Airman Christopher Clanton, 99th LRS firetruck and refueling truck mechanic, at Nellis Air Force Base, Nev., Feb. 16. In the 2016 fiscal year, the maintenance unit is already responsible for 22 million gallons of fuel pumped, supporting 11,000 sorties (U.S. Air Force photo by Airman 1st Class Kevin Tanenbaum)

“Teamwork is the most important thing,” said Marjama. “Communication between us is vital to the mission and making sure the trucks not only get service, but stay in service. We want to prevent them from having to come into the shop for maintenance as much as possible so that they can be out there supporting the flying missions.”

Even though the maintenance unit is small and is responsible for a vast number of vehicle maintenance fixes, they are a well-trained, disciplined, and motivated team that shows pride in their work and are always ready to get the job done no matter what it is.

“Regardless of what we are doing we are working hard and giving 110 percent to make sure that the mission we are supporting has what they need,” said Marjama.



Tailfins and Taillights Quiz

When cars had personality !!!

Contributor: WS-12 (R) Reade Holzbaur

Touch the circles and match the cars....4 at a time. Scroll down to NEXT after each set.

Challenge your car knowledge and take the quiz!

<http://www.americantorque.com/game/tailfins/>

Vandenberg Vehicle Ops



Airman 1st Class David Kucko and Airman Marcus Travis, 30th Logistics Readiness vehicle operators, test out the tow line on their 10-ton tractor during a vehicle inspection, Jan. 21, 2016, Vandenberg Air Force Base, Calif. The 30th LRS vehicle operations works as the control center for government vehicles not assigned to specific units, a fleet of 61 vehicles that includes everything from everyday sedans, trucks and buses to more specialized equipment like 10-ton tractors and all-terrain forklifts. (U.S. Air Force Photo by Michael Peterson/Released)

30th LRS vehicle operations keeps launch mission moving

by Michael Peterson
30th Space Wing Public Affairs

2/4/2016 - **VANDENBERG AIR FORCE BASE, Calif.** -- Across the Air Force, the primary mission of Logistics Readiness Squadrons typically focus on supporting the various aircrews and supplying the aircraft on base.

While there might not be the usual flying mission for the 30th LRS vehicle operations unit, Vandenberg does host another unique mission that requires a great deal of their logistical support.

The 30th LRS vehicle operations works as the control center for government vehicles not directly assigned to specific units, operating a fleet of 61 vehicles that includes everything from everyday sedans, trucks and buses to more specialized equipment like 10-ton tractors and all-terrain forklifts.

They support a wide variety of day-to-day operations such as running pickups and deliveries, transporting personnel, moving barricades, issuing U-Drive-It vehicles, as well as overseeing vehicle licensing and training for the entire base. However, there is one key difference in their role at Vandenberg AFB.

"Here at Vandenberg, our mission is a little different from other bases where there are flying missions," said Tech. Sgt. Daniel Marrufo, 30th LRS vehicle operations control center NCOIC.

"At those bases we normally support the aircrew and their aircraft, so we'd have something like pickup and delivery service for aircraft supply parts. We still do that pickup and delivery, but we do it for missiles and rockets instead."

To the average driver on base, seeing GOVs and their operators out on the roads is such a common occurrence that one rarely gives it a second thought, but the 30th LRS vehicle operations understands how vital transportation is to the launch mission at Vandenberg, where launch facilities are spread throughout the third largest base in the Air Force, which encompasses more than 150 square miles of land area.

"We tend to operate behind the scenes, so you don't always notice the support we provide," said Tech. Sgt. Thomas Grogan, 30th LRS vehicle operations supervisor. "Everything builds up for the launch though. Whether it's our training section, our licensing section or our equipment section, we pull together for the same thing. It's important to get the job done."

During launch weeks, there is a flurry of extra activity running deliveries, transporting equipment and personnel, placing bleachers, prepping vehicles and more.

Continued on PG 16

Vandenberg Vehicle Ops



Continued from PG 14

Each launch is unique, so requirements and locations often vary from mission to mission. Factor in the large increase of check-out vehicles issued to other units and the support of incoming DVs and guests for viewing, and launch time can prove to be taxing for the 30th LRS vehicle operations, but as launch-related requests start pouring in, their controllers and operators work to ensure every unit gets the additional logistics and vehicle support they need - when they need it.



Airman 1st Class David Kucko and Airman Marcus Travis, 30th Logistics Readiness vehicle operators, test out the tow line on their 10-ton tractor during a vehicle inspection, Jan. 21, 2016, Vandenberg Air Force Base, Calif. The 30th LRS vehicle operations works as the control center for government vehicles not assigned to specific units, a fleet of 61 vehicles that includes everything from everyday sedans, trucks and buses to more specialized equipment like 10-ton tractors and all-terrain forklifts. (U.S. Air Force Photo by Michael Peterson/Released)

"Four to five years ago, we had maybe 60 percent of our U-Drive-It vehicles used for launch support," said Marrufo. "Now, it's not unusual for all of our general purpose vehicles to be exhausted during a launch, and we usually have a couple of buses and our surrey - with operators - out doing DV support."

A big reason for the increased vehicle usage - a recent fleet reduction conducted by Air Force Space Command in 2014. The number of unit-assigned GOVs was cutback during the process, centralizing more vehicles into the capable hands of the 30th LRS vehicle operations for coordination.

"There was a little bit of a panic at first. Everyone was afraid of losing their vehicles and not being able to complete their primary mission," said Marrufo of the AFSPC reduction. "They maintained our UDI fleet though, so other units could still come and get the vehicles they need. Over the last year and a half, we've noticed the increase in UDI requests here, especially during launches."



Airman 1st Class David Kucko, 30th Logistics Readiness Squadron vehicle operator picks up keys from Airman 1st Class Pierre Brown, 30th LRS vehicle controller, for a pre-inspection of a U-Drive-It vehicle, Jan. 21, 2016, Vandenberg Air Force Base, Calif. It is not uncommon for the 30th LRS fleet of UDI vehicles to be exhausted during launches at Vandenberg. (U.S. Air Force Photo by Michael Peterson/Released)

The reduction may have produced more work in coordinating and issuing vehicles, but thanks to the flexibility and effort of the vehicle operations controllers and operators, the launch support missions at Vandenberg are able to continue on with a smaller, efficiently-managed fleet.

While it may be rockets and launch crews instead of airplanes and air crews, the mission of logistics support remains the same - and launch after launch, the 30th LRS vehicle operations continue to show they will deliver.



Senior Airman John Spencer, 30th Logistics Readiness Squadron vehicle controller, updates the dispatch board in the vehicle operations control center, Jan. 21, 2016, Vandenberg Air Force Base, Calif. It is not uncommon for the 30th LRS fleet of UDI vehicles to be exhausted during launches at Vandenberg. (U.S. Air Force Photo by Michael Peterson/Released)

Active Duty & Reserve Conduct Convoy Operational Readiness Training (CORT) at Luke



Airman 1st Class Tyler Casper, 56th Logistics Readiness Squadron vehicle operator, leads a group of Airmen from the 944th Fighter Wing and 56th Fighter Wing during a land navigation exercise as part of the Convoy Operational Readiness Training March 5, 2016. CORT training is a bi-annual requirement for LRS members and incorporates classroom instruction and a hands-on exercise. (U.S Air Force photo by Staff Sgt. Nestor Cruz)

Logisticians go to CORT

By Staff Sgt. Nestor Cruz, 944th Fighter Wing Public Affairs / Published March 11, 2016

LUKE AIR FORCE BASE, Ariz. -- Members of the 944th Logistics Readiness Squadron partnered with the 944th Security Forces Squadron to conduct Convoy Operational Readiness Training March 3 - 6. The training incorporated classroom instruction and a hands-on exercise.

"The exercise gives our vehicle operators a chance to put into practice what was learned in the classroom," said Senior Master Sgt. Stephen Brook, 944th LRS transportation manager. "It's a critical part of CORT training."

CORT is a bi-annual requirement for all LRS vehicle operators and maintainers, Brook said.

Prior to the exercise, vehicle operators and maintainers learned about several expeditionary topics including convoy security, expedient repairs in the field and medical evacuation. Training was also conducted in land navigating and the proper use of a radio.

The training culminated with an operational exercise conducted at Luke Auxiliary Field. Airmen with the 944th Fighter Wing as well as a handful from the 56th Fighter Wing locked and loaded paintball guns and headed into the exercise area in a convoy of off-road vehicles. Security forces members ambushed the vehicle operators at random points along the route, creating a realistic training experience.

"The exercise has evolved over the years, every year we add a piece to make it better," said Senior Master Sgt. Michael Orso, 944th LRS vehicle maintenance superintendent. "Having security forces play the role of aggressor adds to the deployment mentality and sets us up for a real-world experience." The convoy exercise provided LRS members the opportunity to demonstrate their knowledge of vehicle intervals, communicating in the field and reacting to attacks.

"The biggest take-away from CORT training is the hands-on experience because multi-sensory training is the best way to learn," said Orso. "When we mobilize, that training will kick in and our vehicle operators will be able to trust in the training they received."



TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 May 2016

SPECIAL POINTS OF INTEREST:

- ⇒ TYNDALL'S LRS BEST IN AF: PG 1 - 2
- ⇒ 2016 LEADING FLEETS: PG 2

Tyndall's LRS best in Air Force

By Senior Airman Alex Fox Echols III, 325th Fighter Wing Public Affairs /
Published April 07, 2016

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Members of the 325th Logistics Readiness Squadron participate in a retreat ceremony Aug. 6, 2014, at Tyndall Air Force Base, Fla. The 325th LRS won the Air Force's 2015 Major General Warren R. Carter Daedalian Logistics Effectiveness Award. (U.S. Air Force photo)

TYNDALL AIR FORCE BASE, Fla. (AFNS) -- The Air Force's newest logistics readiness squadron is now known as "the best of the best" in the Air Force.

The 325th Logistics Readiness Squadron has won the Air Force's coveted 2015 Major General Warren R. Carter Daedalian Logistics Effectiveness Award less than two years after its official activation.

"The Daedalian award is a logistics effectiveness award," said Lt. Col. Anthony J. Mullinax, the 325th LRS commander. "Since the 325th LRS encompasses everything logistics, it is the one award that recognizes everything we do. It highlights the squadron in all of its functional abilities as the overall best of the best at what they do."

Activated in June 2014, the 325th LRS is the first squadron in history to win the award during their first year of eligibility. They have come a long way to claim this victory over their already well-established peers.

"Our Airmen are the heroes," said Chief Master Sgt. Frank Graziano, the 325th LRS deployment and distribution superintendent.

Graziano gives full credit to the men and women of the LRS for the award.

"The men and women of the 325th Logistics Readiness Squadron, Phoenix Nation, worked hard to achieve this accolade," he said.

Continued on PG 2



See our 2016 Memorial Day tribute to this renowned painting and the bio of its artist, Lee Teter, on PG 10.

Tyndall's LRS best in Air Force

Continued from PG 1

"We took the Air Force by storm, exceeding all expectations ever levied upon us and continued to thrive through all challenges. The 'Mighty Phoenix Nation' has now left our mark across all of the Air Force as the premier LRS."

The squadron began with 120 Airmen and has grown to more than 275 personnel. And that was the key to winning this award: The Airmen.

"It all comes down to having the right Airmen," Mullinax said. "They are the foundation of this squadron and every bullet that went into that award is a function of what they did."

They truly show up to the job every day wanting to make it better and just trying to be the best at what they do."

The 325th LRS is an extremely diverse squadron and supports everything from deployment and distribution to vehicle management. It takes an enormous amount of teamwork, leadership and followership to win such a prestigious award, Graziano added.



Announcing the 2016 Leading Fleets

April 7, 2016

Government Fleet magazine and the American Public Works Association (APWA) have announced the Leading Fleets for 2016. The awards program, sponsored by Ford Motor Company, recognizes operations that are performing at a high level, particularly in fleet leadership, competitiveness and efficiency, planning for the future, and overcoming challenges.

The 50 Leading Fleets represent the best in the industry. Government Fleet will announce rankings for the top 20 fleets as well as top fleets in size categories: No. 1 small fleet (499 or fewer assets), No. 1 mid-size fleet (500-999 assets), and No. 1 large fleet (1,000 or more assets) at [GFX](#).

The Leading Fleets and Notable Fleets will be recognized at GFX during the Honors Celebration, with certificates and plaques, and with a group photo to be published in the awards issue of Government Fleet magazine. [Public Fleet Hall of Fame](#) inductees and the [Fleet Manager of the Year](#) will also be honored at the awards ceremony.

See complete article at: [Leading Fleets](#).

Editor's Comments: Truckin' On would like to recognize and congratulate former Air Force Transporters whose fleets were selected among the best in the nation, many of whom are repeat recipients of this award.

Leading Fleets (in alphabetical order):

- City of Fairfield (David Renschler, CPFP)
- City of Lakeland Department of Public Works (Gary McLean)
- City of Long Beach (Dan Berlenbach, CPFP)
- Denver International Airport (DEN) (Jeff Booton)
- Hillsborough County Florida (Robert Stine Jr.)
- Manatee County Government (Michael Brennan, CEM) *Ron Schulhofer is Director of Public Works
- Montgomery County Fleet Management Services (William Griffiths)

Notable Fleets

The accomplishments and efforts of the following fleets warrant recognition.

- Sarasota County Government (Gregory Morris)

100 BEST FLEETS



Editor's Comments: Each year we feature the **100 Best Fleets in the Americas**. This program is different from the **Leading Fleets** award highlighted in the article on PG 2.

The **100 Best Fleets** program recognizes and rewards peak performing fleet operations in North America. Currently in its sixteenth year, **100 Best Fleets** identifies and encourages ever-increasing levels of performance improvement within the fleet industry.

100 Best Fleets is sponsored by Tom C. Johnson, consultant and author, announced at the **NAFA Institute and Expo** and published in **American City & County Magazine**.

As with the **Leading Fleets** award, **Truckin' On** also likes to recognize public fleets at all levels managed by fellow **Air Force Transporters** that placed among the **100 Best Fleets**...see table in the right column for this year's winners.

See the list of all **2016 100 Best Fleets winners and Honorable Mentions** at the link below.

[2016 Winners: The 100 Best Fleets in the Americas™!](#)

Fellow Air Force Transporters		
Rank	Agency	Name/Position
# 34	Air Force, 441st Vehicle Support Chain Operations Squadron	CMSgt (R) Randy Livermore Technical Director AF Vehicle Management
# 38	City of Tampa, FL	SMSgt (R) Connie White-Arnold Chief of Operations
# 41	City of Lakeland, FL	SMSgt (R) Gary McLean Fleet Manager
# 52	Tinker AFB, OK	Victoria Hoppes
# 53	Denver Water, CO	SMSgt (R) Daniel Fish Fleet Manager
# 59	Sarasota County, FL	CMSgt (R) Greg Morris Fleet Manager, Fleet Services
# 61	City of Fairfield, CA	MSgt (R) David Renschler Fleet Manager
# 93	Manatee County Government, FL	CMSgt (R) Ron Schulhofer Director of Public Works
# 95	Denver International Airport (DIA), CO	CMSgt (R) Jeff Booton Director of Fleet Management

US Air Force sets a new maglev speed record

The team hit 633MPH on a special track at Holloman Air Force Base



engadget

Nick Summers

04.20.16 in Transportation

The US Air Force has [smashed the world speed record](#) for a vehicle aided by magnetic levitation, or "mag lev." The 846th Test Squadron at the Holloman Air Force Base broke the milestone twice -- first hitting 513MPH, then topping 633MPH a few days later. The team's sled is levitated with super-conducting magnets cooled with liquid helium. Rockets then power the contraption along a 2,100 foot-long track, with an acceleration close to 928 feet per second. Although maglev transportation isn't unique -- [trains have used it to top 370MPH](#) -- this particular setup is one of a kind.

"What we plan to do after this test is refine the design of the sled itself," Shawn Morgenstern, commander of the 846th Test Squadron said.

"We want to look at some lighter materials and continue to see what kind of capability we can get out of this system in terms of the speeds that we're capable of going." Check out the video below to see the sled in action.



Published on Apr 18, 2016 - YouTube

With the flick of a spark the 846th Test Squadron's magnetically levitated sled system, or MagLev, broke a world record. Followed by a plume of smoke, the rocket propelled sled zipped down the 2,100 foot track at 633 miles per hour.

Sarasota County Technicians Honored at AEMP Awards

Editor's Comments: *It's not by accident that Sarasota County, FL is consistently recognized as among the best public fleets in the country. CMSgt (R) Greg Morris is the fleet manager and brings years of experience, a wealth of knowledge, and leadership to the job. As a result, his employees routinely place in the top tier nationally for fleet awards. In February we featured a story titled '20 Under 40: Fleet's Future Leaders'. Brianne Hayes of Sarasota County was one of 20 recipients. In March two more of Sarasota County Fleet Services' finest were honored at the annual Association of Equipment Management Professionals (AEMP) Awards.*

2016 PUBLIC SECTOR FLEET TECHNICIAN OF THE YEAR **Michael Naletko, Sarasota County Fleet Services**



Michael Naletko with Mike Watkins from John Deere Construction Forestry

Government Fleet Top News

AEMP ANNOUNCES PUBLIC SECTOR FLEET TECHNICIAN OF THE YEAR

March 29, 2016 - Press Release

The Association of Equipment Management Professionals (AEMP) Education Foundation has announced the 2016 Technician of the Year Award winners. Michael Naletko from Sarasota County (Fla.) Fleet Services earned the public sector award.

A highly knowledgeable expert in the career field, Naletko is the "go-to" technician who was trained by the U.S. Air Force as a special purpose vehicle and equipment mechanic and demonstrates his belief in safety by being accident-free for his entire five years with the county.

"For me, the heroes in the field are the older generation of technicians that have helped me throughout my career. I hope I can do the same in years to come for other young technicians getting started. I feel that winning this award isn't just a win for me, but a win for my profession and I couldn't be more proud to now be a member of an organization that spotlights and celebrates our career field," Naletko said.

The Technician of the Year initiative is the AEMP Education Foundation's way of recognizing heavy equipment technicians who are models of excellence within the profession.

"Technicians don't often receive the recognition they deserve for being such key players in making our industry successful," said AEMP Education Foundation manager Rachel Connor. "In celebrating the industry's best, we want the award to elevate the stature of the career and to bring awareness to the critical issue of the technician shortage."

For the past 26 years, the AEMP Education Foundation has partnered with John Deere to honor the heavy equipment industry's outstanding Technician of the Year in both public and private fleets. The private sector fleet winner is Christopher Flood from Glenn O. Hawbaker Inc., in Pennsylvania. Recipients were honored at a special luncheon during the AEMP Management Conference & Annual Meeting in Houston in March.

2016 TECHNICIAN OF THE YEAR FINALIST



Andrew Rouslin

Sarasota County Fleet Services, Florida

Claim to fame: A true fleet professional that enjoys learning the ins and outs of all new equipment and teaching others.

What they say of Mr. Rouslin: "Andrew is a self-starter that is highly respected by his peers for his professionalism, technical knowledge and skills. Andrews's knowledge and professional skills continue to improve as he researched problems completely and always comes up with a cost saving solution."

SEE RELATED VIDEOS:

[2016 AEMP Education Foundation Technicians of the Year](#)

[The 2016 Technicians of Year \(12\) Finalists Video](#)

The Boys from Yokota

Yokota's vehicle maintenance works 'round clock' to ensure mission success

By Senior Airman Delano Scott, 374th Airlift Wing Public Affairs / Published April 15, 2016

YOKOTA AIR BASE, Japan --

In football, worn cleats, scratched and dented helmets and grass stained jerseys are all signs of hard work. They're marks you gave it your all and left everything you had on the field.



U.S. Air Force Senior Airman Stephen Royer, 374th Logistics Readiness Squadron vehicle maintenance journeyman, wipes his hands after repairing a snow sweeper at Yokota Air Base, Japan, April 13, 2016. During the spring and summer, the vehicle maintenance shop inspects and service the base's snow equipment to ensure that it's ready for the next winter. (U.S. Air Force photo by Senior Airman Delano Scott/Released)

Similarly, mechanics have their own tells -- oil-stained T-shirts, hands covered in grease and steel-toed boots that have the lingering smell of gasoline.



U.S. Air Force Airman 1st Class Justin Stephens, 374th Logistics Readiness Squadron vehicle maintenance apprentice, pulls a dolly across the vehicle maintenance shop at Yokota Air Base, Japan, April 13, 2016. The vehicle maintenance shop services more than 1,100 vehicles valued at \$118 million. (U.S. Air Force photo by Senior Airman Delano Scott/Released)



U.S. Air Force Airman 1st Class Justin Stephens, 374th Logistics Readiness Squadron vehicle maintenance apprentice, reveals his oil-covered hands after repairing a government vehicle at Yokota Air Base, Japan, April 13, 2016. The vehicle maintenance shop services more than 1,100 vehicles valued at \$118 million. (U.S. Air Force photo by Senior Airman Delano Scott/Released)



U.S. Air Force Airman 1st Class Austin Beckham, 374th Logistics Readiness Squadron vehicle maintenance apprentice, poses for a photo at Yokota Air Base, Japan, April 13, 2016. From Humvees and 10-ton tow tractors to pickup trucks and sedans, the vehicle maintenance shop services all of the government vehicles on Yokota. (U.S. Air Force photo by Senior Airman Delano Scott/Released)

Continued on PG 6

The Boys from Yokota

Continued from PG 5

Yokota's vehicle maintenance works 'round clock' to ensure mission success

Airmen of the 374th Logistics Readiness Squadron vehicle maintenance shop sport these features as they work around the clock to ensure the upkeep of all government vehicles on base.

"Our mission is to keep a safe and serviceable fleet to enable others to complete their mission," said Staff Sgt. Eric Beckham, 374th LRS fleet management and analysis craftsman. "This involves providing regular maintenance to ensure the longevity of the assets."

From Humvees and 10-ton tow tractors to pickup trucks and sedans, the vehicle maintenance shop services them all.

"If it has a government plate, we put our hands on it," said Airman 1st Class Austin Beckham, 374th LRS vehicle maintenance apprentice. With 87 Airmen and civilians, the shop operates three specialized vehicle maintenance sections: firetruck maintenance, material handling equipment and general purpose vehicle maintenance.

Firetruck maintenance services each of the Yokota Fire Station firetrucks. The material handling equipment services assets to include vehicles like forklifts and aircraft loaders. Lastly, the general purpose maintenance section services everything that doesn't fall into the other two categories.

"We have a scheduled maintenance plan for every vehicle on base," Sergeant Beckham said. "Typically, vehicles come in for maintenance at least once a year; however, that number can rise depending on how the vehicle is utilized."



U.S. Air Force Airman 1st Class Justin Stephens, 374th Logistics Readiness Squadron vehicle maintenance apprentice, installs tires onto a government vehicle at Yokota Air Base, Japan, April 13, 2016. The vehicle maintenance shop inspects all Yokota government vehicles to ensure that all assets are serviceable and maintained. (U.S. Air Force photo by Senior Airman Delano Scott/Released)



U.S. Air Force Senior Airman Stephen Royer, 374th Logistics Readiness Squadron vehicle maintenance journeyman, wipes his hands after repairing a snow sweeper at Yokota Air Base, Japan, April 13, 2016. During the spring and summer, the vehicle maintenance shop inspects and services the base's snow equipment to ensure that it's ready for the next winter. (U.S. Air Force photo by Senior Airman Delano Scott/Released)

If a problem with a vehicle occurs, Airman Beckham noted it's in everyone's best interest if the issue is brought to vehicle maintenance immediately.

"If the check engine light comes on, and it's not addressed immediately, that could potentially turn a small issue into a large one," he continued. "It not only costs more time and money to repair, but also puts peoples' safety at risk."

Maintaining vehicles in Yokota provides a unique challenge as a large portion of the assets are Japanese. This introduces a prominent language barrier as the assets' technical orders are in Japanese as well. "We overcome this challenge each time by relying on our fellow Japanese coworkers for translation and technical support," Sergeant Beckham said. "Together, we make a great team."

Continued on PG 7

The Boys from Yokota

Continued from PG 6

Yokota's vehicle maintenance works 'round clock' to ensure mission success

Another unique challenge 374th LRS vehicle maintenance Airmen face stems from their geographic location.

Many times, repairing an American vehicle requires parts that are solely located the U.S. In such an instance, refurbishing the vehicles and reintroducing it back into the fleet takes much longer that it would normally take in the states.



U.S. Air Force Senior Airman Michael Siters, 374th Logistics Readiness Squadron vehicle maintenance journeyman, repairs a government vehicle at Yokota Air Base, Japan, April 13, 2016. With 87 Airmen and civilians, the vehicle maintenance shop operates three specialized vehicle maintenance sections: firetruck maintenance, material handling equipment and general purpose vehicle maintenance. (U.S. Air Force photo by Senior Airman Delano Scott/Released)



U.S. Air Force Senior Airman Michael Siters, 374th Logistics Readiness Squadron vehicle maintenance journeyman, funnels antifreeze into a government vehicle at Yokota Air Base, Japan, April 13, 2016. The shop ensures the upkeep of all Yokota's government vehicles by providing regular maintenance and repair. (U.S. Air Force photo by Senior Airman Delano Scott/Released)



U.S. Air Force Airman 1st Class Justin Stephens, 374th Logistics Readiness Squadron vehicle maintenance apprentice, works to repair a government vehicle at Yokota Air Base, Japan, April 13, 2016. Roughly 73 percent of all the assets received by the vehicle maintenance shop are back in the customers' hands within 24 hours. (U.S. Air Force photo by Senior Airman Delano Scott/Released)

Continued on PG 8

The Boys from Yokota

Continued from PG 7

Yokota's vehicle maintenance works 'round clock' to ensure mission success



U.S. Air Force Senior Airman Stephen Royer, 374th Logistics Readiness Squadron vehicle maintenance journeyman, reviews technical orders before repairing a snow sweeper at Yokota Air Base, Japan, April 13, 2016. During the spring and summer, the vehicle maintenance shop inspects and service the base's snow equipment to ensure that it's ready for the next winter. (U.S. Air Force photo by Senior Airman Delano Scott/Released)

"Even with the unique challenges we face, we're still able to provide a 72.9 percent of all the assets we receive are back in the customers' hands within 24 hours," Sergeant Beckham said.

The vehicle maintenance shop's first priority is supporting the base's flying mission. Aircraft maintainers, crew chiefs and many more flightline Airmen depend on vehicle maintenance to accomplish their mission. From moving a C-12 Huron into a hanger to loading up a C-130 Hercules with equipment, the vehicles maintained by the 374th LRS vehicle maintenance shop ensure that the mission gets done.



automotive FLEET[®]

Toyota Forms Telematics Car Insurance Unit

April 19, 2016

Toyota Motor Corp., Toyota Financial Services, and a Japanese insurer have formed a telematics car insurance services company that will offer "pay how you drive" insurance to encourage safer driving.

The joint venture known as Toyota Insurance Management Solutions USA, LLC (TIMS) was formed April 1, Toyota has announced. Aioi Nissay Dowa Insurance Co., Ltd. has invested in the business.

The new venture will be located in Southern California near TFS U.S. headquarters and will support the development of telematics car insurance services for Toyota customers, as well as new experiences aimed at more fully satisfying customers by working in unison with dealers and distributors.

TIMS will conduct analysis of big data, and relevant marketing and promotion of the new services to help offer broader insurance options to users, according to Toyota.

Aioi Nissay Dowa and TFS will invest in the new company through their own subsidiaries in the U.S., while investment from Toyota Motor will come from Toyota Connected, Inc., which was established in the U.S. in January.

The new company intends to leverage telematics data access, financial services, and telematics car insurance expertise to offer services designed to provide higher customer satisfaction.

TFS and Aioi Nissay Dowa have been jointly promoting such unified financial and insurance services around the world since the 1990s. By consolidating their experience and knowhow, the two companies now plan to start new services in the U.S.

Toyota Connected was established to contribute to Toyota Motor's global development in the connectivity and data science fields. TIMS was formed to enable a more-seamless relationship among driving data, financing options and insurance.

TIMS plans to make use of accumulated driving data obtained with appropriate consumer consent, and also plans to engage with the Toyota Research Institute, Inc., which Toyota Motor established as a research base for the fields of artificial intelligence and robotics.

Related: [Toyota Establishing A.I. Research Institute](#)

VSCOS Briefs the Masters Tournament



Editor's Comments: As many of you did, we received the email below from CMSgt (R) Randy Livermore on April 8, 2016. For those who are not aware, we wanted to share this unprecedented invitation with you.

Note: The VSCOS Masters briefing (PPT slides) and Masters registration (Excel spreadsheet) are attached to this newsletter.

2016 Masters Executive Forum Presentation

"Vehicle Community,

FYI, we've accepted a rather prestigious invitation to brief and participate on a panel of executive council dignitaries at the Masters Golf Tournament in Augusta, Georgia this weekend. The invite was driven by our recognized industry lead in use of IT solutions (LIMS-EV Vehicle View) in the area of advanced analytics. Mr. Rob Uren will present the brief on behalf of AF Vehicle Management.

The attached PowerPoint brief (slides 15 and 25 are intentionally duplicated) is provided for your review. It's designed to lead a discussion with the audience on how we use business intelligence for our business areas/processes and to assist with daily fleet management actions/decisions. An AF data services representative, Mr. Larry Potts, will present the slides pertaining to the technical design/intricacies of LIMS.

To highlight the significance of this invite/event, refer to the attached spreadsheet with the Companies and Titles of those who have already registered to attend our presentation. It includes folks like the Director of Volvo Car Corporation and AT&T Director of Technology.

We're excited to share information with the forum members and appreciate the opportunity to showcase the collective efforts/results of our community."

Randy Livermore, GS-13

Technical Director

AF Vehicle Management

441st Vehicle Support Chain Operations Squadron (VSCOS)

Honoring our heroes: UberMILITARY signs up 50,000 members

UBER Newsroom

April 7, 2016 Posted by Emil Michael

Back in September 2014, we [launched UberMILITARY](#) with a promise to give servicemembers, veterans, and military spouses an opportunity to earn a flexible income by driving with Uber. **Today I am proud to announce that more than 50,000 members of the military community have signed up as drivers and nearly half have already driven. We're now focused on getting more folks on the road, and finding ways we can do more for veterans and their families.**

To mark this milestone, Uber is donating \$1M on behalf of our [UberMILITARY Advisory Board](#) to organizations that support veterans and military families. These include the US Chamber of Commerce Foundation's Hiring Our Heroes, Tragedy Assistance Program for Survivors (TAPS), Iraq and Afghanistan Veterans of America (IAVA) and Homes for our Troops.

Over the past 18 months, we've crisscrossed the country to hear the stories of servicemembers and veterans.

Everywhere we go, they tell us that they want opportunities to make money on their own terms and set their own schedules. We're thrilled to be able to give more servicemembers and veterans the on-demand work opportunities they've been asking for.

That includes people like Robert Isaac Jr., who served in the Marine Corps for five years in countries including Kuwait, Iraq, and Jordan.

See complete story and video at [UberMILITARY](#)

RELATED STORY/VIDEO

Uber, military join forces to help veterans get jobs

[Fox Business](#)



SECRETARY ROBERT M. GATES
UberMILITARY, Chairman

Reflections

A Memorial Day Tribute



Lee Teter Artist Biography



Lee restricted himself to drawing for many years, imitating training priorities established by 19th century masters. His drawings were released as small editions of black & white prints that were hand painted with watercolors. He produced hundreds of hand painted prints while developing his skills. His eastern Native American and frontier subjects were part of a relatively new genre, emerging in the 1980's.

Lee has studied America's frontier years extensively and has painted every era from the 18th century to the present. In 1988 he created a portrait of the Vietnam Memorial entitled Reflections. With almost two hundred thousand prints and posters throughout the world, Lee Teter's Reflections has become perhaps the most collected art print in the 20th century. Lee accepts no income from the prints. Sales amounting to millions of dollars continue to benefit veterans and their families.

In 1990 Lee's knowledge and artistic ability were applied to 20th Century Fox's film, Last of the Mohicans. His talents allowed him to design major portions of the film. His association with the film provided research opportunities and his work as visual arts consultant revolutionized the look of eastern Native Americans in modern film. Documentary films now incorporate his work in their productions and historians use Lee's art for their books. In 1995 Lee moved his family to Wyoming where he produced prints using various methods ranging from stone lithography to platinum printing. Since 1999 he continues to focus on painting with oils and producing his exquisite and unique hand painted prints.



Electric Cars for New York



Fleet Management Weekly

New York Buying A Fleet of Electric Vehicles

Contributor: CMSgt (R) Dan Berlenbach / 2T3

Yale Climate Connections



New York City is charging ahead with plans for the largest fleet of electric vehicles in the nation.

“We’re adding 2,000 electric vehicles to New York City’s municipal sedan fleet by 2025.” That’s **Nilda Mesa**, director of the Mayor’s Office of Sustainability.

She says that today, city vehicles account for roughly 13 percent of local government emissions. The first to go electric will be non-emergency cars, a move that will cut city vehicle emissions by almost ten percent.

“We’re working with the agencies to establish EV phase-in plans for coming years, and as technology evolves we’re going to be looking at medium and heavy duty fleet vehicles.”

To power incoming hybrid and electric models, the city will expand its network of charging stations, which now serve just 250 of the city’s overall fleet of 11,000 cars and trucks.

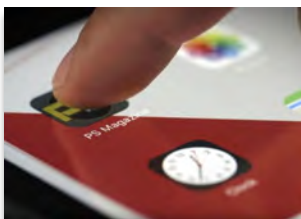
“We’ve been able to incorporate that infrastructure pretty seamlessly into buildings and parking garages that the city owns. So we’re just looking at how we can expand it out from there.” Transitioning to electric vehicles is a key step in New York’s plan to cut its emissions 80 percent within 35 years.

C4ISR & NETWORKS

PS Magazine's new app to 'empower' soldier readiness

Amber Corrin, C4ISR & Networks

March 29, 2016



(Photo: USAMC LOGSA)

PS Magazine: The Preventative Maintenance Monthly is a comic book style Army publication aimed mostly at the Army materiel and logistic community, responsible for much of the service’s equipment maintenance. PS dates back to 1951, but the latest version is

decidedly digital-era with the upcoming release of an interactive app version of the magazine.

The app, demonstrated at the AUSA Global Force Symposium in Huntsville, Alabama, in March, features videos, hot topics, access to back issues and links to resources. Users can choose from sections such as combat vehicles or aviation.

“One way we used to address keeping soldiers informed of maintenance and supply was through PS Magazine. Times change, of course, and so has the way our young soldiers receive information,” Gen. Dennis Via, commander of Army Materiel Command, said at the symposium as he showed the audience a video introducing the app. “AMC, though the Logistics Support Activity...is also changing the way we provide this information to our soldiers.

In a few months LOGSA will introduce a digital PS Magazine mobile app to help empower our soldiers to increase their unit readiness.” The app is due to go live June 1.



MSgt Half-Mast says, “Get the app!”

Editor’s Note: For more about PS Magazine see our March 2013 issue of Truckin’ On at <http://www.truckinon.org/archives/>.



CAR TUNES



History of the Car Radio / [Jim's Antique Radio Museum](#)

Contributor: Reade Holzbaur, WS-12 (R) / 2T3

Seems like cars have always had radios, but they didn't. Here's the story: One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest.



5T71



Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*. But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio --The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression –

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with

B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie – for the U. S. Army.

Continued on PG 13



CAR TUNES



Continued from PG 12

History of the Car Radio

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200.

In 1956 the company introduced the world's first pager.

In 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation.

He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet (not bad for a guy who dropped out of school after the eighth grade).

'SIERRA HOTEL'

The Phonetic Alphabet

Contributor: SMSgt (R) Roger Storman / 2T3

I assumed for my entire military career that the phonetic alphabet was etched in stone, that it had always been what I had been taught and knew it to be. Well, not so; it changed in 1956. Prior to that year, the Army and Navy had its own.

It was a joint radio alphabet developed in 1941 and used by all branches of the U.S. military until the *International Civil Aviation Organization (ICAO)* spelling alphabet, also known as the NATO alphabet, replaced it. Here's a brief comparison of the two:

Joint Army/Navy Phonetic Alphabet (1941—1956)

Letter	Phonetic	Letter	Phonetic	Letter	Phonetic
A	Able	B	Baker	C	Charlie
D	Dog	E	Easy	F	Fox
G	George	H	How	I	Item
J	Jig	K	King	L	Love
M	Mike	N	Nan	O	Oboe
P	Peter	Q	Queen	R	Roger
S	Sail/Sugar	T	Tare	U	Uncle
V	Victor	W	William	X	X-ray
Y	Yoke	Z	Zebra		

ICAO or NATO Alphabet (1956—Present)

Letter	Phonetic	Letter	Phonetic	Letter	Phonetic
A	Alpha	B	Bravo	C	Charlie
D	Delta	E	Echo	F	Foxtrot
G	Golf	H	Hotel	I	India
J	Juliet	K	Kilo	L	Lima
M	Mike	N	November	O	Oscar
P	Papa	Q	Quebec	R	Romeo
S	Sierra	T	Tango	U	Uniform
V	Victor	W	Whiskey	X	X-ray
Y	Yankee	Z	Zulu		

Those of you who are interested in this bit of military trivia can find more detailed information on **Wikipedia** at the following sites:

[Army/Navy Phonetic Alphabet](#)

[NATO Phonetic Alphabet](#)





TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 Jun 2016

SPECIAL POINTS OF INTEREST:

- ⇒ OLVIMS DECOMMISSIONED: PG 1-2
- ⇒ CHIEF TERESA RUSSELL - ACC'S TOP 2T3: PG 3-4



OLVIMS Decommissioned

Inside this issue:

- Leading from the Front PG 4
- A Walk in Their Boots (Video) PG 4
- Inside Travis AFB PG 5-6
- AssetWorks / FuelFocus PG 7
- Women In Trucking and Feeding America Join Forces PG 8
- HDT Truckinginfo PG 9
- City of Long Beach adds Hydrogen Fuel Cell Car PG 9
- Mt Pinatubo—25 Years Later PG 10
- Safe Motorist / American Safety Council: Aggressive Driving and Road Rage PG 11-12
- SNL: Mercedes AA Class PG 12

End of an Era (1971 - 2016)



Editor's Comments: On April 26, 2016 *Truckin' On* received a courtesy copy of a significant email from CMSgt (R) Randy Livermore, 441st Vehicle Support Chain Operations Squadron (VSCOS), in which he announced the end of the road for OLVIMS and the transition to DPAS.

This might sound unimportant to some, but for those of us who were there from the beginning, it's like saying goodbye to an old friend or, depending on your point of view, to a relative who stayed too long. Nevertheless, it marks the end of an era that lasted for over 45 years.

We wanted to observe this occasion by reviewing the history of this program, albeit limited.

The requirement for VIMS, as it was originally known, was first discussed at a management workshop at Andrews AFB in 1968 (Ref: AD-134945).

VIMS pioneered data automation for vehicle maintenance at a time before desktop computers or the term "online" came into being.

However, before I get too far into this story, I would like to share with you a case study entitled, *Automated Logistics Information Systems*. It was submitted, in part, as a thesis at AFIT by James Hogue in 1992.

This document, although condensed and dated, provides an excellent chronology of the OLVIMS story through 1992.

OLVIMS excerpt:

On-Line Vehicle Interactive Management System (OLVIMS). From 1971, vehicle maintenance control relied upon the Vehicle Integrated Management System (VIMS), a mainframe, punched-card system, for data management.

In the late 1970s, the Air Force started a project to upgrade VIMS to run on the replacement to the Burroughs base computer, the Sperry 1100.

This system would allow operators to update records and produce reports immediately from terminals rather than having to produce punched cards and wait days for printed reports. However, the project was canceled in 1985 due to a funds shortage (Frye, 1992).

In late 1985, the Standard Systems Center began work to move VIMS from the mainframe system to the USAF's standard microcomputer, Zenith's Z-248.

Continued on PG 2





OLVIMS Decommissioned

Continued from PG 1

End of an Era (1971 - 2016)

Working in stages, the plan was to initially provide Zenith Z-248s to act as terminals for input to the VIMS running on the mainframe and then move the processing from the mainframe entirely to the Z-248s.

This first Air Force effort to transfer a major system from a mainframe to microcomputers gave birth to the On-Line Vehicle Interactive Management System (OLVIMS).

In 1986, OLVIMS Increment I fielded two million dollars' worth of microcomputers as data entry terminals and gave units a key-punch replacement program with data review and edit capabilities. This effort released the maintenance control specialists from working only from printed listings and punched cards.

In 1988, Increment II of the OLVIMS changed the hardware platform from the standard base computer to the Air Force standard microcomputer.

This change eliminated the vehicle maintenance facilities' dependence on the central data processing center while still maintaining all the functionality and processes of the VIMS. The VIMS was decommissioned in December 1988, after OLVIMS was fully fielded.

OLVIMS III, fielded in May 1990, provided additional improvements. It automated work order generation, work load control, warranty management, and scheduled maintenance processing.

This increment was reported as saving over two million dollars by eliminating excess forms and reports, increasing productivity, and enforcing warranties. Updates to OLVIMS III have added graphic analysis reporting, parts failure analysis, and reporting aids for contracted operations.

Editor's Note: This is, unfortunately, where this case study ends, 26 years ago. The only other official documents we have that offer some insight to the evolution of VIMS/OLVIMS are as follows:

- [ADA134945](#)
- [ADA127847](#)

In August 2013 we published an article in *Truckin' On* called, ***OLVIMS—Legend and Legacy***. This story was written by Col (R) Larry Kearns and GM-14 (R) Bob Wiley.

They, and others, such as Ken Semler and Lyle Njos, were instrumental in the development of OLVIMS. Their story is very interesting to read and can be found on our website at: <http://www.truckinon.org/vm-timeline/>.

If anyone has access to additional information regarding VIMS/OLVIMS, or if you can offer first-hand knowledge of this system and its development, please let me know. I would like to amend this article to include it.

Rather than reprint Chief (R) Livermore's historically important email here, I have posted it on our VM timeline for all to view at: <http://www.truckinon.org/vm-timeline/>.

A VM Manager's Lament

What shall I, a vehicle manager, do?

How will I possibly know the score now that OLVIMS is no more?

No graphs and charts to make me smart; no PCNs 23 and 115 on which to lean.

And if I can't measure my VIC, what in the world will become of me?

Without my numbers from months prior, they'll surely think me a liar.

OLVIMS, you've never led me astray; please don't abandon me today.

What's that? DPAS you say...faster, better, and cheaper.

And unlike LIAMS and ECSS, this time we'll keep her!

Then I'll wipe my tears; there's no time to cry.

OLVIMS I loved ya, but now it's goodbye!



Chief Teresa Russell - ACC's Top 2T3

Lifelong mechanic: Female chief reflects on USAF career

**by Staff Sgt. Aubrey White
633rd Air Base Wing Public Affairs**

3/9/2016 - **JOINT BASE LANGLEY-EUSTIS, Va.** -- The sun beats down on a scorching Alabama afternoon as a young girl wipes the sweat off of her forehead, leaving behind grease smudges. She's helping her father, a vehicle mechanic, work on a car; he's teaching her everything he knows about the trade.

The girl, now U.S. Air Force Chief Master Sgt. Teresa Russell, the vehicle management functional manager at Air Combat Command, did not think at the time she'd be in the position she is now, at the top of her career field in the world's most powerful Air Force.

"I joined the Air Force two weeks right out of high school, so I was 18 years old," she said. "Right after I left basic and tech school, my first duty assignment was Spangdahlem Air Base, Germany. So here I am 18 years old from the sticks of Alabama and I'm going overseas to Germany - it was a very eye-opening experience, it was a great assignment."

Although living in a new country seemed to be one of the biggest challenges Russell would face, it wasn't long after she arrived that she realized a personal trait, outside of her control, would cause more obstacles than anything she had ever experienced.

"It was difficult because I was always the only female in the vehicle maintenance [shop]," Russell explained. "I did think about cross training a few times but when it came down to it I really liked what I was doing and I didn't want to go do something else."

It was that passion for vehicle maintenance, coupled with guidance from female Airmen in different occupations that inspired Russell to push through the hard times.

Following her assignment in Germany, Russell was assigned to Ellsworth Air Force Base, South Dakota, again as a vehicle mechanic. Russell recalled this shop being more difficult than the last due to the isolation she experienced being, once again, the only woman.

"You know, it was a man's world there so I was isolated," she explained. "I just felt alone there, but I still did my job every day, worked on vehicles."

"A lot of the vehicle maintenance shops have older civilians that are used to women staying at home, so when a woman comes into the shop they have a hard time wanting to give you work and then they would try to take the work away from you," said Russell.

"I kept pressing through, minding my own business and doing what I had to do."



From a young age, U.S. Air Force Chief Master Sgt. Teresa Russell, the vehicle management functional manager at Air Combat Command, has had a passion for vehicle mechanics. After facing several challenges as the only woman assigned to various maintenance shops throughout her career, nearly 23 years later Russell is at the top of her profession and only the second woman to hold such position. (U.S. Air Force photo illustration by Staff Sgt. Aubrey White)

After several permanent changes of station, deployments, cross training into the vehicle management career field and becoming a wife and mother, Russell said her obstacles as a woman in the service only increased but she affirmed that maintaining resiliency was the way she continued to succeed.

I think the hardest part [about being married in the] military, especially mil-to-mil couples, is when you go on a deployment and come back, your spouse deploys. You never see one another," Russell, the wife of a retired security forces Airman and a mother of a 9-year-old girl, explained. "It is a struggle, and it's hard to leave your children, especially if you're a woman."

"As a mom you have that innate feeling to want to mother your child," she continued. "I've experienced the 'guilty mom syndrome' a thousand times, but when I know I'm doing it for her that makes me feel better."

Russell is the second woman in 20 years to hold the position of the ACC vehicle management functional manager. She said she believes there's been such a gap in female functional managers in part due to the nature of the vehicle maintenance and management field, but also because some women reach a certain point in their lives when their ready to hang up the uniform and concentrate on family life.

Continued on PG 4

Chief Teresa Russell - ACC's Top 2T3

Continued from PG 3

Lifelong mechanic: Female chief reflects on USAF career

For the women who decide to continue in the field, she said, "stand up for yourself. Women in our career field get shut out a lot. Never be afraid because if something wrong is happening, it needs to be talked about."

As for her daughter, Russell said she can already see that she is going to be a strong leader and that in part is due to her influence as a leader in the Air Force.

"As a leader in the Air Force and a mother, that sets a very strong foundation for your children," she avowed. "Know that the decisions you are making are the right ones. If joining the military was something she wanted to do, as a mother I would support her."

Leading from the Front

Group commander hands over the keys, saves bucks by Airman 1st Class Christopher Thornbury 22nd Air Refueling Wing Public Affairs

Contributor: CMSgt (R) Carl Hunsinger / 2T1



Col. Matthew Benivegna, 22nd Mission Support Group commander, right, turns the keys to his government vehicle over to Senior Airman Kimberly Nieland, 22nd Logistics Readiness Squadron lead management and analysis journeyman, May 10, 2016, at McConnell Air Force Base, Kan. Each vehicle has a seven-year lease and costs approximately \$160-a-month, costing \$14,000 overall, which doesn't include the cost of routine service required to keep the car running. (U.S. Air Force photo/Airman 1st Class Christopher Thornbury)

5/17/2016 - MCCONNELL AIR FORCE BASE, Kan. -- The 22nd Mission Support Group commander at McConnell Air Force Base, Kansas, turned in the keys to his government vehicle to save the Air Force money, May 10, 2016.

Air Force Logistics Headquarters is pushing for initiatives to make cuts to save money, and Col. Matthew Benivegna, 22nd MSG commander, took the first step. "Col. Benivegna is the first group commander to give up his vehicle," said 2nd Lt. Raika Clark, 22nd Logistics Readiness Squadron vehicle management flight commander. "He understands the amazing savings it could bring the Air Force."

Each vehicle has a seven-year lease and costs approximately \$160-a-month, costing \$14,000 overall, which doesn't include the cost of routine service required to keep the car running.

"If all group commanders on base gave up their cars, that's about \$54,000 saved," said Clark. "This is innovation. That \$54,000 can be put toward something else more important--like manpower--and that's just at McConnell."

Group commanders have been required to have staff vehicles since the Air Force was established, a practice that most likely carried over when the Air Force separated from the Army, said Timmy Hiser, 22nd LRS vehicle management superintendent.

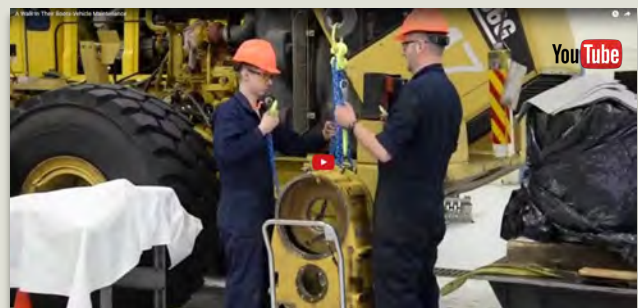
"This one group commander giving up his vehicle could spark something with the other commanders," said Clark. "Think what this could mean for the Air Force if everyone turned their keys in."

A Walk in Their Boots

Eielson AFB



Take a walk in the boots of members of the 354th Fighter Wing Vehicle Maintenance shop.



Inside Travis AFB

Vehicle maintenance keeps Travis rolling

by Staff Sgt. Charles Rivezzo
60th Air Mobility Wing Public Affairs

4/28/2016 - **TRAVIS AIR FORCE BASE, Calif.** -- Working in the background of one of Air Mobility Command's largest Installations, a small team of approximately 40 men and women keep 762 vehicles reliable, serviceable and in the hands of its operators at Travis Air Force Base.



Keith Widemon, 60th Logistics Readiness Squadron vehicle mechanic, looks for a tool in his vehicle tool box April 26 at Travis Air Force Base, Calif. The 60th LRS Vehicle Management Flight is responsible for the servicing repair and maintenance of nearly every general purpose vehicle assigned to the installation. (U.S. Air Force photo by Staff Sgt. Charles Rivezzo)

The 60th Logistics Readiness Squadron vehicle management flight oversees three different vehicle maintenance locations, where dedicated technicians maintain all civil engineering equipment, fire trucks, aircraft service and towing vehicles and general purpose vehicles.

"If it has wheels, we probably played a role in the servicing of that vehicle," said Kevin Chapman, 60th LRS vehicle management chief.

"Our seasoned technicians ensure that we provide a safe and reliable fleet for the user; no matter if it's for the flightline, supply or civil engineering, our team has a direct impact on how the whole base operates."

In addition to maintaining general purpose and common vehicle-sets, the vehicle management flight provides an extensive amount of manpower and support toward servicing and maintaining heavy vehicle equipment used for cargo handling such as 60K loaders, 25K loaders and 10K A/T forklifts.



Armando Chavarria, 60th Logistics Readiness Squadron heavy vehicle mechanic, inspects a Tunner 60K aircraft loader's isolation valves for wear April 26, 2016, at Travis Air Force Base, California. Travis Air Force Base has a total of 17 Tunner 60K aircraft loaders supporting aerial port squadron operations, the largest 60K loader fleet in the Air Force. (U.S. Air Force photo by Staff Sgt. Charles Rivezzo)



Armando Chavarria, 60th Logistics Readiness Squadron heavy vehicle mechanic, inspects a Tunner 60K aircraft loader's isolation valves for wear April 26, at Travis Air Force Base, California. Travis Air Force Base has a total of 17 Tunner 60K aircraft loaders supporting aerial port squadron operations, the largest 60K loader fleet in the Air Force. (U.S. Air Force photo by Staff Sgt. Charles Rivezzo)

The cargo loaders are highly mobile vehicle systems that can transport pallets of cargo and quickly and efficiently interface with military and commercial cargo aircraft with loading and unloading operations.

With the vast majority of the vehicle management staff being civilian, Chapman said that most of his mechanics have 10-15 years of experience maintaining heavy equipment, which has translated to mission capable rates far greater than the Air Force standard.

Continued on PG 6

Inside Travis AFB

Continued from PG 5

Vehicle maintenance keeps Travis rolling



Keith Widemon, left, and Tim Stotenburg, right, both from the 60th Logistics Readiness Squadron, inspect a hose on fire truck April 26, at Travis Air Force Base, California. The 60th LRS Vehicle Management Flight is responsible for the servicing, repair and maintenance of nearly every general purpose vehicle assigned to the installation. (U.S. Air Force photo by Staff Sgt. Charles Rivezzo)



Cory Bellmore, 60th Logistics Readiness Squadron heavy vehicle mechanic, checks the level of the hubs on a Tunner 60K aircraft loader April 26, 2016, at Travis Air Force Base, California. Travis Air Force Base has a total of 17 Tunner 60K aircraft loaders supporting aerial port squadron operations, the largest 60K loader fleet in the Air Force. (U.S. Air Force photo by Staff Sgt. Charles Rivezzo)

According to Chapman, the 60th LRS vehicle management flight kept Travis' vehicle fleet at a 92 percent mission capable rate, exceeding the AMC standard of 80 percent.

Furthermore, Chapman provided an even more telling statistic boasted by his mechanics, their repeat maintenance percentage, which determines how often a vehicle returns for similar maintenance issues.

The Air Force goal for repeat maintenance hovers around 1.5 percent. Through the continued efforts of the 60th LRS vehicle maintenance flight their repeat maintenance percentage sits below 0.1 percent, according to Chapman.

"Our team is very proficient at what they do," Chapman said. "We normally don't see much attention because people have come to expect high quality results from our mechanics."

Chapman added that it is rewarding to see the efforts of the vehicle management flight transpire into results seen around the world.

"Without our efforts cargo won't move, fuel won't get to planes, parts won't be delivered," he said. "It's rewarding to turn on the news and know that we directly contributed to that mission."



Cesar Ponce, 60th Logistics Readiness Squadron heavy vehicle mechanic, checks the tie down straps for a kit loaded on a 10K Forklift April 26, 2016, at Travis Air Force Base, California. The kit contains spare parts and supplies needed when the forklift is sent on deployment. (U.S. Air Force photo by Staff Sgt. Charles Rivezzo)



Sean O'Leary, left, and Michael Dickie, right, both from the 60th Logistics Readiness Squadron install a limit switch on an aircraft cargo loader April 26, 2016, at Travis Air Force Base, California. (U.S. Air Force photo by Staff Sgt. Charles Rivezzo)

Editor's Comments: Gary McLean and I had an opportunity last month to once again visit Chief (R) Greg Morris's shop in Sarasota County, FL. Greg showed us a new fuel management system he's installing in his fleet.



Sarasota County technician Terry Frank with Greg Morris, Sarasota County fleet manager

Here's a brief overview of the system: Each vehicle is fitted with a programmed RFID box that works in conjunction with the vehicle's on-board diagnostics system (OBDII) and authorizes the use of the fuel dispenser. There's an electronic ring mounted around the gas tank filler (see photo right column) that activates the installed hardware (box) when fuel is being dispensed. This data is captured on a mobile controller.

Rather than explain further, however, I've provided below a synopsis of FuelFocus from the website along with three links that detail the system's capabilities.

AssetWorks | FuelFocus:

FuelFocus is an automated fuel management system that supports continuous, real-time fuel management over virtually any communication platform. With FuelFocus, you'll never need to worry about your consumable assets again. Its sophisticated combination of hardware and software provides accountability for metered or pulsed consumables, including gasoline, diesel, propane, CNG, LNG, hydrogen, glycol, and lubricants.

FuelFocus can help your organization:

- Improve accountability for consumable assets
- Lower overall fuel expenditures
- Reduce "shrinkage" (waste and abuse) through automated fuel dispensing
- Enhance safety through monitoring of fuel storage tanks and pumps

- Address environmental concerns
- Eliminate duplicate data entry and redundant data
- Provide timely fuel consumption data

Links:

- [AssetWorks/FuelFocus—Automated Fuel Management System](#)
- [Radio Frequency Vehicle ID Box](#)
- [FuelFocus Automated Fuel and Fluid Management](#)



Fuel Ring

Watch this animation for a better explanation of the system

LEARN A BETTER WAY TO MANAGE YOUR FLEET

Learn how to improve efficiency, increase vehicle utilization and reduce costs with this 3-minute animated video. See how city fleet manager John achieves a transparent view of all aspects of his operation including maintenance, fuel, driver behavior and motor pool. See how a fleet management solution can make your job easier while improving your bottom line.



Women In Trucking & Feeding America Join Forces

Women In Trucking Association partners with Feeding America to address hunger

**Ellen Voie CAE, President/CEO
Women In Trucking Association, Inc.**



The trucking industry has always been a place where generosity and empathy are evident. From drivers helping on the roadside to carriers providing

supplies for neighborhoods, the spirit of the trucking community is one that is not recognized enough.

The Women In Trucking Association is teaming up with Feeding America to help address hunger in America. Whether you are based in the United States or deliver within its borders, you can help us feed needy families.

According to Feeding America, more food reaches landfills and incinerators than any single material in municipal solid waste. Up to forty percent of all food grown, processed, and transported in the United States will never be consumed.

Every community in America is affected by hunger. Over 48 million Americans live in “food insecure” households, which includes more than 15 million children. The Feeding America website states that 72 percent of all Feeding America client households live at or below 100 percent of the federal poverty line, and the annual household income in 2014 was \$9,175.

Feeding America has a network of over 200 food banks that provide more than 3.6 billion meals through food pantries, shelters, and meal programs. Currently, they have the logistical expertise and strategic relationships to rescue food before it’s lost and get it to people in need, but they need your help.

How can you become part of the solution? If you have ever had a load of produce rejected and you weren’t sure what to do with the product, you can help feed families. If you find yourself at a delivery with food or household supplies that were the result of a shipping error, you can help the visitors to a community food bank.

Your load might be rejected for a variety of reasons. Perhaps the boxes or packaging have been damaged and the customer rejects them for cosmetic reasons.



Maybe your refrigerated unit failed en route and your shipment reached a temperature that was unacceptable to the shipper but safe for final consumption.

If your load was damaged or the cases included slightly outdated inventory or have not met the quality standards of the vendor, such as slightly over-salted or mislabeled UPC codes it could still be acceptable for consumption.

What should you do?

First, determine that you have the authority to donate the product. Check with your shipper or broker contract. You should also check with your insurance provider to help you through the decision-making process. You might need a second opinion, and the buyer may need to secure an inspection to support its claim that the product doesn’t meet the contract terms.

Once you have determined that the load can be donated, call a local Feeding America member food bank. You can find the contact information on their website at www.feedingamerica.org and click on “Find a Food Bank” at the tab on the top of the website page. If you don’t have access to the internet, call the national office at [800.771.2303](tel:800.771.2303).

You can also download an app called “Food Cowboy” (www.foodcowboy.com) which gives you access to a service that connects donors to charities and assists with the tax benefit process.

Feeding America accepts good, safe, surplus food that is still nutritious, but has been rejected for reasons unrelated to the edible use of the product. Although the organization focuses on food donations, they also accept items that can offset financial burdens for those they serve, such as bath and beauty products, paper goods, toys, and clothing.

While the food banks are pleased to accept the product at their locations, they are often willing and able to meet you at a truck stop or shipping dock if their warehouse is out of your way or if the donation is not a truckload.

Women In Trucking Association is leading the effort to help stop hunger in America by making the effort to turn rejected freight into meals for hungry families. Those you help could be your neighbor, your friend, or even your own family members.

FUEL SMARTS

SPECIALTY FIRM ANNOUNCES NEW ELECTRIC ROAD TRACTOR



Nikola One's components sit low on the frame and at the wheels for excellent stability, the company says. Composite body panels offer strength and are light in weight. *Image: Nikola Motor Co.*

Nikola Motor Co., named after electricity pioneer Nikola Tesla, has announced that it's developing a 2,000-hp, all-wheel-drive, hybrid-electric truck-tractor with a turbine range extender whose operating costs will be one-half that of a diesel tractor. The company is designing the majority of the components for the vehicle, called Nikola One, and with Meritor hasco-designed an independent suspension for use with the truck, said Trevor Milton, the firm's founder and chief executive officer.

Electricity will go to six 335-hp motors, one at each wheel, developing a total of 2,010 hp and 3,700 lb-ft of torque.

The motors will also act as generators to recharge the battery during regenerative braking. The proprietary turbine, which can be set up to burn many common fuels including diesel, gasoline or natural gas, automatically spins the generator to charge the batteries when needed. The vehicle's range will be 1,200 miles on 150 gallons of fuel.

Nikola One will pull a loaded trailer with a designed gross combination weight of 80,000 pounds up a 6% grade at 65 mph, Milton said. Because its electric motors are geared to the wheels, there's no transmission and the truck will be easy to drive. The first working prototype will be displayed publicly later this year, he said, and as of Tuesday, the company is taking reservations with \$1,500 deposits.

"By working together with some of the top engineering firms in America, we were able to design vehicles that have previously been thought impossible to design," said Milton. "We want to even the playing field and income inequalities seen between owner-operators and fleets for the first time in recent trucking history."

Milton formed the company a decade ago to design and manufacture electric vehicles, energy storage systems and electric vehicle drivetrain components.

Previously, Milton was CEO of dHybrid Systems, a natural gas storage technology company that was acquired in October 2014 by Worthington Industries.

For more information on the Nikola One, [click here](#).

Related: [Wrightspeed's Tantalizing Turbine-Electric Drivetrain](#)

City of Long Beach Fleet adds Hydrogen Fuel Cell Car!

Contributor: CMSgt (R) Dan Berlenbach / 2T3



The City recently acquired its first Hydrogen Fuel Cell Vehicle (FCV). The Toyota Mirai runs solely on hydrogen and its only emissions are water.

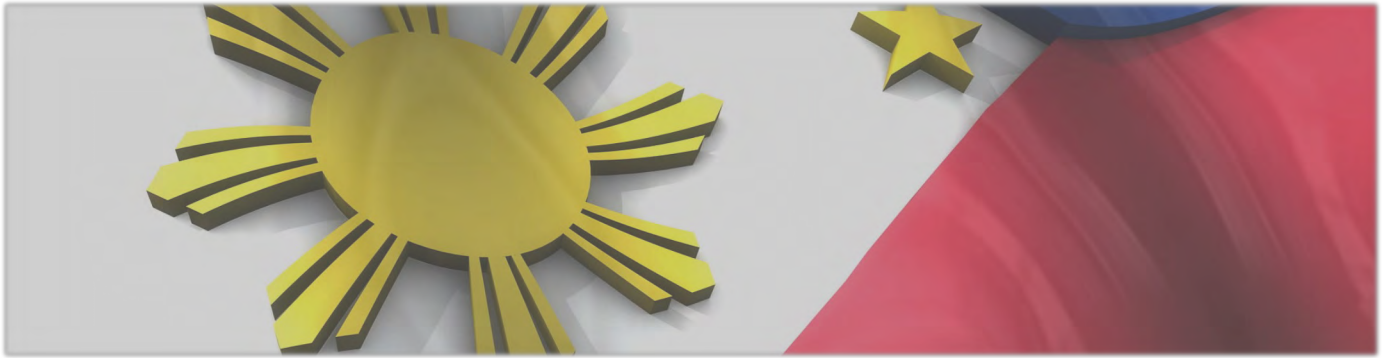
At low speeds such as city driving, the FCV runs just like any [all-electric car](#) by using the energy stored in its battery, which is charged through [regenerative braking](#). At higher speeds, the hydrogen fuel cell alone powers the electric motor as it converts hydrogen to electricity.

The car's range is about 300 miles with a combined city/highway fuel economy rating of 66 mpg, making the Mirai the most fuel efficient hydrogen fuel cell vehicle rated by the Environmental Protection Agency (EPA).

Refueling takes about five minutes, and will be done at a new hydrogen station in Long Beach, at 3401 Long Beach Blvd.

The City is a leader in sustainable fleet practices, with a largely alternatively fueled fleet that puts a minimal footprint on the environment. In addition to the new hydrogen fuel cell vehicle, the City recently converted its diesel and natural gas vehicles (more than 18 percent of its total vehicle fleet) to renewable fuels. By using renewable diesel and renewable liquid natural gas (RNG), the City expects a reduction of more than 6,000 tons of carbon emissions per year.

The City's fleet was recognized as one of the Top 50 Government Fleets in North America for 2015 and 2016, and was ranked the No. 1 North American Government Green Fleet in 2008. The Mirai is in service at the City's Motor Pool for a six-month pilot test to assess practicality for further use. After the pilot, the Mirai will be placed in several departments for further testing and to garner more feedback.



Mt Pinatubo: 25 Years Later

Editor's Comments: June 15, 2016 will mark the 25th anniversary of the eruption of Mt Pinatubo in the Philippines, the second largest volcanic eruption in the 20th century. It led to the subsequent closing of Clark Air Base and Subic Bay Naval Base. Several Truckin' On members were there that day - we remember.

This article is a departure from our usual fare, but I wanted to take time to not only reflect on those events of 1991 but also see how closing two of our critical Pacific bases has influenced world affairs - 25 years later. To do this, I quote from Simon Winchester's 2015 book, ***Pacific: The Ocean of the Future***. The list of 5 bases comes from a ***Military Times*** article published on April 1, 2016.

The events of 1991

"In 1991, *Mt Pinatubo* awoke from its slumber of many centuries, and erupted on 15 June in a climactic explosion, depositing ash over a huge area. This dire situation was further exacerbated because Typhoon Yunya (Diding in the Philippines) hit Luzon on precisely the same day. Within spitting distance of Pinatubo were located two of the US's most important overseas military bases: Clark Field, nestling at the foot of the volcano near Angeles City, and Subic Bay, home to the US Seventh Fleet, and one of the most important naval facilities that the US had access to anywhere. As we approach the 25th anniversary of the Pinatubo eruption I'm just beginning to understand the inter-connectivity of different events of that year.

At Clark it became clear within a day or two of the eruption, and covered in feet of volcanic ash, that the airbase would have to be abandoned. Aircraft had been flown out beforehand and personnel successfully evacuated to Subic. In November 1991 the US Air Force closed Clark.

At the end of 1991 there was an event, political this time, that has perhaps contributed even more to the present South China Sea situation than the *Pinatubo* eruption ever did. In an increasingly nationalistic Senate, the future of an American presence in the Philippines was being debated. The Senate rejected a treaty that would have extended use of Subic Bay because of concerns over the presence of nuclear weapons (which the US would not reveal).

Finally, at the end of December 1991, the then president Cory Aquino informed the US government that US forces would have to leave the Philippines by the end of 1992. The US Navy pulled out in November 1992.

And into the vacuum left by the US departure cleverly stepped the Chinese, sensing the opportunity to fulfill their long-standing regional geopolitical ambitions. The rest is history; the Chinese are now well and truly entrenched in the South China Sea, and will not be easily budged. There is, however, another interesting twist to the story. In January 2016, the Philippines Supreme Court approved the return of US troops to bases in the Philippines, as a counter to Chinese expansionism in the South China Sea. What goes around comes around?"

Note: For those interested in Pacific matters, and in particular the South China Sea situation, see Mr. Winchester's talk at the Carnegie Council for Ethics in International Affairs:

[**Simon Winchester: Mount Pinatubo & China's Naval Strategy in the South China Sea**](#)

The U.S. military is moving into these 5 bases in the Philippines

The bases include:

Antonio Bautista Air Base. Located near the capital of the island province of Palawan, which is strategically located near the contested Spratly Islands in the South China Sea.

Basa Air Base. Located about 40 miles northwest of the Philippines' capital, Manila, the air base was originally constructed by the U.S. Army Air Corps before the Second World War.

Fort Magsaysay. Located on the northern Island of Luzon, Fort Magsaysay is the largest military installation in the Philippines, and is one of the primary training areas of the Philippine Army.

Lumbia Air Base. Located on the southern island of Mindanao, the air base is connected to a civilian airport. Local media reports say construction of a new U.S. facility will begin soon.

Mactan-Benito Ebuen Air Base. Located on Mactan Island of the coast of Cebu in the central Philippines. It was originally built by the U.S. Air Force before the American pullout in the early 1990s.



Editor's Comments: I read a personal account of a traffic incident recently and it made me think about publishing an article on road rage or aggressive driving. This is an important issue.

There are a number of articles on the Internet about road rage, but I wanted to select a source that's reliable, not one with an agenda. **Safe Motorist** and the **American Safety Council** are reputable sources and also provide statistics from the **National Highway Traffic Safety Administration**, aka NHTSA.

Aggressive Driving and Road Rage

Aggressive driving has been a problem on our roadways for a while, and it seems to only be getting worse. Incidents of screaming, rude gestures, and sometimes even violence are reported frequently on our roadways to the point where it has earned its own name: road rage. Learn what causes road rage, whether you are prone to it, and how you can help to keep our roads safe by not giving in to road rage.

Definition of Road Rage

The term Road Rage was coined by local news station KTLA in Los Angeles after a string of shootings occurred on several freeways in the city.

The National Highway Traffic Safety Administration defines road rage as when a driver "commits moving traffic offenses so as to endanger other persons or property; an assault with a motor vehicle or other dangerous weapon by the operator or passenger of one motor vehicle on the operator or passengers of another motor vehicle".

The NHTSA makes a clear distinction between road rage and aggressive driving, where the former is a criminal charge and the latter a traffic offense. This definition places the blame on the driver.

Road Rage Quiz

You may like to think that road rage is something that only happens to other people, but the truth is many of us are guilty of aggressive behavior on the road.

Ask yourself these questions and answer honestly:

- Do you regularly drive over the speed limit, or try to "beat" red lights because you are in a hurry?
- Do you tailgate or flash your headlights at a driver in front of you that you believe is driving too slowly?
- Do you honk the horn often?
- Do you ever use obscene gestures or otherwise communicate angrily at another driver?

If you answered yes to any of these questions, it is possible you are susceptible to road rage. Many times when a road rage incident occurs it is because the person was under stress in other areas of their life. The addition of congested traffic can add to stress, which then explodes when it is perceived someone else on the road has acted in an aggressive way, whether intentional or not.

Do You Cause Road Rage?

Even if you answered no to the questions above, are you sure you aren't causing others to lash out with road rage? Ask yourself these questions as well:

- Do you frequently use your phone while driving, or otherwise drive while distracted?
- Do you keep your high beams on, regardless of oncoming traffic?
- Do you switch lanes or make turns without using your turn signal?
- Do you fail to check your blind spot before switching lanes to make sure you aren't cutting someone off?

If you answered yes to any of these questions, you may be contributing to causing road rage in others. While a violent reaction to switching lanes without a turn signal isn't warranted, it's best to not put yourself in that situation to begin with by always being aware of other drivers and driving cautiously.

Road Rage Statistics

The following statistics compiled from the NHTSA and the Auto Vantage auto club show that aggressive driving and road rage are causing serious problems on our roads.

- 66% of traffic fatalities are caused by aggressive driving.
- **37% of aggressive driving incidents involve a firearm.**
- Males under the age of 19 are the most likely to exhibit road rage.
- Half of drivers who are on the receiving end of an aggressive behavior, such as horn honking, a rude gesture, or tailgating admit to responding with aggressive behavior themselves.
- **Over a seven-year period, 218 murders and 12,610 injuries were attributed to road rage.**

One scary statistic worth noting is:

- 2% of drivers admit to trying to run an aggressor off the road!

Continued on PG 12



Continued from PG 11

Aggressive Driving and Road Rage

How to Handle Road Rage

If you find that you have agitated another driver, whether the fault is truly yours or not, do not react or retaliate to the other driver on the road. This will only cause the situation to escalate. Remind yourself that the other driver is just bad at handling stress, avoid eye contact and continue to practice safe driving habits.

Unfortunately, it does not look like this problem is going away any time soon. All you can do is be a considerate, aware driver that follows the rules of the road. While it may be difficult in the heat of the moment, do not give in to feelings of anger or rage on the road.

Think twice before you honk the horn or flip that finger, because you never know what may set off the person in the cars around you. Getting home safely is more important than teaching someone a dangerous lesson.

SafeMotorist.com Driving Safety Articles:

This article was written by SafeMotorist.com defensive driving staff writers and reviewed for accuracy by defensive driving instructors. All articles are based on current traffic laws and defensive driving practices. This article is intended for educational purposes only, and should not be taken as legal advice or literal interpretation of any specific traffic law.

Related Article



[Road Rage: When Stress Hits the Highway](#)



Mercedes AA Class....funny stuff

Contributor: CMSgt (R) George McElwain / 472

Published on Apr 16, 2016

Julia Louis-Dreyfus mocked the Mercedes A Class car on "Saturday Night Live" with a commercial for the new Mercedes AA Class, which she noted is the "first fully electric luxury sedan powered entirely by AA batteries." Check out the "SNL" ad for the Mercedes AA Class below.





TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 Jul 2016

SPECIAL POINTS OF INTEREST:

- ⇒ SEYMOUR JOHNSON AFB TESTS NEW MILITARY REFUELING UNIT: PG 1-2
- ⇒ PTSD AWARENESS: PG 3-4

Seymour Johnson AFB tests new military refueling unit

By Airman 1st Class Ashley Williamson, 4th Fighter Wing Public Affairs /
Published May 25, 2016

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- CAR SOFTWARE GLITCHES CREATING HEADACHES FOR MANUFACTURERS, DRIVERS Pg 8-9
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- AF SPECIAL PURPOSE VM HELPS KEEP BIRDS IN THE SKY Pg 10-11
- AIR FORCE REPORT: VEHICLE MAINTAINERS Pg 12
- SHOP TOOLS...AND MORE Pg 12



The Isometrics R-11 Refueler team tests the truck's revolutions per minute and fuel consumption, May 17, 2016, at Seymour Johnson Air Force Base, North Carolina. Seymour Johnson AFB was chosen as a test facility to determine adjustments before distribution to the military. (U.S. Air Force photo by Airman 1st Class Ashley Williamson)

SEYMOUR JOHNSON AIR FORCE BASE, N.C. --

Airmen from the 4th Logistics Readiness Squadron participated in a first-time military testing of a new Isometrics R-11 Refueler Unit May 16, 2016, at Seymour Johnson Air Force Base, North Carolina.

The Airmen conducted fueling operations on F-15E Strike Eagles and KC-135 Stratotankers to assisted the designers field testing and trail runs of the newly designed refueling truck.

"What this Isometrics R-11 does is it brings R-11 and R-12 capabilities with one unit," said Tech. Sgt. Justin Davis, 4th LRS non-commissioned officer in charge of the fuels service center. "It can take 6,000 gallons of fuel out to the flightline, but it can also be hooked into the ground and pump fuel straight into the aircraft. Essentially, it does both things that two separate vehicles do."

The new Isometrics R-11 Refueling Unit is more cost efficient, costing approximately \$40,000 per truck compared to the current refueling units in use. Currently, there are plans to distribute around 150 trucks Air Force-wide.

Continued on PG 2



Seymour Johnson AFB tests new military refueling unit

Continued from PG 1

Not only does the Isometrics R-11 do the job of the current refueling units, it incorporates new safety features for the user.



The Isometrics R-11 Refueler truck works on the truck fabrication team fuel sensors, May 17, 2016, at Seymour Johnson Air Force Base, North Carolina. The new R-11 was constructed to refuel jets as well as tankers more efficiently than current units. (U.S. Air Force photo by Airman 1st Class Ashley Williamson)

“They wanted to make things better from a safety and fuel consumption aspect; it’s the most self-sufficient unit that the Air Force has ever seen as far as fuel capabilities are concerned,” Davis said. “It eliminates a lot of operator error. You basically select what type fuel servicing you want to do with just the turn of a knob. It’s more simplified and efficient.”

Parking and side sensors on the Isometrics R-11 inform the driver whether they are too close to an object using light signals and an alarm system.



Senior Airman Terrence Baker, 4th Logistics Readiness Squadron petroleum, oil, and lubricants fuels lab technician, takes fuel samples from the new Isometrics R-11 Refueler, May 17, 2016, at Seymour Johnson Air Force Base, North Carolina. The R-11 has the ability to carry fuel to jets and pump fuel from underground hydrant systems to refuel aircraft. (U.S. Air Force photo by Airman 1st Class Ashley Williamson)

“It completely regulates the throttle itself, so you’re not burning up a bunch of extra fuel when you’re trying to complete the servicing operation,” Davis said. “It drastically cuts down the amount of diesel fuel consumption that the vehicle is using.”

“It took 10 years to get it off the ground from that first concept to where it is now,” said Mike Nelson, Air Force Petroleum Agency operations director.

“It’s way more efficient than the other truck. The other truck can filter the fuel as it’s coming out of the hydrant adapter to the airplane, but it wasn’t filtering when it went from the hydrant adapter to the truck. This one, we are also filtering the fuel as it goes back into the tank.”

Davis also expressed his and the 4th LRS Fuels Management Flight’s excitement about the opportunity to assist the AFPET Agency and Isometrics teams with the new R-11 testing in its first operational environment.

“This refueling unit could potentially be the most versatile fleet addition to date, and the entire petroleum, oil, and lubricants fuels lab community is anxiously awaiting its full release,” said Davis. “The tests conducted assisted the manufacturer and government by providing vital aircraft refueling pressure data that will allow future production vehicles to be programmed to service aircraft more efficiently.”

“I believe that this is going to be the 21st century refueling vehicle for military and commercial vehicle,” Nelson said. “I think once everybody sees this thing and once we get it fine-tuned and operating the way we envision it would operate, this is what everybody’s going to be using for both military and commercial aviation.”



Joe Robinson, 4th Logistics Readiness Squadron fire truck and refueling maintenance technician, adjusts a fuel sensor on the new Isometrics R-11 Refueler, May 17, 2016, at Seymour Johnson Air Force Base, North Carolina. The new R-11 has more automatic features to help prevent fuel waste and accidents. (U.S. Air Force photo by Airman 1st Class Ashley Williamson)



PTSD AWARENESS

Having a grandfather who served in the Navy several decades ago helps me appreciate those in the armed forces, but in reality at times I feel like a dumb and ignorant American who doesn't always grasp the sacrifices that have been made or are being made today by the men and women in our military to protect our rights.

It's not that I'm not patriotic or anything like that. I fly the stars and stripes at my home, which is better than most of my neighbors who choose to put out their flags only on holiday as if living in America is only worth celebrating once a year. I'm proud to be an American, but sometimes it takes meeting someone like retired Air Force Master Sergeant Jason Velez, our cover feature this month, to put things into proper perspective.

The retired sergeant didn't build a military-themed truck, but rather a platform for PTSD awareness, and what he's doing for others is truly inspiring, even for someone like me who can't possibly understand the anxiety Posttraumatic Stress Disorder can cause for those returning home from the battlefield.

After retiring and going through counseling for PTSD treatment himself, Sergeant Velez was encouraged by his therapist to create something as a means to help him deal with some issues that were affecting him. At about that same time he had also endured a tragic vehicle accident leading him to purchase an old replacement pickup that needed a lot of work.

Rebuilding the 2001 Dodge Cumins gave him a fresh platform and a lot of motivation to carry out his counselor's recommendations.

He began tearing the truck apart in his driveway and admits his full motivation behind this build initially was his own self-therapy, but it soon turned into a PTSD awareness campaign.

Through this journey he discovered the positive impact the project was having on not only himself, but also on others, including strangers with similar issues.

“Though my build—that now resembles a heavy MRAP vehicle—is only geared towards a specific demographic of veterans, they make up a pretty big number.”

“When people started opening up about really hard experiences while I worked on my truck and were genuinely feeling better after sharing their stories and mutual experiences with me, I knew I had to do something bigger than just build a truck,” recalls the 21-year veteran. “Now I want to grow this idea into a campaign or movement of sorts that can be petitioned to change the way PTSD is viewed.

Not just by the general public, but by the sufferers, treatment providers, families and communities who are all affected by it.”

Talking with Sergeant Velez made me realize there are so many suffering from this issue and what many don't realize is PTSD affects each person differently.

Though there are several treatment options in use, Velez feels many providers try a “one size fits all” approach, or attempt the method that is not always best for the patient. “My effort is not intended as a ‘fix all solution, but instead, a way of pointing out the change that's needed,” adds Velez. “And in doing so give hope to those veterans out there who feel they have tried everything and they are just broken beyond repair.

Though my build—that now resembles a heavy MRAP vehicle (Mine Resistant Ambush Protected) like those used in Afghanistan and Iraq—is only geared toward a specific demographic of veterans, they make up a pretty big number. And if the concept proves successful, this could open the door for what's next.”

His rehabilitation project isn't a fund-raising campaign, but rather a means to just make people think and that's exactly what Velez is doing. He's getting those who can't find the words to speak to break their silence and ask for help or share what is working for them.

“I honestly think this is what I call the ‘spark’ since it's not the fire, but it is what is going to start the fire, which in this case I hope is a new approach to treating aspects of PTSD,” explains Velez. “This is what can potentially bring a lot of different communities together to combine their efforts towards one good thing that individually they never could have envisioned to be possible.”

Continued on PG 4

Continued from PG 3 Knowing there are people like Sergeant Velez out there only adds to my appreciation of those who sacrifice so much for this great country.

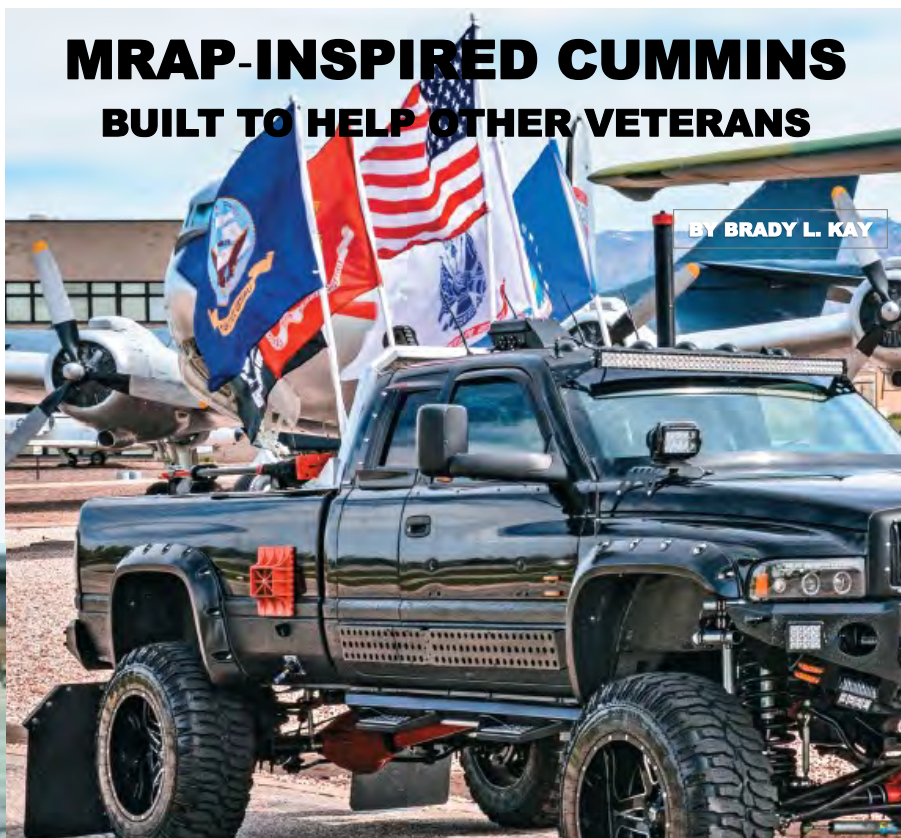


Read all about this remarkable veteran and his one-of-a-kind MRAP Cummins in the feature that begins on page 24. **DT**

Brady L. Kay,
Diesel Tech Editor

MRAP-INSPIRED CUMMINS BUILT TO HELP OTHER VETERANS

BY BRADY L. KAY



After serving on active duty as a fire truck technician, supervisor and maintenance manager for over 20 years, Air Force Master Sergeant Jason Velez is still attempting to adjust to life away from the combat zone. Like many brave men and women who have served our great

country, the transition to civilian life after six tours of duty to the Middle East and a total of eight tours away from his family has been a challenge for him. While being treated for Posttraumatic Stress Disorder (PTSD), Velez was counseled to put his creative and artistic side to work and

come up with a project that could help him deal with his post-deployment anxiety. What the veteran came up with was far more than just your typical truck build; it was truly a one of a kind project idea.

[More....see link below.](#)



See complete story on pages 24-28 at the following link: <http://read.uberflip.com/i/688269-july-2016>

The Survey Says...

Editor's Comments: As we said in our email, OLVIMS was recently decommissioned and replaced with DPAS. It had been VM's data management program, in one form or another, for well over 40 years and we wanted to know your thoughts now that it's been phased out. However, based on the number of replies, our survey question appears to have been a dud. Next time we'll try to make it a little more interesting and fun. In the interim, replies to our question are printed below.

What are your fond or not so fond memories of OLVIMS?

CMSgt Troy Saunders: As for fond memories of OLVIMS, back in 1987 we were still using punch cards and I remember having to sweep all of the chads while the MC&A folks packed up the disc to be sent over to Comm for sending to the MAJCOM. I remember thinking how futuristic all of it seemed, but now everyone of our Airmen hold phones that can process years' worth of data that would have literally taken a ton of punch cards to transfer.

Gary McLean: My fondest memory of OLVIMS was watching Dan Froedge run it in an OLVIMS client utility he built when we were deployed to Balad AB, Iraq. Somehow it worked in a Windows environment with that client? Anyway, my actual fondest memory of OLVIMS was not having to use it, that's what 2T3X7s are for!

Roger Storman: My memory of OLVIMS is as a manager, not a functional expert. Like Gary McLean, I had the good fortune of working with some very talented 472X4s and 2T3X7s who knew and understood the system. I thought OLVIMS was a comprehensive program and in its prime was outstanding. The output products were my lifeline and I used them to the best of my ability to make sound vehicle management decisions. Time and technology eventually surpassed it, however, and it was overdue for replacement. My only regret is not being around to witness and compare the capabilities of DPAS.

Pat McClain: I started using VIMS back in Nov 1973 when I attended Tech School at Chanute AFB, IL. I was not happy about being selected for the 391X0C Maintenance Analysis career field since I was an electrician before entering the Air Force. I never understood why I couldn't work on aircraft electrical systems just because I was color blind.

After getting trained and primed for doing some "analysis," I checked in to my first assignment at Langley AFB, VA where I was welcomed and promptly assigned to the keypunch machine to enter data on the punch cards. Eventually I was able to do analysis and all the graphics for the monthly report book we published. The "retrievals" (reports) we generated were what I liked about VIMS the most. Being able to create my own reports was a really cool thing back then.

The worst part was the daily submission of the boxes of punch cards to data automation, and then picking them up every morning hoping everything was accepted on the "edit" report.

After my first year in Korea, I was transferred to Edwards AFB in April 1983 and, in addition to my normal MC&A duties, I was tasked to be trained on the new Zenith Z-248 PCs. At that time, who would have thought we would ever need more than 20 MB of storage on a hard drive? We did the "train-the-trainer" thing and I got the squadron up and running fairly quickly.

After 14 months at Edwards, I was transferred back to Osan AB, Korea. This is where my worst experience with OLVIMS occurred. At the time all the AF bases in Korea who were using OLVIMS sent their "floppy disks" to Osan for processing.

I think around 1986 PACAF decided to add a data automation facility at Taegu AB and split them off along with the other sites they supported to make data processing more efficient. I was tasked to handle this project.

After a week or so of meetings with the folks at data automation, it was determined all we needed to do was to download all the Taegu sites' data and take the reel – yep, we used the big tape reels back then – and deliver it to data automation in Taegu for upload. I personally delivered the tape and remember thinking on my 3-hour drive back to Osan how much I was going to enjoy having a little lighter workload not having to worry about the guys down south.

I had no sooner walked through the door when I was told the Sperry computer at Taegu couldn't read the tape. So Osan data automation made another one and off I went again. This same thing happened four times; even the folks at PACAF and Montgomery, AL couldn't figure out the problem.

Finally, someone told me the computer at Osan and the one at Taegu were running at different RPMs so the data wouldn't match. Honestly, I never believed that story.

Well, we were never able to download the data and Taegu had to re-input every bit of it manually into OLVIMS.

While in the Air Force, I never saw any other program that was similar for maintenance data, records and reporting. After I retired in 1994, I used several other civilian maintenance programs but after using them, I never thought I'd say this, OLVIMS was way ahead of its' time for what it did.

I've used my experience with OLVIMS to advise programmers on ways to make their maintenance programs better for users and easier for the techs in the shops to access data and do input.



Helpful Tips

Ten tips to attract and retain women as professional drivers.



**Ellen Voie CAE, President/CEO
Women In Trucking Association, Inc.**

#1. Let them know you WANT to hire women: If your recruiting ad doesn't include women, or worse yet, excludes women, you won't get their attention. Don't always show a male driver in your ads, and don't assume that the only woman in your ad should be the wife at home. Go back and look at your recruiting advertisements and see if they appeal to women. Ask some of your female staff members if they would respond to your company's ad.

#2. Tell women WHY you are interested in hiring them: For example, do you have a real desire to hire women as drivers because you believe they are capable and competent? Women don't want any special privileges; they just want a level playing field to compete for jobs as a professional, not because of gender. Don't ever patronize women or give them the impression that you are hiring them because you are filling some quota or making a statement. We can see through that!

#3. Let potential drivers know why you are a good fit for them:

Do you have loads that are regional instead of long distance? Do you have equipment that makes the job less physically demanding? Do you have female trainers available? Do you make every effort to provide a safe environment for all drivers?

#4. Safety is a top priority when hiring women:

Making sure the work place is safe is important, but you should also consider ways to protect your drivers from harassment. The trucking industry is very male dominated, so women are often harassed on the job. Make sure YOUR drivers aren't the source of this negative behavior. Talk to your drivers about how they can work together as peers.

#5. Equipment: The more you can remove the physical aspect of the job, the easier it will be to recruit and retain women (and men)! Order your trucks with as much technology as you can afford. Air ride seats, brakes, hydraulic dollies and even automatic transmissions take less physical stamina and relieve some of the strain drivers experience each day. More driving, less unloading, cranking, pushing and pulling will save your drivers from pain down the road.

#6. Basic needs: Be sure your terminal has equal access to rest rooms and locker facilities. If you have a company store, make sure you stock women's clothing sizes and feminine products. Ask your drivers for their basic needs and they'll tell you what you're missing.

#7. Train, educate and mentor: Help your drivers be the best they can be. Teach them about safety and how to avoid a hazardous work environment. Give them lessons on self-defense and how to avoid and deflect harassment. Provide the knowledge they need to do their job well.

#8. Provide mentors: If you have female drivers already, pair them with a new recruit to give them a different perspective. Encourage them to talk on the phone and meet in person and help them in the process. Sometimes a driver needs to know that there's someone who understands her (or his) situation and can relate to them well.

#9. Set an example: Promote women into leadership roles and make sure they are visible to your drivers. If you have female dispatchers, managers and others who are leaders in your company, feature them in your newsletter, on your website and in your advertising. Welcome and encourage women to apply for leadership roles within your organization.

#10. Join Women In Trucking Association: Visit www.womenintrucking.org and become a corporate member. You will have access to many resources, from an anti-harassment employment guide to a recruiting guide. Although the organization is based in the United States, there are members outside of North America that benefit from the knowledge and information available from this organization.



66th Logistics Readiness Squadron Unveils Base's First Plug-in Hybrid

Hanscom going green with electric vehicles

By Mark Wyatt, 66th Air Base Group Public Affairs

Published June 09, 2016



Senior Airman Alec Cope, a ceremonial guardsman with the Patriot Honor Guard, plugs in a hybrid vehicle at Hanscom Air Force Base, Mass., June 2, 2016. The 66th Logistics Readiness Squadron recently unveiled the plug-in electric hybrid vehicle and charging station during an open house. The vehicle complies with President Barack Obama's federal government directive to become more energy efficient with the Defense Department's vehicle fleet. (U.S. Air Force photo/Linda LaBonte Britt)

HANSCOM AIR FORCE BASE, Mass. (AFNS) -- In efforts to save energy, the 66th Logistics Readiness Squadron recently unveiled Hanscom Air Force Base's first plug-in electric hybrid vehicle and charging station.

The vehicle complies with President Barack Obama's federal government directive to become more energy efficient with the Defense Department's vehicle fleet.

"The 66th Logistics Readiness Squadron is committed to complying with this directive by greening the vehicle fleet at Hanscom Air Force Base," said Scott A. Morey, the 66th LRS Vehicle Management Flight chief. "As traditional gas-only vehicles exceed their life cycle, we will replace them with hybrid vehicles across the installation."

With the addition of the base's newest plug-in electric hybrid, seven of the 11 sedans are now hybrid vehicles.

A hybrid vehicle utilizes more than one form of onboard energy to operate. The vehicle has a traditional internal-combustion engine and a fuel tank like traditional gasoline vehicles. It also has an electric motor and battery pack that utilizes electric bits to collect and reuse energy that normally goes to waste in standard cars.

The plug-in electric vehicle is built similarly, but allows the operator to switch the car's operation between electric and/or gasoline only. To accommodate the plug-in vehicle, an electric charging station was installed earlier this year on base to support General Services Administration vehicles. This will provide the base with the capability to add additional electric vehicles as part of the government fleet in the future.

"The charging station recharges battery-powered cars or pluggable hybrids such as the Ford Fusion Energi and other plug-in GSA vehicles," said Thomas Schluckebier, the 66th Civil Engineering Division director. "Funding for the station came through a 2015 Massachusetts energy gift in support of the commonwealth's effort to reduce vehicle-related fuel consumption and greenhouse gas emissions."

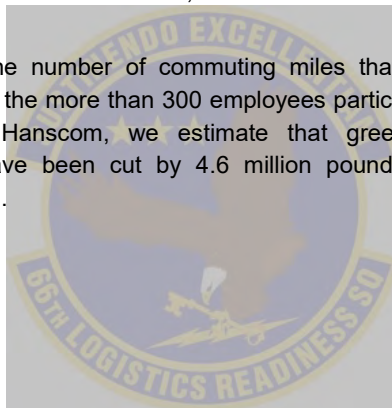
Last year, Obama issued an executive order for the federal government to cut greenhouse gas emissions by almost 42 percent through 2025. It is estimated that these carbon reductions will save taxpayers up to \$18 billion. "This newest vehicle to Hanscom's fleet demonstrates to the taxpayer that we are handling their money responsibly, but also that we are dedicated to greening the vehicle fleet," Morey said.

The Patriot Honor Guard, which has four vehicles assigned, three of which are hybrids, was assigned Hanscom's first plug-in electric based on their mission to perform funeral details throughout the region.

"The honor guard teams travel a lot throughout the year performing military funeral honors for our veterans throughout New England," said Master Sgt. Kevin Connors, the Patriot Honor Guard superintendent. "Through this electric hybrid, and the other hybrid vehicles we were already assigned, we are able to achieve greater fuel efficiency and do our part in reducing the amount of gashouse gas emissions."

Other ways the base is demonstrating a commitment to reducing greenhouse gas emissions is through the Hanscom Commuter Management Office and the van pool program, according to Scott Sheehan, a 66th CED environmental engineer.

"Based on the number of commuting miles that have been eliminated by the more than 300 employees participating in the program at Hanscom, we estimate that greenhouse gas emissions have been cut by 4.6 million pounds per year," Sheehan said.





BUSINESS

JUN 2 2016
4:03 PM ET

Car Software Glitches Creating Headaches for Manufacturers, Drivers

by PAUL A. EISENSTEIN

The high tech dashboard of a model S Tesla is on display during a sales campaign at a San Diego mall in October 2015. According to Tesla this car makes about 230 miles per charge. Frank Duenzl / dpa via AP Images

When Volvo recalled 59,000 vehicles earlier this year, the maker blamed faulty software that could unexpectedly shut off their engines. Soon after, Nissan recalled 47,000 Leaf battery-cars because software glitches could impact braking.

Today's cars routinely pack in more electronic hardware than a typical home or office. It's not unusual to have 100 million or more lines of software code operating all those systems, substantially more than the latest Air Force fighter jets.

But glitches are proving surprisingly common. By one estimate, there's an error in as many as one in every five lines of code, something that can prove not just inconvenient but potentially deadly for car buyers — and costly and embarrassing for carmakers.

"Software-related problems have become much more prevalent and, if not addressed, could begin to erode consumer trust in new automotive technology."

Microprocessors today run just about every aspect of a vehicle's operations: engines, brakes, suspension and safety systems. Modern vehicles also come loaded with an assortment of high-tech infotainment systems.

And the trend is accelerating as the industry moves rapidly towards an era when autonomous vehicles will be able to drive without human intervention.

But experts warn that rising recalls and consumer complaints need to be taken as a warning. The industry needs to find ways to track problems more quickly, preferably before balky software can cause an accident, said Anthony Foxx, the U.S. Secretary of Transportation.

And then, manufacturers need to find ways to fix those problems quickly and with minimum disruption for consumers.

According to the new Power survey, there have been 189 recalls linked to software problems over the past five years, 141 of which could actually cause a crash because of malfunctioning vehicle or powertrain controls.

While the latest study has generated some controversy over its methodology, there is widespread agreement that software errors are a major problem.

RedBend, an Israeli-based start-up recently purchased by electronics giant Harman International Industries, contends that 6.4 percent of the recalls ordered by the National Highway Traffic Safety Administration in 2015 were software-related.

[Read More: Toyota to Phase Out Gas-Powered Vehicles, Doubling Down on Hydrogen](#)

In all, according to RedBend, 6.4 percent of last year's recalls were "software related," a problem that cost makers \$440 million to fix.



Tesla cars gain self-driving abilities - overnight

A new study by J.D. Power and Associates found that the number of complaints about automotive software problems has been rising at a double-digit annual rate, increasing 22 percent last year alone.

[Read More: Safety Agency to Shift Gears on Auto Industry Self-Certification](#)

"Consumer complaints are the canaries in the coal mine for automobile manufacturers when it comes to anticipating future recalls and longer-term customer satisfaction," said Renee Stephens, vice president of U.S. automotive research at J.D. Power.

Continued on PG 9

Car Software Glitches Creating Headaches for Manufacturers, Drivers

Continued from PG 8

That's just part of the problem, however. Generally, only safety-related issues lead to recalls. But other studies have shown that balky technology — things like navigation systems and voice control — have become the single-biggest source of consumer complaints, far exceeding traditional, mechanical problems such as defective transmissions or wind noise.



On Assignment: Driverless Cars?

It doesn't help, RedBend estimates, that there are flaws in anywhere from 5 percent to 20 percent of the lines of code in a typical car.

Such issues, according to both Power and California consulting firm AutoPacific, Inc., typically lead to lower owner loyalty. In other words, an owner who is thwarted every time she tries to enter an address into a navigation system is more likely to switch brands when it's time to trade in.

Ford Motor Co. saw its scores in the much-quoted Power Initial Quality Survey plunge during the first half of this decade, largely due to problems with its Sync infotainment system. At one point, the maker was forced to send out USB drives with software updates. Buyers nervous about this do-it-yourself solution were able to get free updates at Ford and Lincoln brand dealers.

But an alternate method many automakers are planning to adopt lifts a page from the cellphone industry and could make life simpler for vehicle owners. Tesla Motors is already using so-called over-the-air, or OTA, updates on its Models S and X. A number of other makers plan to add similar features over the next several years.


"Tesla has changed the game," said Roger Ordman, the marketing chief for RedBend, which handles remote upgrades for tech firms like Apple, and which is hoping to become a leader in the field of automotive over-the-air updates, as well.

[Read More: For New Volkswagen Chief, Regaining Trust Must Come Before Profits](#)

Not everyone is comfortable with OTA, however. General Motors' global product chief Mark Reuss prefers to limit over-the-air updates to non-critical vehicle systems, such as infotainment, to limit the possibility hackers could use the radio waves to gain control of a vehicle.

Cybersecurity became a major concern when, a year ago, two security experts hacked into a Jeep's software, taking control while it was driving, sending it into a ditch with a journalist from Wired magazine sitting inside.

NHTSA Administrator Mark Rosekind has called cybersecurity "one of the biggest issues" facing the auto industry, and one that will become even more important in the coming era of autonomous vehicles.

Along with software glitches, the threat of hackers underscores the challenges the industry faces. Today's cars are no longer just mechanical devices. They simply can't operate without microprocessors and the software needed to run those systems. But unless and until automakers can address those glitches, software will become an increasing source of frustration — and a costly one, at that. 

Unique Fleet Vehicles

June 2016, Government Fleet - Feature

By Thi Dao



You won't find these vehicles at many fleets! We asked fleets about the unusual vehicles their agencies own and operate. [View a photo gallery](#) of a few of these unique fleet units that include:

- a hybrid sewer truck
- a fish transport vehicle
- a vehicle that moves traffic medians
- an extra large, specialized airport snow removal unit
- a hybrid electric ambulance
- a very old but functioning control tower vehicle
- a mobile medical clinic
- a custom hook lift bed designed for barricades.

Kadena SP Shop in the Spotlight

Air Force special purpose vehicle maintenance helps keep birds in the sky

**by Airman 1st Class Nick Emerick
18th Wing Public Affairs**

4/27/2016 - KADENA AIR BASE, Japan -- The special purpose vehicles shop on Kadena Air Base is responsible for vehicles that help put planes in the air.



U.S. Air Force Airman 1st Class William Leonard, 18th Logistics Readiness Squadron vehicle mechanic, performs a ball joint replacement in the special vehicles shop April 14, 2016, at Kadena Air Base, Japan. The 18th LRS is the largest LRS in the Air Force and is composed of 757 authorized personnel. (U.S. Air Force photo by Airman 1st Class Nick Emerick)

"We deal a lot in flight line vehicles; like aircraft towing vehicles, anything big with hydraulics, we work on it," said Staff Sgt. Randy Johnson, the assistant NCO in charge of the special vehicle maintenance shop with the 18th Logistics Readiness Squadron.

From fixing ball joints and brake pads to completely replacing entire engines in some vehicles, the special purpose vehicles shop is prepared to do whatever it takes to make sure the mission can always be completed, rain or shine.



U.S. Air Force Airman 1st Class William Leonard, 18th Logistics Readiness Squadron vehicle mechanic, tightens a lug-nut during a ball joint replacement in the special vehicles shop April 14, 2016, at Kadena Air Base, Japan. The 18th LRS is responsible for all government owned vehicles on Kadena as well as their maintenance. (U.S. Air Force photo by Airman 1st Class Nick Emerick)

"The basic maintaining of special purpose vehicles, taking things apart, figuring out what's causing problems, whatever needs to be done," said Airman 1st Class William Leonard, 18th LRS vehicle mechanic with the special vehicle maintenance shop. "There's a ton of attention to detail involved in my job, if you mess up, like over tightening lug nuts, then you could be out a tire and then it would just come right back to the shop."



U.S. Air Force Staff Sgt. Randy Johnson, 18th Logistics Readiness Squadron assistant NCO in charge of the special vehicle maintenance shop, examines an engine after removing it from a truck April 26, 2016, at Kadena Air Base, Japan. The Vehicle Management Flight provides fleet management/maintenance on 2,064 vehicles and is the largest active fleet in the Air Force. (U.S. Air Force photo by Airman 1st Class Nick Emerick)

Continued on PG 11

Kadena SP Shop in the Spotlight

Continued from PG 10

Air Force special purpose vehicle maintenance helps keep birds in the sky

Military members in the SV shop work hand in hand with local Okinawans to maintain mission readiness and build stronger ties with the local community.

"At this point I've realized it's immeasurable, the amount of information you can learn from our civilian counterparts," said Leonard. "I could go down a stall and maybe whoever is working there won't know, but he'll know someone in the shop who knows everything there is to know."

For some members of the SV shop, being able to contribute to the Air Force in such a way is the reason they joined the military. "I joined the military to work on vehicles, and I love working on them," said Johnson. "If any of my Airmen have any troubles with their vehicles I come out and help them out."



U.S. Air Force Airmen in the special vehicle maintenance shop with the 18th Logistics Readiness Squadron examine an engine after removing it from a truck April 26, 2016, at Kadena Air Base, Japan. The Vehicle Management Flight maintains more than 2,000 vehicles valued at \$140 million. (U.S. Air Force photo by Airman 1st Class Nick Emerick)



Contributor: CMSgt (R) Randy Livermore / 2T3

Auto Integrate is a web-based 'real time' maintenance authorization tool that has been developed specifically for the US and Canadian fleet management service industry and its vendors. It streamlines existing transactional workflow to deliver enhanced operational efficiencies, adding a new dimension to the way fleet management companies and their suppliers interact.

The Auto Integrate platform has been designed to support the full spectrum of industry users and fleet management companies, as well as large national suppliers and smaller, independent vendors.

Featuring an integrated workflow management system and a fully customizable rules engine, it speeds up the authorization of standard repairs by utilizing automated authorization. It therefore dramatically reduces the time taken to register details of required work and obtaining authorization.

The result is a reduction in decision times to less than 5 seconds for automated authorizations.

In addition, the platform has been developed with the highest level of security and operational resilience.

Auto Integrate is hosted in a fully resourced and supported environment that delivers 99.9% system availability.

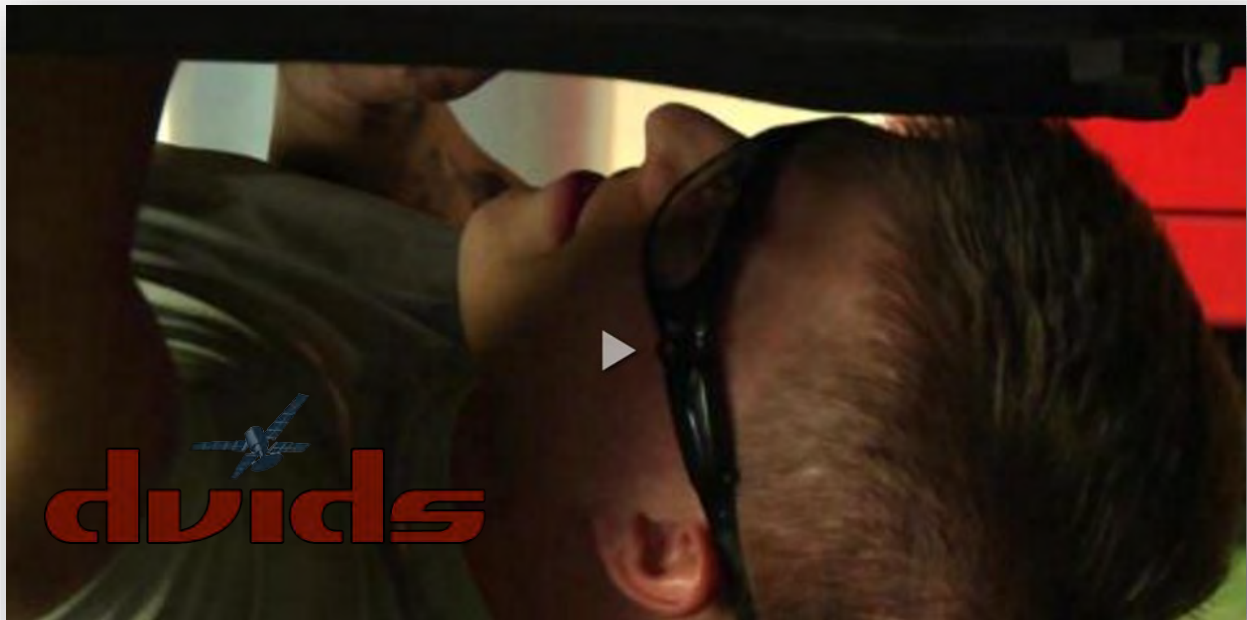


See more about 'Auto Integrate' at the link below:

<http://www.autointegrate.com/AboutUs>

Air Force Report: Vehicle Maintainers

A look at the work life of vehicle maintainers at Yokota AB, Japan



SHOP TOOLS

Contributor: Reade Holzbaur, WS 12 (R) / 2T3

ESCO TIRE DEMOUNTER



More Thoughts from Reade...

📁👤 **Law of Mechanical Repair**

After your hands become coated with grease, your nose will begin to itch and you'll have to pee.



TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 Aug 2016

SPECIAL POINTS OF INTEREST:

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- ⇒ AF TESTS BIOBASED MOTOR OIL FOR NON-TACTICAL VEHICLES: PG 1-2
- ⇒ GFX—GOVERNMENT FLEET & EXPO CONFERENCE: PG 3

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- VEHICLES - GETTING THE MISSION DONE PG 7-9
- VEHICLE MANAGEMENT GUIDON PG 9
- KADENA'S RUST BUSTERS PG 10-12
- FAREWELL TO STRAIGHT TALK PG 12

Our Heritage

Motor Transport Corps Insignia



The use of motor vehicles by the U.S. Army was in its infancy prior to and at the beginning of the United States' involvement in World War I. Horses remained the main mode of transportation of soldiers and movement of supplies and equipment. Training in the maintenance and repair of motor vehicles had not yet become part of the U.S. Army's training curriculum, and to accommodate this shortcoming, skilled civilian tradesmen from U.S. automotive manufacturers were the first to be assigned to the Motor Transport Corps. The headquarters of the Motor Transport Corps was located in Tours, France, during WWI. This insignia's design is that of a feather stuck in an infantry helmet, which is in front of a wheel. (U.S. Air Force photo)

AF Tests Biobased Motor Oil for Non-tactical Vehicles

U.S. Government Tests Biolubes

By [Joe Beeton](#) • July 6, 2016

Contributor: CMSgt (R) Randy Livermore (2T3)



The Air Force is testing biobased motor oils in non-tactical ground vehicles. Here a C-17 Globemaster III is being loaded at the Hickam Air Force Base, Hawaii, in 2006. Photo: U.S. Air Force

Several U.S. government agencies, including the Air Force, are testing the performance of biobased motor oils in non-tactical ground vehicles for possible conversion once these products are commercially available.

The Department of Defense unveiled earlier this year that it is evaluating vegetable-based engine oils' performance in select vehicles, noting that if biolubes stack up against conventional mineral oils, it would possibly require the oils to be purchased for use in its fleet of 200,000 vehicles. If biobased oils are comparable to or better than petroleum oil, the conversion could even extend to the entire government's fleet – including civilian and military services – of more than 633,000 vehicles nationwide, according to the Defense Logistics Agency.

Continued on PG 2

AF Tests Biobased Motor Oil for Non-tactical Vehicles

Continued from PG 1

The U.S. Air Force began the experiment in January under the sponsorship and direction of the DLA, the Office of the Secretary of Defense and the Air Force Research Laboratory, which is located at Ohio's Wright-Patterson base.

Project heads and Air Force personnel randomly selected four vehicles at the Seymour Johnson Air Force Base in North Carolina, drained the standard petroleum oil typically used in its ground fleet, and filled the engines with select bio products.

They then sent the spent conventional oil to a third-party lab to establish a baseline from which to evaluate samples of the new plant-based oil that they will submit intermittently during the 12- to 18-month trial period.

The testing ground was then expanded to include a handful of vehicles at a few sites across the country – including Fairchild AFB near Spokane, Washington; Luke AFB in Glendale, Arizona; Malmstrom AFB in Great Falls, Montana, and a Department of Homeland Security law enforcement training center in Brunswick, Georgia, for a total trial pool of 40 vehicles.

The initiative spurs from the DLA's Green Products & Hazardous Minimization directive, which was part of a 2010 sustainability policy, according to an April 27 report on the DLA's website.

"Oil and greases are typically composed of [mineral] base oils [enhanced] with polymers, solids and other additives, which are considered hazardous," explained DLA Aviation's Andy Shaban, a chemical engineer and program manager. "Our job is to find an environmentally safer substitute for the traditional oil that military and federal agencies use in non-tactical vehicles."

Although it's being carried out on a relatively small scale, the field test is designed to represent a wide range of characteristics experienced by the DoD's non-tactical ground vehicles.

Test vehicles were randomized, but the locations were carefully selected based on unique types of services and geological attributes.

The North Carolina site is hot and humid; Fairchild's base requires vehicle transport across rugged terrain; Arizona is hot and dry, and Malmstrom is prone to snow and extreme cold conditions, explained Senior Master Sergeant Joel Villarín from Virginia's Joint Base Langley-Eustis, in a March 24 report published on the Malmstrom AFB's website.

Oils from three separate suppliers –Biosynthetic Technologies, BioBlend and Loch Sciences b2 biOil – were installed in equal amounts of vehicles, according to the DLA.

Biosynthetic Technologies' CEO, Allen Barbieri, told Lube Report that the Air Force field tests represent just one stage in an ongoing process – noting that an even more supreme driver of the tests is the U.S. Department of Agriculture's BioPreferred Program.

The directive, which was created by the Farm Security and Rural Investment Act of 2002, mandates that government and government contractors purchase products with a specific minimum level of biological ingredients in almost 100 categories of products found in everyday equipment and services – including various types of lubricants – if such a product exists and can be proven to perform as well as its non-biobased alternative.

In ensuring that a high-performing biobased motor oil exists, the USDA actually invented the technology underlying BioSynthetic Technologies' base oils, Barbieri noted. The agency has a vested interest in seeing that the venture comes full circle to align with the program's goals.

However, when it comes to passenger car motor oils, biobased products still aren't yet available on a wide commercial scale, he remarked, so the directive isn't currently enforceable. But once commercial supply of biobased motor oils is adequate to meet demand, the products will inevitably find their way into the engines of federal agencies' vehicles.

"The entire federal fleet of automobiles should switch over to biobased motor oils once available, because the BioPreferred Program mandated that all U.S. government agencies and all contractors working for the U.S. government are required to use motor oils containing at least 25 percent bio content," he said. "Since most big corporations are contractors with the U.S. government – from FedEx to Walmart – the opportunity here is tremendous."

The Air Force is not the only entity testing biobased oils. The DLA report noted that it was planning to expand testing to several other federal agencies this year, and Barbieri pointed out that the company has been approached by other agencies interested in testing as well.



GFX GOVERNMENT FLEET EXPO & CONFERENCE

Top 20 Leading Fleets Announced for 2016

Editor's Comments: In May 2016 we published an article on *Government Fleet's* 50 Leading Fleets...the best in the industry. The article stated that *Government Fleet* would announce rankings for the top 20 fleets as well as top fleets in size categories at **GFX** (June 20 - 23, 2016). The table below lists the top 20 in rank order. As always, we've recognized fleets managed by former Air Force transporters by including their names. Congratulations to all!

TOP 20		
Rank	City	Name
1	City of Columbus, OH	
2	City of Fort Wayne, IN	
3	Montgomery County, MD	Bill Griffiths
4	City of Tulsa, OK	
5	County of San Diego, CA	
6	City of Houston, TX	
7	City of Buckeye, AZ	
8	City & County of Denver, CO	
9	Lee County, FL	
10	Manatee County, FL	Ron Schulhofer
11	City of Tempe, AZ	
12	City of Long Beach, CA	Dan Berlenbach
13	City of Anaheim, CA	
14	City of Moline, IL	
15	City of Fort Worth, TX	
16	City of Bellevue, WA	
17	Alameda County, CA (GSA)	
18	City of Dunlin, OH	
19	City of Milwaukee, WI	
20	County of San Bernardino, CA	

Remaining Leading Fleet Recipients w / Former AF Managers		
Rank	City	Name
NA	City of Fairfield, CA	David Renschler
NA	Hillsborough County, FL	Robert Stine, JR
NA	Sarasota County, FL	Greg Morris
NA	City of Lakeland, FL	Gary McLean
NA	Denver International Airport, CO	Jeff Booton

Note: Government Fleet also named the No. 1 fleets in size categories — the No. 1 small fleet (499 or fewer assets) is the City of Buckeye, Ariz., with 410 vehicles, and the No. 1 mid-size fleet (500-999 assets) is the City of Bellevue, Wash., with 889 units. Columbus is also the No. 1 large fleet (1,000 or more assets).

See full story at: [Leading Fleets](#)



GFX 2016 in Pictures



VEHICLE MANAGEMENT KEEPS THE WHEELS TURNING



U.S. Air Force photos by Senior Airman Rachel Loftis

Contributor: CMSgt (R) Honolito Directo / 2T3



Senior Airman Levi Powers, 99th Logistics Readiness Squadron Vehicle Management Flight general purpose vehicle maintainer drains fluid from an old radiator at Nellis Air Force Base, Nev., May 3. Powers and many other members of the vehicle management flight maintain and manage the vehicle fleet at Nellis AFB.



An 80,000 square foot state-of-the-art Vehicle Management Flight facility is housed on Nellis Air Force Base, Nev. The facility allows Airmen to repair and maintain approximately 1,500 vehicles assigned to units on Nellis and Creech AFBs, and the Nevada Test and Training Range in order to help accomplish the installations' training and operational missions.



Airman 1st Class Nicholas Guy, 99th Logistics Readiness Squadron Vehicle Management Flight special purpose vehicle maintainer works on an airfield sweeper engine at Nellis Air Force Base, Nev., May 3. The vehicle management flight services vehicles assigned to units on Nellis and Creech AFBs, and the Nevada Test and Training Range.



Staff Sgt. Joseph Petrie, 99th Logistics Readiness Squadron Vehicle Management Flight tire shop maintainer loads a tire onto a machine at Nellis Air Force Base, Nev., May 3. The machine allows Airmen in the shop to easily load and unload tires from vehicles.

Continued on PG 5

VEHICLE MANAGEMENT KEEPS THE WHEELS TURNING



Continued from PG 4

U.S. Air Force photos by Senior Airman Rachel Loftis

Contributor: CMSgt (R) Honolito Directo / 2T3



Senior Airman Phanat Amphai, 99th Logistics Readiness Squadron Vehicle Management Flight mission generation equipment journeyman turns a wrench on an engine at the vehicle maintenance shop, May 3, on Nellis Air Force Base, Nev. The vehicle management flight is responsible for repairing and maintaining all government-owned vehicles on base.



Senior Airman Levi Powers, 99th Logistics Readiness Squadron Vehicle Management Flight general purpose vehicle maintainer places a new radiator into a vehicle at Nellis Air Force Base, Nev., May 3. The flight is able to manage more than 1,500 vehicles, due to its 80,000 square foot state-of-the-art-facility.



Airman 1st Class Nicholas Guy, 99th Logistics Readiness Squadron Vehicle Management Flight special purpose vehicle maintainer holds onto a piston at Nellis Air Force Base, Nev., May 3. The vehicle management flight team manages the largest fleet in Air Combat Command with over 1,500 vehicles.



Tires lay inside the 99th Logistics Readiness Squadron Vehicle Management Flight tire shop on Nellis Air Force Base, Nev., May 3. The vehicle management flight is responsible for repairing and maintaining all government-owned vehicles on base.

A female driver's experience

By **Ellen Voie CAE, President/CEO**
[Women In Trucking Association, Inc.](#)



The mission of Women In Trucking Association is to increase the percentage of women employed in the trucking industry. While we represent all careers in transportation, much of our work focuses on the professional driver's challenges. Specifically, we look at obstacles that might keep women from considering a career in transportation.

Many carrier's representatives have bluntly stated that they don't "care about the gender of their drivers." They remark that they hire men and women and treat them equally. If that is true, then why are there twenty men to every woman behind the wheel?

Instead of ignoring the fact that men and women are physically and emotionally different, let's embrace the differences and work on making the environment better for all drivers. This means we need to look at our hiring and training practices more closely.

One carrier felt that a same gender training policy would address harassment issues by allowing women to be trained by a female trainer. Unfortunately, the Equal Employment Opportunity Commission (EEOC) determined that the longer waiting period for women to be assigned to a female trainer constituted discrimination. Now, women are assigned to the next available trainer regardless of gender.

This means that men and women must share bunk space while out on the road. Private activities such as changing clothes, personal hygiene and other intimate routines are no longer secretive. This could create a very uncomfortable environment for a woman who is struggling to learn how to drive a tractor-trailer in heavy traffic, shift gears and back into tiny loading docks.

If the woman is married or has a close relationship with someone who might not understand the situation, this could create even more stress during her training.

Recently a new female recruit contacted me about her training experience at a school. She was expected to sleep in a bunk house type environment with the male students at the training facility. She was not told about this in advance. Instead, the school recruiter told her she would have lodging during her stay.

When she arrived at the school, she was shown her bunk in the sleeping quarters occupied by all men. She offered to stay in a hotel at her own cost, but was told this was not an option.

She left the school and found another place that didn't expect her to sleep in a room with men. "The importance of allowing female trainees to obtain a private hotel room for themselves even if it means paying out of pocket without reimbursement (is important)," she said.

"If I were given this option before arriving or once I arrived I would very likely have stayed for training and currently employed there despite the vague description of boarding I was given," she added.

While I was familiar with opposite gender training while on the road, I was surprised to hear that some schools treat all of their students the same, to the extent they have to sleep in the same room.

Are we really attracting women into the trucking industry with policies like these?

The Women In Trucking Association Facebook page has nearly 10,000 folks who share their expertise when asked. I created a poll and asked the female drivers to respond to the following question. "Did any of you have to share sleeping space with males during training (not in the truck, but at the school or carrier's facility)?"

I was surprised to learn that ten percent of the respondents were provided a shared sleeping facility with men. Some of the drivers stated the names of their training provider. Many of these are members of Women In Trucking Association.

This is truly unacceptable and could be a reason some women won't succeed as professional drivers if they are concerned about their safety, or their personal items in a non-private area.

Even the men agreed. A male driver commented about sharing a space with anyone because he'd "be nervous (about) them stealing his belongings." Another male driver said his wife would not have accepted the arrangement.

We have a long way to go before we've addressed the challenges women face as they consider a career as a professional driver. However, personal safety and privacy while in training should be the standard for all drivers.

Men and women are not the same and carriers that ignore gender differences are not creating a positive environment for the demographic we are trying to attract.

If you are a training facility that expects all of your students to share sleeping quarters, we ask you to consider whether this would be acceptable if that woman was your own daughter, wife, mother or sister. If not, then change it.

VEHICLES — GETTING THE MISSION DONE

Yokota working vehicle showcase

By Airman 1st Class Elizabeth Baker, 374th Airlift Wing
Public Affairs / Published July 05, 2016

YOKOTA AIR BASE, Japan --

Yokota's airlift mission couldn't function without its wheels on the ground. Yokota has a variety of specialized vehicles in all shapes and sizes, performing jobs from cleaning sewage lines to loading cargo to putting out fires.

This article showcases four of Yokota's high-tech, hard-working vehicles: the 60k Tunner, the Striker 3000, the 10k all-terrain forklift and the Humvee.

60k Tunner



Airman 1st Class John Thomas Dennis, 730th Air Mobility Squadron air freight technician, poses for a photo with a 60k Tunner at Yokota Air Base, Japan, June 29, 2016. The 60k Tunner is the military's largest K-loader, vehicles used to on- and off-load aircraft cargo. (U.S. Air Force illustration by Airman 1st Class Baker/Released)

"Without K-loaders, there would be no airlift," said Airman 1st Class John Thomas Dennis, 730th Air Mobility Squadron air freight technician.

The 60k Tunner is Yokota's largest K-loader, vehicles designed to load and offload aircraft cargo. The 60k Tunners utilize hydraulics to adjust the height of the loading platform, up to 18.5 feet, and can support up to 60,000 pounds.

Dennis drives and operates all of the 730 AMS K-loader models.

"It's my favorite part of the job," Dennis said. "Driving the K-loaders is a lot of fun, especially when you lift it way up in the air to drive up to a KC-10 aircraft."

The cargo Dennis helps to transport mainly supports permanent change of station moves but is also critical to a variety of other missions, such as repairing deployed aircraft.



Airmen load cargo pallets from a Boeing 757 onto a 60k Tunner at Yokota Air Base, Japan, June 29, 2016. The 60k Tunner can hold up to 60,000 pounds of cargo and elevates up to 222 inches. (U.S. Air Force photo by Airman 1st Class Baker/Released)

Striker 3000



Airman 1st Class Thomas Smith, 374th Civil Engineer Squadron firetruck driver operator, poses for a photo with a Striker 3,000 fire truck at Yokota Air Base, Japan, June 28, 2016. The Striker 3000 is Yokota's newest fire truck and is specialized with features like the hull-piercing snozzle to combat aircraft-related fires. (U.S. Air Force illustration by Airman 1st Class Baker/Released)

The Striker 3000 is the newest addition to Yokota's firefighting arsenal. It is equipped with advanced, self-operating features and adapted specifically to combat aircraft fires.

Unlike the 374th Civil Engineer Squadron fire department's older firetruck models, the Striker 3000 can be operated by one driver. It is equipped with a "snozzle," a hull-piercing attachment that can open an aircraft to aid in extinguishing a fire. The truck is twice the size of previous models and has an improved boom-length which extends up to 75 feet longer, giving it a maximum reach of 750 feet. The Striker 3000 can disperse three types of firefighting agents: water, foam and Purple K, a dry chemical, and can hold up to 3,300 gallons of water.

Continued on PG 8

VEHICLES – GETTING THE MISSION DONE

Continued from PG 7

Yokota working vehicle showcase



Airman 1st Class Thomas Smith, 373th Civil Engineer Squadron firetruck driver operator, demonstrates the Striker 3000 fire truck's capabilities at Yokota Air Base, Japan, June 28, 2016. The Striker 3000 is Yokota's newest firetruck, equipped with a boom that extends 75 feet longer than older models, giving it a total range of 750 feet. (U.S. Air Force photo by Airman 1st Class Baker/Released)

"I love it," said Airman 1st Class Thomas Smith, 374 CES driver operator. "It's an awesome ability to know that you can single-handedly put out a fire and possibly save someone's life. That joy that you see when we bring little kids in and they get to sit in the driver's seat is like what I experienced the first time I got to operate it."

10k all-terrain forklift



Airman Jalen Johnson 374th Logistics Readiness Squadron vehicle operator and dispatcher, poses for a photo with a 10k all-terrain forklift at Yokota Air Base, Japan, June 29, 2016. The 10k is essential to Yokota operations for its ability to lift, load and transport heavy cargo such as aircraft-part pallets. (U.S. Air Force illustration by Airman 1st Class Baker/Released)



Airman Jalen Johnson 374th Logistics Readiness Squadron vehicle operator and dispatcher, uses a 10k all-terrain forklift to load cargo onto a trailer while spotted by Airman 1st Class Dube Johnson, 374 LRS vehicle operator and dispatcher, at Yokota Air Base, Japan, June 29, 2016. The 374 LRS uses 10ks, which can lift and transport up to 10,000 pounds, to support cargo operations throughout Yokota. (U.S. Air Force photo by Airman 1st Class Baker/Released)

Forklifts are an essential part of Yokota operations and are used in numerous places: on the flight line, on construction grounds, at drop zones and more.

The 374 LRS uses 10ks for large cargo transport, loading and unloading up to 10,000 pounds of aircraft parts, barrels and canisters at a time for any number of uses across base.

"It's extremely bouncy," said Airman Jalen Johnson 374 LRS vehicle operator and dispatcher. "You're like a bobble head in there."

While the 10k's bounciness may make it a challenge to drive at times, its usefulness can be seen in the sheer number of them dispersed throughout Yokota.

"It's fun being able to operate heavy machinery and pick up things that you wouldn't be able to otherwise," Johnson added.

Humvee

High Mobility Multipurpose Wheeled Vehicle is abbreviated as HMMWV, more commonly referred to as Humvee. Humvees are versatile, all-terrain vehicles that can be outfitted as light utility vehicles or light armored cars. In 1979 the U.S. military developed them to replace several existing trucks with an all-in-one light tactical vehicle.

According to Airman 1st Class Alexander Love Gaunt, 374th Civil Engineer Squadron water and fuels systems maintenance civil engineer, driving the Humvee around Yokota can attract a lot of attention because it is such a symbol of the U.S. Military.

Continued on PG 9

VEHICLES – GETTING THE MISSION DONE

Continued from PG 8

Yokota working vehicle showcase



Airman 1st Class Alexander Love Gaunt, 374th Civil Engineer Squadron water and fuels systems maintenance civil engineer, operates a Humvee towing equipment for clearing sewage lines at Yokota Air Base, Japan, June 29, 2016. The 374 CES and 374th Logistics Readiness Squadron use Humvees, a versatile, all-terrain utility vehicle, to pull heavy equipment or navigate off-road terrain for situations such as retrieving parachutes from rugged drop zones. (U.S. Air Force illustration by Airman 1st Class Baker/Released)

“People, military or not, stare in curiosity,” Love Gaunt said.

Love Gaunt explained that the 374 CES uses the vehicle’s power for hauling large equipment. Other squadrons, such as the 374 LRS, use it to navigate rough terrain like remote drop zones.

CONCLUSION

The 374th Airlift Wing, with its role as the primary airlift hub in the western Indo-Asia Pacific Region, has a diverse set of tasks to ensure the mission is completed. Vehicles, of all shapes and sizes, assist in making these tasks much easier and more efficient to accomplish.



VEHICLE MANAGEMENT FLIGHT GUIDON

Editor’s Comments: The vehicles illustrated in the article above are maintained by Yokota’s 374th VM Flight (LGRV).

I was surfing the Internet and happened to find a picture of their flight guidon, which I thought was unique. I had not seen one at the flight level before.

You can enlarge the picture and read the inscription surrounding the logo, but here’s what it says: **“374th Vehicle Management Flight. Pop the Hood, Damn We’re Good.”**

I know several of our members have served in this unit and consider it their best assignment. We thought we would feature it here and ask you to send a photo of your flight guidon, assuming you have one.



KADENA'S RUST BUSTERS

Corrosion Control

By Senior Airman Peter Reft, 18th Wing Public Affairs /
Published July 14, 2016



U.S. Air Force Senior Airman Bryan Orozco, 18th Logistics Readiness Squadron mission generation equipment vehicle maintenance journeyman, and Tech. Sgt. Justin Petty, 18th LRS allied trades non-commissioned officer in charge, display a coin presented by Maj. Gen. Timothy Green, the Air Force director of civil engineers, to Petty for his development of a new airfield damage repair anti-corrosion program July 7, 2016. Petty attributes his credit to the Airmen under his charge, who executed the program successfully, setting a new Air Force-wide standard in anti-corrosion maintenance. (U.S. Air Force photo by Senior Airman Peter Reft)

KADENA AIR BASE, Japan -- Okinawa's sub-tropical climate exposes airfield damage repair (ADR) assets to year-round rainfall, high humidity, thunderstorms and typhoons, placing Kadena in fourth place for the U.S. Air Force's top bases for corrosive climates.

With a \$15 million ADR vehicle on the line, 18th Logistics Readiness Squadron chiefs tasked Tech. Sgt. Justin Petty with developing a new cost-effective anti-corrosion program.

Not only did Petty meet their expectations, his success earned the appreciation of Maj. Gen. Timothy Green, the Air Force director of civil engineers in the District of Columbia headquarters.

"The two-star general personally recognized me for coming up with the program," said Petty. While Petty did develop the new anti-corrosion program, he acknowledges his Airmen were the ones who made it possible.

"It's all because of my Airmen, constantly going out there and maintaining the vehicles," said Petty. One of those Airmen, Senior Airman Bryan Orozco, 18th LRS mission generating equipment vehicle maintenance journeyman, leads a team to maintain and repair ADR assets on a daily basis.

"This is my first time taking charge in a leadership role of maintaining and exercising these vehicles and teaching other Airmen how to perform these jobs," said Orozco.

With a current fleet of 117 assets, projected to grow to 257, Orozco and other Airmen have a full-time job executing anti-corrosion measures and maintenance while performing 400 inspections every month.

Fortunately, the Air Force Reserve's 944th LRS, assigned to Luke Air Force Base, Ariz., stepped up to help.



U.S. Air Force Senior Airman Bryan Orozco, 18th Logistics Readiness Squadron mission generation equipment vehicle maintenance journeyman, operates a paint station as part of an anti-corrosion program July 7, 2016. Orozco leads a team of Airmen to continually monitor for damage and maintain a fleet of airfield damage repair assets, valued at \$15 million, which remain constantly ready in the event of damage to Kadena's airfield, ensuring aircrews' capability to safely continue operations in wartime scenarios. (U.S. Air Force photo by Senior Airman Peter Reft)



U.S. Air Force Senior Airman Bryan Orozco, 18th Logistics Readiness Squadron mission generation equipment vehicle maintenance journeyman, operates a paint station as part of an anti-corrosion program July 7, 2016, at Kadena Air Base, Japan. Orozco helps maintain a vehicle and equipment fleet of 117 units, projected to grow to 257, which play a crucial role in responding to and repairing airfield runway damage, ensuring the 18th Wing's capability to continue aircraft operations in combat situations. (U.S. Air Force photo by Senior Airman Peter Reft)

Continued on PG 11

KADENA'S RUST BUSTERS

Continued from PG 10

Corrosion Control

"The 944th came at the just right time, helping in the bays and in the yards," said Petty. "Every single one of them has touched some aspect of ADR."

The ADR anti-corrosion application process involves taping up, covering parts, spraying, untaping and cleaning surfaces. On average, Airmen spend 28 to 40 hours per vehicle. Their equipment varies in size and complexity from a towing trailer to a full-sized Caterpillar excavator.

"This is a constant battle, but it's 100% worth it to see the finished product," said Petty. That finished product plays a key role in Kadena's airfield operations capability.

Thanks to Airmen such as Petty and Orozco, ADR assets can deploy at a moment's notice to repair any damages to runways so that aircrews may continue flying day and night.

Petty takes pride in knowing his hard work played a part in supporting not only Kadena's mission, but also improving the Air Force's mission world-wide.

"The reward for me was the learning experience from the countless hours of research and seeing the ADR corrosion program start from nothing and now be recognized and benchmarked throughout the Air Force," said Petty.



U.S. Air Force Senior Airman Bryan Orozco, 18th Logistics Readiness Squadron mission generation equipment vehicle maintenance journeyman, applies undercoat to a Volvo PT-125 roller as part of an anti-corrosion program July 7, 2016, at Kadena Air Base, Japan. Orozco helps maintain a vehicle and equipment fleet of 117 units, projected to grow to 257, which play a crucial role in responding to and repairing airfield runway damage, ensuring the 18th Wing's capability to continue aircraft operations in combat situations. (U.S. Air Force photo by Senior Airman Peter Reft)



U.S. Air Force Reserve Staff Sergeants Larry Green and Amber Melgoza-Kulesza, both 944th Logistics Readiness Squadron vehicle maintenance journeymen, assigned to Luke Air Force Base, Ariz., apply linseed oil to trailer planks as part of an airfield damage repair anti-corrosion project, July 7, 2016, at Kadena Air Base, Japan. The anti-corrosion project maximizes the life ADR equipment while saving the Air Force approximately \$2-3 million with a \$90,000 investment in anti-corrosion materials. Upon completion of Kadena's ADR program, Air Force leaders plan to use it as a benchmark by which to set a new Air Force standard. (U.S. Air Force photo by Senior Airman Peter Reft)



U.S. Air Force Tech. Sgt. Justin Petty, 18th Logistics Readiness Squadron allied trades non-commissioned officer in charge, dons protective equipment at a paint station as part of an airfield damage repair anti-corrosion program July 7, 2016, at Kadena Air Base, Japan. Petty developed the program, gaining Air Force headquarters-level recognition, to maximize the life span of ADR equipment by minimizing rust damage from a high-humidity environment and strategizing a meticulous maintenance schedule. (U.S. Air Force photo by Senior Airman Peter Reft)

Continued on PG 12

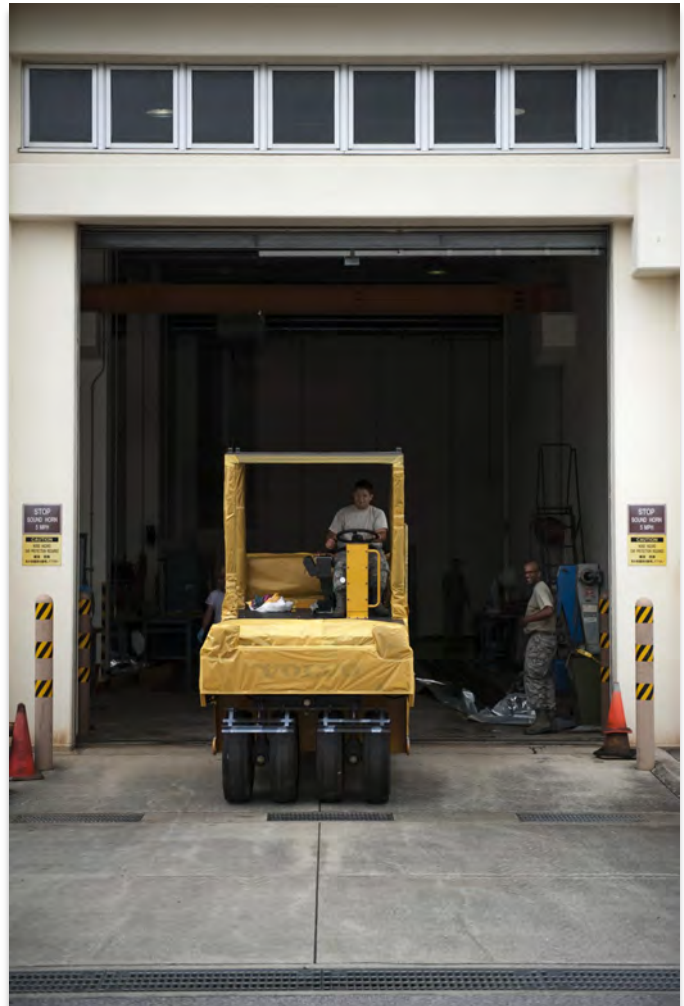
KADENA'S RUST BUSTERS

Continued from PG 11

Corrosion Control



U.S. Air Force Senior Airman Bryan Orozco, 18th Logistics Readiness Squadron mission generation equipment vehicle maintenance journeyman, and Tech. Sgt. Justin Petty, 18th LRS allied trades non-commissioned officer in charge, apply undercoat to a Volvo PT-125 roller as part of an anti-corrosion program July 7, 2016, at Kadena Air Base, Japan. Petty developed the program to reduce humidity and water damage to the airfield damage repair fleet, valued at approximately \$15 million, which will save the Air Force \$2-3 million in repairs over the life-span of the vehicles and assets. (U.S. Air Force photo by Senior Airman Peter Reft)



U.S. Air Force Senior Airman Bryan Orozco, 18th Logistics Readiness Squadron mission generation equipment vehicle maintenance journeyman, and U.S. Air Force Reserve Staff Sgt. Larry Green, 944th LRS vehicle maintenance journeyman, assigned to Luke Air Force Base, Ariz., prepare a Volvo PT-125 roller for an anti-corrosion undercoat application July 7, 2016, at Kadena Air Base, Japan. The PT-125 is one out of a projected 257 ADR vehicles and assets to undergo the anti-corrosion project aiming to save the Air Force \$2-3 million over 17 years, which will serve as the benchmark by which a new Air Force standard will be created. (U.S. Air Force photo by Senior Airman Peter Reft)

Editorial: Farewell to Straight Talk (ST)

Last month CMSgt (R) Don Sanders (Sandy) announced the end of his weekly newsletter, *Straight Talk (ST)*. Sandy had been publishing *ST* for over 15 years, a milestone *Truckin' On* can only hope to achieve.

It was Sandy who gave us the inspiration to start *Truckin' On* in 2012. As a courtesy, we consulted him before publishing our first newsletter to seek his advice and ensure that he had no objections. We didn't want to infringe on his territory. No one could have been more encouraging.

So, on behalf of *Truckin' On*, I wanted to use this space to formerly say thank you, Sandy, for your contributions to the transportation community and this newsletter.

As Dan Berlenbach said, "We transporters have lost a lot of connectivity."

I always looked forward to seeing *ST* in my inbox. I sat in front of my computer with my morning coffee and read it each week. The folksy way in which it was written made it enjoyable to me; it was like having a conversation with a friend. But, like Sandy said, everything has to come to an end. I will miss *ST*.



TRUCKIN' ON

Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future



1 Sep 2016

4th Anniversary Issue: Oct 2012 - Sep 2016

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- ⇒ REMARKS FROM NEW CSAF: PG 3

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- ONLY THE BEST COME NORTH PG 9-11
- SNUFFY'S CORNER PG 12

LRS 'rodeo' builds esprit de corps



Airman 1st Class James Parish, 30th Logistics Readiness Squadron vehicle maintenance, guides a forklift to its mark during the LRS rodeo, July 29, 2016, Vandenberg Air Force Base, Calif. Essentially a timed obstacle course, the LRS rodeo pitted three teams of four Airmen against each other to accomplish various LRS-related tasks while organizers took note of each team's overall time. (U.S. Air Force photo by Staff Sgt. Shane Phipps/Released)

By Staff Sgt. Shane M. Phipps, 30th Space Wing Public Affairs / Published August 02, 2016

VANDEMBERG AIR FORCE BASE, Calif. --

The 30th Logistics Readiness Squadron recently held a teambuilding, competitive "rodeo", here, July 29.

Essentially a timed obstacle course, the LRS rodeo pitted three teams of four Airmen against each other to accomplish various LRS-related tasks while organizers took note of each team's overall time.

"It's basically an obstacle course where the team starts off rotating tires on a vehicle then, once it's deemed safe, they come to two big fire truck tires and roll them onto a pallet," said Senior Airman Anthony Diaz, 30th LRS vehicle operator. "Once they get the tires secured to the pallet, they lift it with a forklift and set it on a tractor trailer.

The last thing they do is pick a ball up with the forklift, maneuver through an obstacle and then sit the basketball on the top of a cone. Once the forklift is shut off, they get their time. The biggest thing is making sure everything is safe throughout the course. It doesn't matter if it's done slow, as long as it's safe."

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Patriot Day September 11, 2016

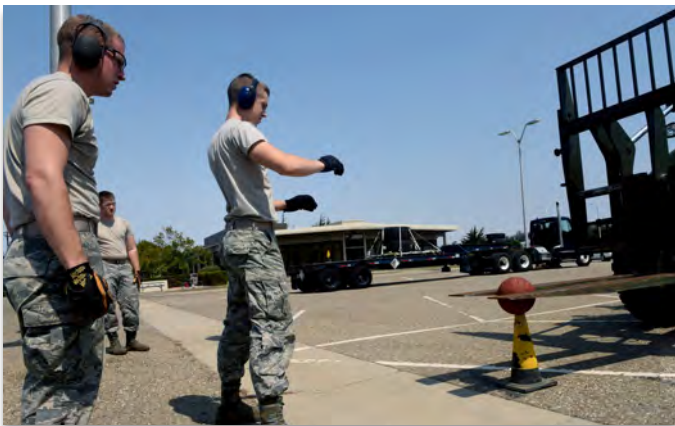


LRS 'rodeo' builds esprit de corps

Continued from PG 1



Airmen competing in the 30th Logistics Readiness Squadron rodeo place a pallet on a trailer, July 29, 2016, Vandenberg Air Force Base, Calif. Essentially a timed obstacle course, the LRS rodeo pitted three teams of four Airmen against each other to accomplish various LRS-related tasks while organizers took note of each team's overall time. (U.S. Air Force photo by Staff Sgt. Shane Phipps/Released)



Airmen 1st Class Matthew Peterson, 30th Logistics Readiness Squadron vehicle management and analysis, and James Parish, 30th LRS vehicle maintenance, spot a forklift during the LRS rodeo, July 29, 2016, Vandenberg Air Force Base, Calif. Essentially a timed obstacle course, the LRS rodeo pitted three teams of four Airmen against each other to accomplish various LRS-related tasks while organizers took note of each team's overall time. (U.S. Air Force photo by Staff Sgt. Shane Phipps/Released)

Although the competition had a morale building aspect, the event also proved to be a useful familiarization of day-to-day occupational tasks and safety considerations.

"Events like our squadron rodeo are not just good for morale, they help increase proficiency which will in-turn reduce incidents and accidents," said Lt. Col. Alfredo Laboy, 30th LRS commander. "This event is another way to help build skills that may be required here at Vandenberg, or at austere locations.

This rodeo was a competition among LRS Airmen meant to prepare them for unique mission challenges and build teamwork and communication skills."

Reinforcing the Air Force priority of taking care of its most valuable resource – Airmen -- the event proved to be a rejuvenating experience for those involved.

"Everyone gets to experience other jobs within LRS and gain a better appreciation of what we all do," said Diaz. "It's all about getting out and having some fun together through a little competition. I think it's very important to have a rejuvenating day like this. It helps us take a break and come back to work with even more focus and determination."

In the past, the LRS rodeo has been an annual event. Current LRS leadership however, understands the positive impact this event can have on his unit and hopes to increase the frequency of the function.

"One LRS rodeo a year is not enough," said Laboy. "We are planning to have a rodeo every quarter and open up this competition to nearby Logistics Readiness Squadrons, like the 60th LRS from Travis Air Force Base, for an annual challenge starting in summer 2017. In the 30th LRS, we believe in empowering our junior enlisted. In addition to helping our Airmen maintain and improve their proficiency and boost morale, this quarterly event will provide leadership opportunities for Senior Airmen and below. The expectation is to have a different Airman lead a rodeo with Senior NCO oversight. Our next LRS rodeo is scheduled for December."



General David Goldfein

Remarks from New CSAF



Contributor: CMSgt (R) Ralph Celento / 2T1

The Beating Heart of the Air Force ... Squadrons!

"On 1 July, Secretary James swore me in as your 21st Chief of Staff. This is the privilege of a lifetime. Standing on the shoulders of the 20 giants who paved the way ahead of me, I take on this sacred duty of leading 660,000 active, guard, reserve, and civilian Airmen absolutely committed to servant leadership. I am honored to be your Chief."

Contributor: Col (R) Jeff Link, USAF

New Air Force Boss Shocks, Inspires Airmen with Incredible Message

"In addressing you today, my objective is simple: straight talk about where we are and where we're going. Not only because you deserve honesty from your leaders, but because we can't go anywhere together unless we can agree on where we are."

**** To see complete remarks go to <http://www.truckinon.org/docs/> ****



Ford, Jose Cuervo Team Up To Create Sustainable Car Parts

Contributor: CMSgt (R) Dan Berlenbach / 2T3

Ford Motor Company has found another way to make their cars greener, lighter, and overall more sustainable -- they just added a shot of Jose Cuervo.



The car manufacturer has teamed with the spirits maker to create car parts from the fibers from the agave plants used in the Mexican tequila. Ford has found that the leftovers from these plants can be used to create a light, cost-effective bioplastic that can be used in many of the models in their fleet.

Jose Cuervo harvests between 200-300 tons of agave plants daily. They roast the heart of the plant, then grind it and extract the juices for distillation. Some of what's left is sold to local artisans to make crafts and paper or used as compost, but much of what remains is simply burned and thrown away.

Now, Ford is able to pay local farmers for the unused agave fibers and provide them with a new source of revenue. Ford chops up these fibers and compounds them into a durable plastic material. The automaker has already stated they plan to use this new bioplastic for cargo bins, HVAC systems, and wiring harnesses.

Ford using recycled materials in their cars is really nothing new. They have been using eco-friendly parts and pieces since 2000. The company has used old denim and T-shirts as interior padding, old tires in seals and gaskets, and soy-based foams as seat cushions and headrests.

"There are about 400 pounds of plastic on a typical car," said Debbie Mielewski, Ford senior technical leader, sustainability research department. "Our job is to find the right place for a green composite like this to help our impact on the planet."





YAMA'S



Great Food and Fond Memories

It might be hard for some to imagine, but there was a time when AAFES food courts and on-base *Burger King* restaurants didn't exist. Besides the dining facility, we had options such as our respective clubs or the base cafeteria. These venues, in my unqualified opinion, served better meals than the fast-food eateries of today.

However, at Yokota AB in the '70s and '80s we had another place called *Yama's*. To those of us who served there, it is legendary. The proprietor of *Yama's* was Kiyoshi Yamagishi. We simply knew him as Yama-san, or just Yama.

Yama's was as much a part of the 475th Transportation Squadron as vehicle operations, vehicle maintenance, or TMO. In fact, it was located in the 'motor pool'.



Yama-san (far right)

A lot of squadrons, especially overseas, had their own hooches, but this was a Japanese restaurant inside our compound. I couldn't find a photo of the facility, but I remember it as a small, wooden structure adjacent to vehicle operations.

Although it was open to the base populace, *Yama-san* was family to 475th Transportation. He even had his own food booth at the annual Friendship Festival and represented the squadron.

He served the best yakisoba (fried noodles) I've ever had anywhere, but my personal favorite was his chicken gizzards. I loved those things with a cold Sapporo or Kirin.

Speaking of beer, during my second tour at Yokota with 5 AF, *Yama's* became the unofficial location of our weekly after hours "staff meetings" that often lasted way too long. Sometimes we didn't depart until 9:00 PM.

Yama-san was patient with us as we discussed issues of the day, told war stories, and racked up a hefty tab. Incidentally, this was all at the behest of our leader...although our group didn't need much encouragement. We finally had to tell him no more because it was getting difficult to function the next day.

In '87 or '88 (forget the exact year) *Yama* closed his doors for good at his motor pool location. If I recall correctly, there was a dispute with the local JN union and he was forced to move his operation to the recreation center under the auspices of MWR. It didn't last long and he opened a new restaurant outside Yokota's East Gate. His clientele followed.

I reached out to a few people who were there and asked them to share their memories of *Yama's*. These are their stories...

Lt Col (R) Wes Yamasaki: On my first day at Yokota my assignment was in vehicle operations and I thought there can be no better place in the AF. It has the best restaurant on base and it's in the motor pool!

Yama called me Pineapple since I was from Hawaii and he kept referring to guys from Hawaii as "too many pineapples!"



In those days, I never had enough yen when going to *Yama's*. He didn't like to but he sometimes took my dollars.

I remember within the first days at Yokota, I must have gone to *Yama's* for lunch almost daily. There was this silver-haired chief sitting in the corner having lunch.

Yama called me Pineapple since I was from Hawaii and he kept referring to guys from Hawaii as "too many pineapples!"

Anyway, the chief sternly told me that I wasn't the only guy from Hawaii. It turned out that it was Chief Bob Vidinha who was on his way to Korea (I think) and out processing from the 475th Transportation TMO. Maybe I'm wrong, but Chief V might have been part of the transportation folks in getting *Yama's* built.

Another "too many pineapples" episode was during the PACAF volleyball tournament. It seems that many on the teams were from Hawaii and many of the players from the different bases came into *Yama's*.

I remember *Yama* was probably overworked and stressed since they came in and wiped out all his food. Remember that the Hawaiians never asked, "What's this?" It was "Bring more." I think there wasn't enough food for his regular lunch time crowd. All I could do was shrug my shoulders when *Yama* scolded me.

Continued on PG 5



YAMA'S



Continued from PG 4

Great Food and Fond Memories

Yama's was also the after inspection party site for the dreaded PACAF VMET (Vehicle Management Effectiveness Team). As a newbie, I was amazed at the preparing and planning that TSgt (at the time) Gary Statlander and SMS Cleland Thorpe, vehicle operations superintendent, did to get ready.

I know they were talking and planning with then SMS Ron Vandebusch, vehicle maintenance superintendent, on how they were going to prepare. If my memory is right, you too were there at Yokota. (*Editor's Note: I was a SSgt in refueling mx.*)

We came out on Saturday and was cleaning up the facilities. I was surprised at how much preparation and meticulous cleaning took place. I remember when we met the plane and we had a spruced-up 29-pax DV bus with carpet laid in the aisle and white seat covers on the bus seats. Of course, the bus was highly polished too.

In the bus, I think Gary Statlander even had the chief's favorite brand of beer chilled after his long flight. Anyway, after the inspection, the celebration was at Yama's. This is where I got to meet Col [Lt Col at the time] Russ Pentz. Anytime there was a big visit, there was a Yama's party afterwards.

I remember even talking with a colonel from the Air Staff. For a measly lieutenant, I got to meet the "big boys" at the Pentagon in Yama's....this was in addition to the going away parties and other celebrations.

CMSgt (R) Ralph Celento: When I was stationed at Yokota in mid 80s I remember the 5 AF staff and 475th Transportation First Sergeant introducing me to Yama's.

Like Roger and Wes said, it was inside the vehicle operations compound, but the general public had access as well. It was the best food for lunch and those after-event functions like IG inspections, pass-over (missed promotions) and other special occasions.

Yama's food booth during the annual Friendship Festival was always located near transportation's booth. It was packed every year with Japanese, Yokota residents, and military from other installations in the Tokyo area and surrounding prefectures.

I remember taking the Transportation Director for the U.S. Embassy and the Transportation Chief for the 1986 Economic Summit to Yama's for an "adult" refreshment or two.

When we hosted a conference for vehicle operations superintendents from the command or had visitors from HQ PACAF, such as CMSgt (R) Tom Young and CMSgt (R) Ron Schulhofer (then SMSgt and MSgt selects), Yama's was always the post-conference location of choice.

I was a TSgt at the time, so for me it was an unmatched opportunity to learn from these great transporters....sort of like being a sponge.

As Roger mentioned, the local union forced Yama's to close in the transportation compound, move to the recreation center, and eventually outside the East Gate. Naturally, we all followed. Yes, it took a little more time to get to his new place, but it was more than worth it in terms of food, drink, and most of all the atmosphere. I will never forget the times spent at Yama's.

CMSgt (R) Ron Schulhofer: Dang you...now my mouth is watering! I was the Detachment 1, 1837 EIS First Shirt, Supply, Transportation, Training, etc. at Clark. Every Friday I was TDY from Clark to Yokota to attend the 1837 EIS staff meeting. If I got in on time (50% of the time), my first stop was Yama's; second was billeting. I could stay anywhere. I never ordered a box lunch for the flight home – Yama's to go!

MSgt (R) Jim (Jimbo) Pehan: Like you, I spent lot of time at Yama's after work or during lunch, but I don't recall what I ate. I do know, however, it was all great food.

Most of all I recall Yama inviting us to Japanese professional baseball games in Tokyo to see the Yomiuri Giants (I think). I went 8 or 10 times at no expense and got a goodie basket when we got to the stadium, which included beer, snacks, sake, etc. Normally we sat in the first two or three rows near 1st or 3rd base. Yama treated us transporters very well.

Thank you, Yama-san, for the memories...



Yama-san (center) w/ friends

Legendary Civilian Transporter Dies at 103



J. Harwood Cochrane began his career in the early 1930s and founded Overnite in 1935. PHOTO: UPS FREIGHT

J. Harwood Cochrane Founded One of America's Top Trucking Companies

He fended off Teamsters, squeezed costs and eventually sold Overnite Transportation for \$1.2 billion

By JAMES R. HAGERTY — THE WALL STREET JOURNAL

Updated Aug. 5, 2016 11:40 a.m. ET

Contributor: Col (R) Earl Boyanton, USAF

After dropping out of school at 16, J. Harwood Cochrane delivered milk around Richmond, Va., in a horse-drawn wagon. Within a few years, he started a trucking company that helped change the way goods are moved around America.

When Mr. Cochrane began his career in the early 1930s, railroads dominated freight shipments, leaving only the short-haul scraps for truckers lurching down rutted roads in vehicles that regularly broke down.

That changed as trucks became larger and more efficient and the Interstate highways created smooth passages to suburban malls and factories that could be served much faster by truckers than railroads stuck to their fixed rails.

Mr. Cochrane's Overnite Transportation thrived in periods of both increased and decreased regulation.

He fended off the Teamsters union and squeezed costs; his secretary cut used envelopes into note paper that he used for writing memos.

In 1986, Mr. Cochrane sold Overnite to the railroad operator Union Pacific Corp. for \$1.2 billion.

"He was the best trucker of us all," said Earl Congdon Jr., chairman of Old Dominion Freight Line, another trucking giant with roots in Virginia.

Mr. Cochrane died July 25 at 103. His wife, Louise, had died in December at 99. They were married for 81 years.

James Harwood Cochrane was born on Nov. 16, 1912, one of seven children in a farm home near Richmond without plumbing. His father, a carpenter, died of pneumonia when Harwood was a teenager. He began delivering milk, starting his shift at 2:05 a.m. He soon took on a second job, delivering fertilizer and household goods in a truck.

The first truck he bought, he later recalled, "broke 27 axles in 41,000 miles. I guess I might have overloaded it a bit." Tires burst frequently, and drivers had to fix their own trucks.

After getting married on a Saturday evening in 1934, he drove out of Richmond the next morning to deliver cotton sugar bags to New York.

Continued on PG 7

Legendary Civilian Transporter Dies at 103

Continued from PG 6

J. Harwood Cochrane Founded One of America's Top Trucking Companies

He founded Overnite in 1935, choosing that spelling because "Overnight" was already taken. For the first few years, he was the chief driver as well as owner. He sometimes slept in his truck with an oil lantern between his knees for warmth.

The same year he started his business the Interstate Commerce Commission began regulating truckers. Government permission was required to start new routes or change them. Regional rate bureaus, legally protected cartels, set prices, subject to government approval. That helped him by pushing up prices.

His trucks often hauled cigarettes, making them prime targets for thieves. When one stolen Overnite rig was recovered in New Jersey, the driver was found tied up with duct tape in the cab.

World War II created a windfall as trucking firms rushed goods to military bases. Mr. Cochrane began buying small trucking companies, transforming Overnite into a coast-to-coast operator by the 1980s.

Though Overnite was a prime target of Teamsters President James Hoffa, Mr. Cochrane almost entirely shut out unions, partly because he gave workers stock options and spent time with them on the road and in freight terminals.

He initially opposed the deregulation of the early 1980s that made it easier for newcomers to enter the business and allowed more price competition. Soon, though, he found an upside: Unionized rivals with high labor costs began going bust. Mr. Cochrane displayed their logos on a wall at his headquarters under the heading: "Deregulation done 'em in." (He wasn't gloating, he said, but warning employees against complacency.)

To save money, Mr. Cochrane and other Overnite executives shared motel rooms on business trips. "It never made sense to me that you will stay in a car five-feet wide together, and have to have separate rooms at night," he told Estelle Sharpe Jackson, a biographer.

"He saved every paper clip that ever came into the office," said John Fain, who was general counsel of Overnite in the 1980s. That frugality "set a powerful example for the rest of us," Mr. Fain said.

Union Pacific's takeover offer in 1986 for Overnite, by then a public company, was too rich to turn down. "Everything looked rosy, but it did not work," Mr. Cochrane later wrote. "The culture was entirely different. Truckers didn't like railroads; railroads didn't like truckers." Union Pacific spun off Overnite in 2003.

Two years later, it was acquired by United Parcel Service Inc., which retains the business under its UPS Freight unit.

At age 78, Mr. Cochrane formed a new trucking company, Highway Express. Twelve years later, he sold it to Celadon Group. He later told the Journal of Commerce that Highway Express hadn't been very profitable and was "nothing to brag about."

Jack Holmes, who served as president of UPS Freight from 2007 until June of this year, frequently lunched with Mr. Cochrane to tap his wisdom. Mr. Holmes found he needed to prepare for those lunches: "He was grilling me on every competitor, what their competitive position was, and how we were responding to that."

Mr. Cochrane and his wife made charitable gifts to the Virginia Museum of Fine Arts, among many other institutions. He donated \$1 million to Red Cross relief efforts for Hurricane Katrina in 2005, his family said.

He is survived by two of his four children, eight grandchildren and 15 great grandchildren.



J. Harwood Cochrane

Other links about J. Harwood Cochrane:

- [Automotive Hall of Fame](#)
- [Style Weekly Remembrance](#)



CEO poses an age-old question...

What do women want?

By Ellen Voie CAE, President/CEO

[Women In Trucking Association, Inc.](#)



I am often asked to explain what issues women in the trucking industry have that are different from men. The answer is, "none." Every one of the concerns that our members have affects both men and women.

So, why do women *need* their own association? They don't! Despite the name, "Women In Trucking," our membership is not limited to women. In fact, currently, seventeen percent of our members are men. If you think about it, you don't need to be a dog to support the humane society, do you? The Arbor Day Foundation doesn't require that you're a tree to fund their efforts.

Our members include anyone who supports our mission. Women In Trucking was established to encourage the employment of women in trucking industry, promote their accomplishments and minimize obstacles.

Are there issues that are unique to women? No, but there are issues that *affect* women more than they affect men. These are some of the concerns we are focusing our efforts on and working to alleviate. Let's look at some of the top obstacles women face in the trucking industry.

The number one concern relates to image. The common perception by those who are not familiar with the trucking industry is that it's a man's world. There may be a greater percentage of men than women responsible for moving the nation's freight, but that doesn't mean that women aren't *welcome*. In fact, some of the most encouraging and supportive people in trucking are men!

Our goal is to let women know that there are great career opportunities in the trucking industry, and they include driving, maintaining and managing the equipment (and drivers!).

Often, when I tell women about the organization, they are curious, but when I start describing the potential opportunities available to them, they tell me they aren't "built" to drive a truck, or that they aren't mechanically minded enough to service an engine.

I tell them that they're wrong. I tell them they can learn and they are capable and most importantly, they are needed. Many people have the misperception that they are not welcome and wanted, and one of our goals is to change that image.

Another issue that is more important to women concerns safety. Women are more susceptible to violence than men.

The US Department of Justice found that women are three times more likely to be raped than men, three times more likely to be stalked than men, and twice as likely to be injured during an assault than men. It is unfortunate, but violence against women is more prevalent, and so more women are more concerned about their physical safety.

This industry can't afford to lose women because they do not feel safe in their work environment. Everyone deserves to have the security to do their job, and whether their workplace is an office, a truck or a maintenance facility, our goal is to help women overcome some of the challenges they might face in ensuring that they are safe while they are on the job.

Cleanliness is another issue that has arisen more often for women. Truck stops are not as clean as many would like them to be, and some of the rest room facilities at the loading docks haven't been cleaned in ages. We aren't claiming that men don't care about germs, but we have found that women often have higher standards for defining what is meant by "clean."

Harassment is an issue that women find to be more disconcerting than men. Many of our female members have told us that they are often verbally accosted by an anonymous male voice when they key the mic on their CB radio. Diane, an owner operator from Canada, said that she had been called some pretty nasty things when she talked on the CB. She turns it off except for the few occasions she needs it to communicate with a fellow driver.

Are men harassed on the CB, the answer that yes, they are. Are men concerned about cleanliness? Of course! Are men subjected to violence on the road? Yes, again.

Women In Trucking is not an association FOR women, it's ABOUT women and their success and support in this industry. You don't have to be a female to become a member. Call us at [888-464-9482](tel:888-464-9482) or visit www.WomenInTrucking.org to join!



ONLY THE BEST COME NORTH

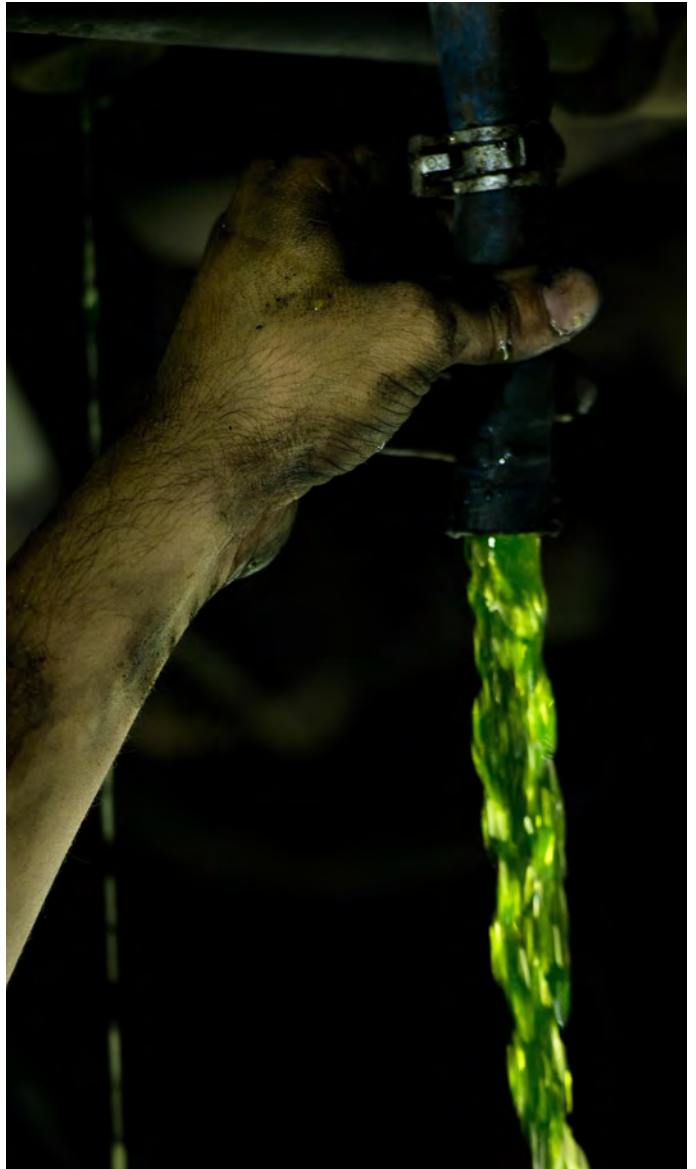
Keeping Team Minot mobile

By Airman 1st Class J.T. Armstrong, Public Affairs / Published July 29, 2016

MINOT AIR FORCE BASE, N.D. -- Airmen from the 5th Logistics Readiness Squadron repair and maintain various types of vehicles at the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. Airmen from the 5th LRS vehicle maintenance flight work to ensure that Team Minot stays mobile. The 91st Security Support Squadron is specifically responsible for preventative maintenance inspections and troubleshooting, and everything from electrical repair to transmission replacement, on armored Humvees and Bearcats. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong) **See more pics on PG 10**



Senior Airman Logan Rivelli (left) and Staff Sgt. Adam Garcia, 5th Logistics Readiness Squadron vehicle maintenance technicians, pose for a portrait in front of a Humvee in the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. Airmen from the 5th LRS vehicle maintenance flight work to ensure that Team Minot stays mobile. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)



Staff Sgt. Adam Garcia, 5th Logistics Readiness Squadron vehicle maintenance technician, drains fluid from a Humvee in the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. Airmen from the 5th LRS vehicle maintenance flight work to ensure that Team Minot stays mobile. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)



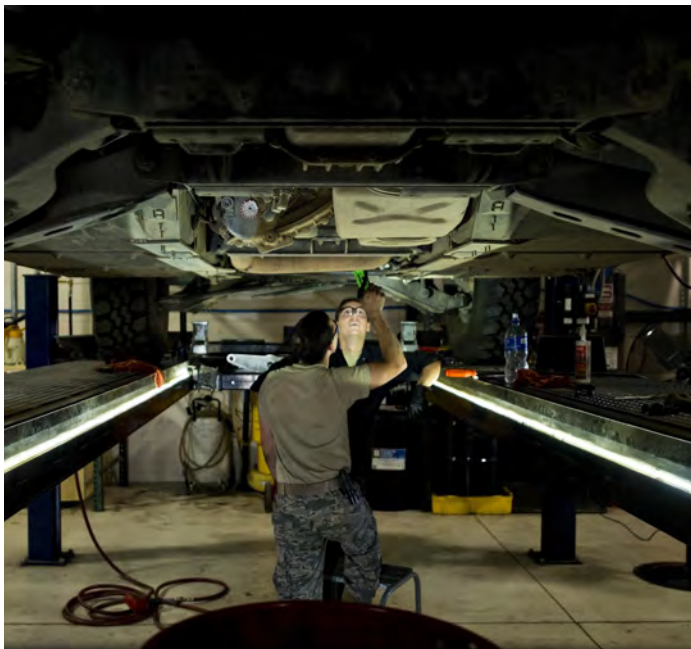
Senior Airman Brad Agner, 5th Logistics Readiness Squadron vehicle maintenance technician, works underneath a Humvee in the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. Airmen from the 5th LRS vehicle maintenance flight work to ensure that Team Minot stays mobile. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)

ONLY THE BEST COME NORTH

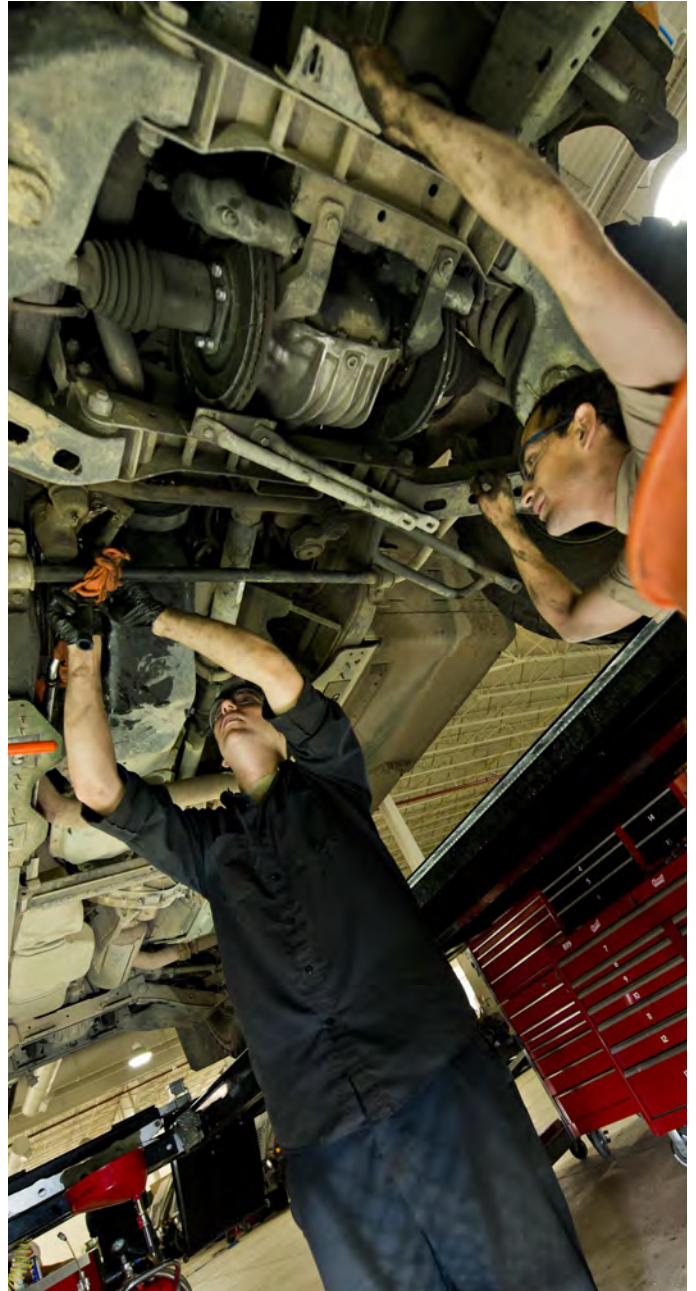
Keeping Team Minot mobile



Various tools rest on a vehicle lift at the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. The 91st Security Support Squadron is specifically responsible for preventative maintenance inspections and troubleshooting, and everything from electrical repair to transmission replacement, on armored Humvees and Bearcats. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)



Staff Sgt. Adam Garcia (left) and Senior Airman Logan Rivelli, 5th Logistics Readiness Squadron vehicle maintenance technicians, inspect the underside of a Humvee in the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. Airmen from the 5th LRS vehicle maintenance flight work to ensure that Team Minot stays mobile. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)



Senior Airman Logan Rivelli (left) and Staff Sgt. Adam Garcia, 5th Logistics Readiness Squadron vehicle maintenance technicians, inspect the underside of a Humvee in the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. Airmen from the 5th LRS vehicle maintenance flight work to ensure that Team Minot stays mobile. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)

See more pics on PG 11

ONLY THE BEST COME NORTH

Keeping Team Minot mobile



Staff Sgt. Adam Garcia, 5th Logistics Readiness Squadron vehicle maintenance technician, drains fluid from a Humvee in the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. Airmen from the 5th LRS vehicle maintenance flight work to ensure that Team Minot stays mobile. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)



Airmen from the 5th Logistics Readiness Squadron maintain a Humvee in the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. The 91st Security Support Squadron is specifically responsible for preventative maintenance inspections and troubleshooting, and everything from electrical repair to transmission replacement, on armored Humvees and Bearcats. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)



Airmen from the 5th Logistics Readiness Squadron maintain a Humvee in the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. The 91st Security Support Squadron is specifically responsible for preventative maintenance inspections and troubleshooting, and everything from electrical repair to transmission replacement, on armored Humvees and Bearcats. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)



Vehicle treads mark the floor inside the Defender Dome at Minot Air Force Base, N.D., July 28, 2016. The 91st Security Support Squadron is specifically responsible for preventative maintenance inspections and troubleshooting, and everything from electrical repair to transmission replacement, on armored Humvees and Bearcats. (U.S. Air Force photos/Airman 1st Class J.T. Armstrong)



SNUFFY'S CORNER



Holey Diaphragm!

by SMSgt (R) Roger Storman / 2T3

I was stationed at Minot in 1980-1981 and worked at refueling maintenance. I remember we had this one refueler that was on VDP – now called NMCS – for a main bypass valve diaphragm. Those of you who are familiar with aircraft refueling vehicles understand what I'm talking about; however, it might require an explanation for the uninitiated.

The trucks in our inventory then were R-5s and R-9s, although R-5s were being phased out. The main bypass (V40B) valve was located adjacent to the filter housing. It was a huge, spring loaded valve with a piston in the center that opened and closed by fuel pressure, or lack thereof, on the diaphragm. The diaphragm was about 12 inches in diameter, if I recall correctly. Don't hold me to that figure because it's strictly from memory.

We usually kept a rebuild kit on bench stock, but didn't have one available, so we deadlined it for parts. I don't recall exactly how long, but this vehicle had been down for a while because it caught the attention of my squadron commander, Major Joe Hogan. He had repeatedly asked me about its status.

Well, the day finally came and our new diaphragm arrived from supply. I was more than happy to get this truck repaired and out of my shop. The diaphragm was enclosed in a large, padded, brown envelope. All the care in the world went into the packaging.

However, once supply received it, they (Amn Snuffy) stapled a release/receipt document (DD Form 1348-1) right through the packaging and, of course, the diaphragm. As you know, a diaphragm with two holes in it is pretty much useless.

I delighted (slightly) in taking this piece of news, along with the evidence, to Major Hogan. I could see the anger welling up in him as he picked up the phone to call the supply commander. It was at that moment I thought I should excuse myself and let him speak freely with his counterpart.

I don't know what Major Hogan said or what happened within the walls of supply following his conversation with their commander, but I imagine that, along with a butt chewing, training was scheduled.

We eventually received a new, hole-free diaphragm and, if memory serves me right, it didn't seem to take as long the second time around.

Did You Check the Oil?

by SMSgt (R) Gary McLean / 2T3

Any Air Force vehicle maintainer worth their salt has had to do an engine swap. In theory, it's not that hard, safely drain fluids, disconnect and mark wires, hoses, and other attachments, unbolt from transmission, remove exhaust pipes, unbolt engine mounts, attach hoist, yank that sucker out, and then reverse order. Right? No problem! Well, in theory.

One cloudy day at Yokota AB, Japan, it was discovered that our venerable P-15 needed its front engine replaced. Said engine is an impressive Detroit Diesel Silver 92 with turbo and supercharger, a true honor to replace, and those who know understand replacing a P-15 front engine is NOT simple; it requires being slid down some kind of rail doo-dad with a come-along and all kinds of other things.

Figuring this opportunity would be a great training exercise for some young troops, our intrepid A-shreds got busy, removing the bad engine with a minimum of injuries and getting the replacement engine out of its shipping crate, noting the engine has a tag affixed which read "do not drain, break-in oil". What could go wrong?

Engine goes in with minimal injuries, hoses, lines, wires, and exhaust installed, and engine mounts secure; time for the moment of truth. Engine fires up in a spectacle of noise and light, and then starts making an incredible cacophony of hellacious noise as it proceeds to run up to speed with no lubrication. In the time it takes to shut down the engine, it's been transformed into a very expensive boat anchor.

Snuffy!!!!!!!!!!!!!! It said don't drain; it didn't say, don't check the dipstick just in case somebody at the factory screwed up!!!

After all the finger-pointing and casting of blame, DLA sent another replacement engine, which was checked by at least three people to ensure oil was in the crankcase prior to firing. VM continues to blame supply, and vice versa, so situation normal!!!





TRUCKIN' ON



*Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future*

1 Oct 2016

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- ⇒ AIR FORCE WINS TERADATA EPIC AWARD: PG 3

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86th VRS hosts car show

By Airman 1st Class Joshua Magbanua, 86th Airlift Wing Public Affairs / Published August 22, 2016



Air Force Memorial 10th Anniversary October 14, 2016



[Click image for more info...](#)

Trophies made from car parts rest on a table during a car show Aug. 20, 2016, at Ramstein Air Base, Germany. Winners received the trophies based on the appearance, physical condition, additional mechanical work on the engine and accessories added to their vehicles. (U.S. Air Force photo/ Airman 1st Class Joshua Magbanua)

RAMSTEIN AIR BASE, Germany -- The 86th Vehicle Readiness Squadron hosted the 10th annual VRS Auto Show Aug. 20, in the Ramstein Enlisted Club parking lot, at Ramstein Air Base, Germany.

Approximately 180 participants from around the Kaiserslautern Military Community and Europe gathered to showcase their vehicles in hopes of winning a trophy.

"[Besides Department of Defense members] we have people from Italy, Belgium, the Netherlands and France here, as well as Germans from the local area," said Staff Sgt. Jonathan Garrett, 86th VRS vehicle mechanic. "[This event] is open to anyone; they just have to go through the proper channels in order to get on base."

Garrett said he was pleased to see the results of his hard work in coordinating the event, even with the bad weather that rolled in over it.

"It's very tiresome," Garrett said. "But it's very rewarding when we start seeing all the cars show up. As long as I see the cars out there and people are staying even with the bad weather, they know it's a good event."

Continued on PG 2

86th VRS hosts car show

Continued from PG 1

Contestants' vehicles were judged based on several factors: appearance, physical condition, additional work on the engine and accessories added to the vehicle. "Anything added to the vehicle after stock is worth extra points," Garrett said.



Participants and spectators attend the 86th Vehicle Readiness Squadron Auto Show Aug. 20, 2016, at Ramstein Air Base, Germany. Approximately 180 participants from the Kaiserslautern Military Community and Europe participated in the event. (U.S. Air Force photo/ Airman 1st Class Joshua Magbanua)



A 1999 BMW E46 328Ci headlight shines blue light during the 86th Vehicle Readiness Squadron Auto Show Aug. 20, 2016, at Ramstein Air Base, Germany. Approximately 180 participants from around the Kaiserslautern Military Community and Europe attended the 10th annual auto show. (U.S. Air Force photo/ Airman 1st Class Joshua Magbanua)

Winners received trophies in several different categories, which included the best Asian-made car, best American-made car, best European-made car, best truck and best classic car.

Participants also received awards based on the most horsepower and loudest muffler. Patrick Sliwinski, a participant from France, won the Best Overall award. Sliwinski said coming all the way to Ramstein was well worth his time.

"It's wonderful," Sliwinski said. "I did not [waste] my time coming; I love to meet the people [and] to look at the other cars.



Patrick Sliwinski, right, 86th Vehicle Readiness Squadron Auto Show participant, receives the Best Overall award Aug. 20, 2016, at Ramstein Air Base, Germany. Sliwinski showcased his 1999 BMW E46 328Ci at the 10th annual 86th VRS Auto Show. (U.S. Air Force photo/ Airman 1st Class Joshua Magbanua)

"It was perfect," Sliwinski added. "Very nice people, very nice place; I was very welcome." Garrett believes the event was a success due to the large variety of participants and volunteers.

"We have more volunteers from outside our squadron than ever before, and we have more cars than ever before," Garrett said. "Overall, even with the stress, it was a very good event. "Usually the local nationals make up about half of our vehicles as it is," Garrett continued. "We really love our local nationals and hope we can get them involved again next year." Although the participants at the auto show were from different countries, they found a common bond in their love for cars.



Patrick Sliwinski, 86th Vehicle Readiness Squadron Auto Show, poses next to his 1999 BMW E46 328Ci Aug. 20, 2016, at Ramstein Air Base, Germany. Sliwinski won the Best Overall award at the 10th annual 86th Vehicle Readiness Squadron Auto Show. (U.S. Air Force photo/ Airman 1st Class Joshua Magbanua)

TERADATA EPVC AWARDS

Air Force Wins Teradata Epic Award

“Air Force Vehicle Management was selected the winner of the 2016 Teradata Epic Operational Excellence Award! We beat out some outstanding finalists in the competition, to include Verizon, Dell, State of Maryland, and TIAA.

It's great to see our community recognized for its hard work in developing and exploiting use of the LIMS-EV Vehicle View, as it provides a dynamic tool used across the Air Force for data reporting, transaction requests, and analytical fleet management.”

**CMSgt (R) Randy Livermore / 2T3
AF Vehicle Management / Technical Director**

Category: Operational Excellence

Implementations using data and analytics to deliver measurable improvements in the organization's operations, such as forecasting or anticipating customer demand; improving inventory management, supply chain visibility or asset monitoring/sensing; increasing sustainable business practices and resource optimization; improving transparency, compliance or risk management; and other deployments that deliver greater operational efficiencies and improve the bottom line.

Winner: United States Air Force

Project: Data-Driven Vehicle Management at United States Air Force

Synopsis: The USAF owns the nation's 4th largest federal vehicle fleet of over 78K assets valued at more than \$7B. The Air Force Vehicle Support Chain Operations Squadron (VSCOS) developed the Logistics Installation Mission Support Vehicle View (LIMS-VV) application providing centralized access to data and systems needed for fleet management efficiency.

LIMS-VV provides portal data, analysis, planning, and prediction capabilities and is the sole source and means for the 6100 techs and fleet managers in 19 countries to perform 5 daily functions at the operational tactical and strategic level for 300+ global sites.



Mr. Robert J. Uren (center) accepts award for AF Vehicle Management



YAMA'S



Great Food and Fond Memories — Part 2

Editor's Comments: I wanted to follow-up on this article because after we published September's newsletter, CMSgt (R) Mike Sharp provided additional comments about Yama's and included a picture of the restaurant. Mike and I were assigned to the 475th Transportation Squadron at the same time in the 1970s but didn't know each other; therefore, I didn't know to reach out to him for comments and pictures for last month's article. Thanks, Mike, for your comments and a great photo.

CMSgt (R) Mike Sharp: I got to Yokota in 1976 just as the Japanese yen was starting to drop. It was tough as an AIC but with Yama's being right inside the Vehicle Ops compound, I never had to worry about food or drinks. Yama was such an integral part of the squadron that he participated in Unit Advisory Council meetings and always had the busiest booth when the base hosted the Friendship Festivals.

Although not related to Yama's, I recall renting these double decker buses for the festivals that transported folks from one end of the flightline and back for a \$1.00 and after 3 days we had well over \$10K!

Back to Yama's.....I'd go over there for lunch and it would be jam packed with hungry GIs and Japanese workers. I'd pick my choices up from his counter, go back to the office to eat and then settle up with him after the lunch traffic died down. He never had an issue with that or giving you credit until payday. Don't even get me started talking about the number of Sapporo/Kirin beer we had after work....



The original and legendary Yama's, Yokota AB, Japan

Editor's Note: We ran an article about bio-based motor oil in our August edition. This is another article on the same subject matter from Nat Geo and Water Currents.

DOD Tests Environmentally Friendly Motor Oil

Posted by [Sarah Martin](#) of [Silent Oil Spills Campaign](#) in [Water Currents](#) on August 31, 2016

By [Sarah Martin](#) and [Annie Reisewitz](#)

Contributor: [Col Earl Boyanton, USAF / Retired](#)

The Department of Defense is taking action to be an environmental leader at defense facilities across the U.S.

Currently, the DOD, headed by the Defense Logistics Agency, is testing the use of biosynthetic motor oils on their non-tactical vehicle fleets. Several environmentally friendly lubricants companies have supplied bio-based motor oil to the DOD for demonstration projects across the U.S., including at [Malmstrom Air Force Base](#) in Montana. With nearly 40% of pollution in waterways coming from used motor oil, this is welcome news to help advance a new technology that need wider acceptance by large motor oil consumers.

Every year 10 billion gallons of liquid petroleum hydrocarbon, in the form of motor oil and other industrial lubricants, are released into the environment due to human activity. The majority of this coming in the form of *silent oil spills*, leaks from cars, and improper disposal of used oil—all contributing to the degradation of our environment and our water supply.

Almost all of the motor oils on the market today are made from refined petroleum. For years, the use of biosynthetic oils has been promoted as an environmentally friendly alternative but was long thought of as a “wouldn’t that be nice” pie-in-the-sky idea that wouldn’t work on a large scale in part due to the difficulty of using vegetable oils in high heat conditions like automotive engines. However, [recent scientific advancements](#), including by the U.S. Department of Agriculture, have made this petroleum alternative dream very much a reality.

If the tests by the DOD shows that biosynthetic oils perform just as well, if not better, than the current oil being used, the switch to biosynthetic oils may be made Air Force and possibly DOD wide for use in their fleet of 200,000 vehicles in the future.

Increased availability of bio-based lubricant fluids would provide product source diversity; create additional options for government and commercial users as well as the average consumer; reduce dependence on oil imports; and decrease pollution in rivers and oceans.

Environmental as well as usability performance has become important to consumers and regulators.

Today, these motor oils and lubricants made from non-toxic, environmentally friendly plant-based oils can protect us, and our environment and they are comparable to or better than petroleum oil when it comes to performance.



Credit: John/Wikimedia Commons

In the past, environmentally friendly lubricants have faced performance questions. But extensive testing has proven that biosynthetic oils not only exceed the most challenging environmental standards but also provide performance benefits not attainable with petroleum-based products alone.

This is just the beginning. Other federal agencies, such as the [Department of Homeland Security’s Law Enforcement Training School](#), are to begin testing biosynthetic oil later this year.

“Ask your mechanic for a bio-based alternative the next time you go in for an oil change.”

This large-scale change by the DOD would have widespread positive implications for our environment. While their testing will continue for the next 12-18 months there are steps that you can take to help reduce your environmental footprint.

Ask your mechanic for a bio-based alternative the next time you go in for an oil change. According to the U.S. Environmental Protection Agency, just one gallon of motor oil can contaminate one million gallons of fresh water, so your small changes add up to a better environment.



In the news: JBSA Vehicle Ops



502nd Logistics Readiness Squadron vehicle operations keeps JBSA moving

By David DeKunder | August 24, 2016

Whether it's transporting military trainees or distinguished visitors to where they need to go, or delivering parts to aircraft maintenance, 502nd Logistics Readiness Squadron vehicle operations is the unit ready to move Joint Base San Antonio personnel and equipment at a moment's notice.



Roderick Cato, 502nd Logistic Readiness Squadron motor vehicle operator, prepares to drive a tractor trailer Aug. 12 at Joint Base San Antonio-Randolph. The 502nd LRS vehicle operations consists of 198 active-duty members, Department of Defense civilians and contractors who help serve 266 mission partners throughout JBSA. The department has 350 vehicles in its inventory, including buses, sedans, vans, trucks, tractor-trailers, wrecker recovery vehicles and forklifts. (Photo by Joel Martinez)

The 502nd LRS vehicle operations consists of 198 active-duty members, Department of Defense civilians and contractors who help serve 266 mission partners throughout JBSA.

The department has 350 vehicles in its inventory, including buses, sedans, vans, trucks, tractor-trailers, wrecker recovery vehicles and forklifts.

Vehicle operations includes anything related to ground support and ground transportation at JBSA, said Todd Deane, 502nd LRS vehicle operations manager.

Deane said vehicle operations personnel help shuttle members of the JBSA community, including Basic Military Trainees and technical students at JBSA-Lackland, medical students at JBSA -Fort Sam Houston and pilots at JBSA-Randolph and JBSA-Lackland, to their classes and training, and transports distinguished visitors – commanders and local dignitaries – attending special events at JBSA locations.

“The smaller part of our mission, but the one with the highest visibility, is the distinguished visitor support,” Deane said. “Whether it’s a congressman, senator or visiting general officer, all the ground support is coordinated centrally at JBSA-Randolph and executed at one of the three JBSA sites.”

Over the last 12 months, vehicle operations staff has moved more than 1.7 million passengers and eight million short tons of cargo, said Michael Cox, 502nd LRS vehicle operations supervisor.

With all the recent changes in command at JBSA, Deane said vehicle operations personnel have been quite busy. “We are doing the immersion visits for all the group commanders and wing commanders and transporting them to all the functions and farewell tours,” Deane said.

Besides providing transportation services, vehicle operations license and certify active-duty members to operate specialized government motor vehicles, including tractor-trailers, buses, vehicle recovery vehicles and forklifts. Cox said each year more than 4,800 active-duty members and civilian mission partners receive certification training to operate a government motor vehicle.

Other functions of vehicle operations include car wash services for those units assigned government vehicles and the recovery of disabled vehicles that are transported to maintenance facilities at JBSA.

“We recover disabled vehicles anywhere within the local area – buses, trucks, vans and sedans – whatever is broken down,” Deane said. “We go out and do the recovery services on the side of the road and get the vehicles back.”



Jerry Watson, 502nd Logistic Readiness Squadron motor vehicle operator, operates a forklift to move a container Aug. 12 at Joint Base San Antonio-Randolph. (Photo by Joel Martinez)

Continued on PG 7



In the news: JBSA Vehicle Ops



Continued from PG 6

502nd Logistics Readiness Squadron vehicle operations keeps JBSA moving

JBSA vehicle operations have flexible work hours to support their customers, operating 24 hours a day, seven days a week, Deane said. "Many times we have to assist customers with last minute support," he said.

Vehicle operations is a member of the JBSA Emergency Operations Center, coordinating the transportation for the evacuation of active-duty members, civilians and JBSA personnel from an area during an emergency, whether it's a fire, weather or aircraft recovery. In addition, vehicle operations coordinates the transportation of JBSA emergency personnel to an accident or disaster scene.

Despite an annual deployment rate of 30 to 60 percent of its military personnel, vehicle operations is able to provide full support to JBSA wing and multi-service mission partners, Deane said.

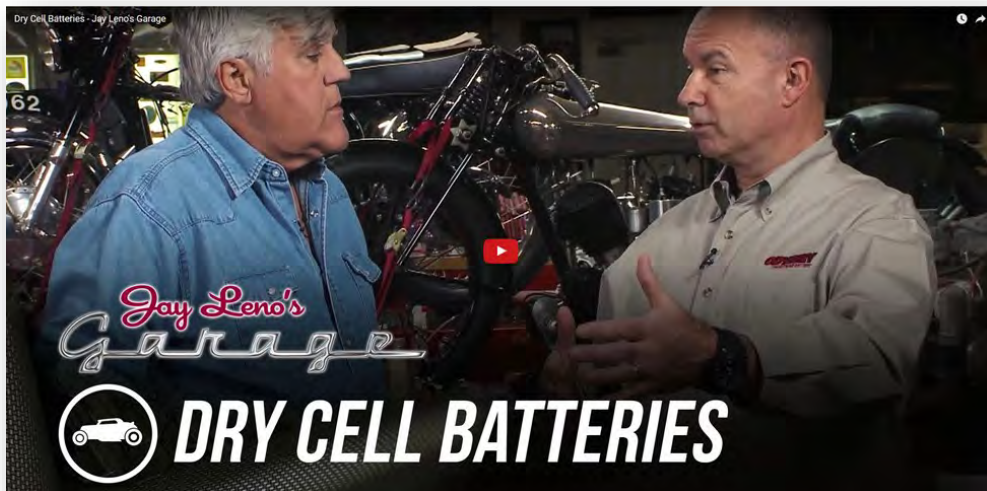
Several of the unit's personnel have served in combat zones, some of whom have been awarded the Purple Heart and Bronze Star.



Matthew Callender, 502nd Logistic Readiness Squadron motor vehicle operator, checks the oil level of a van Aug. 12 at JBSA-Randolph (Photo by Joel Martinez).

Published: Aug 26, 2016

Jay Leno's Garage



WHAT IS THAT THING?

Unique USAF equipment I have maintained by SMSgt (R) Roger Storman, 472 / 2T3

Having been a B-shred for most of my career, I had an opportunity to maintain some unusual equipment, definitely not your standard commercial off-the-shelf buy. Not only was this equipment unique, it was also not common to every fleet in the Air Force.

It was always amusing to see someone not familiar with it come into our shop and ask, what is that thing?

I'm talking about air transportable hydrant refueling systems (ATHRS) and aerial bulk fuel delivery systems (ABFDS) or more specifically, R-14s, R-22s, PMU-27s, GRU-17Es, etc.



R-14: By far, the most widely used and one of the most versatile systems is the R-14. The R-14 is a portable, hydrant-refueling system that can be airlifted or ground shipped anywhere in the world and made fully operational in a matter of hours.

We maintained the pumping units, meters, and hoses on the ABFDS equipment, which was used to transport fuel in C-130 aircraft that we called "bladder birds." They were used extensively in Vietnam. My regret is that I didn't get to fly a mission on one of them.



ABFDS: The ABFDS is an aerial, fuel-delivery system that enables aircraft to rapidly transport fuel to locations close to or behind enemy lines. It consists of two 3,000-gallon aerial bladder tanks, two pumping modules, a meter, and hoses.



PMU-27: The PMU-27 is a trailer-mounted, engine-powered unit consisting of a 50-gpm pump, filter separator, meter, hoses, connections, and nozzles. It is designed to support servicing of small aircraft and transfer of small quantities of fuel.

I'm sure this equipment has changed over the years, but it is still in the inventory. It is designed for use in forward deployed areas, which today means something totally different in terms of locale than when I maintained it. Then it was Southeast Asia.

It didn't require any special knowledge or training to maintain this equipment, just a basic application of automotive and fuel dispensing maintenance principles.

I enjoyed working on it, however, because it was mission critical and in the case of PMU-27s, it always involved flying with air rescue to Wallace Air Station, Philippines — a little known, gem of a base. Air rescue retrieved target drones from the South China Sea and the PMU-27s refueled their HH3-E choppers, aka "Jolly Greens." We, of course, repaired the PMU-27s.

Clark was not the only location I encountered this equipment. We had an entire fleet of it at Yokota and also some units at Kunsan.

As a SSgt at Yokota, I was sent TDY to Osan and subsequently to Yechon, a ROKAF base in central South Korea. ROKAF had an R-14 on loan to support the annual Team Spirit exercise and it was broken down. I and a USAF fuels officer flew from Osan on a "vintage" ROKAF C-54 to this remote location...that was an adventure in itself.

I did my best, but without spare parts I couldn't repair it on site. One of the Korean troops explained to me in broken English that it was running okay until the U.S. Marines used it, and his language was direct and to the point. We shipped it back to Yokota and sent the ROKAF a replacement R-14.

Those days were so much fun and full of excitement. If I could, I'd do it all again — anytime.

See the [AEF Fuels Management Pocket Guide](#) for more info and pics on this equipment.



Times Have Changed...

How (NOT) to hire women

By Ellen Voie CAE, President/CEO

[Women In Trucking Association, Inc.](#)



An excerpt from a 1943 transportation magazine has circulated throughout the industry. It has been verified as a true reprint by Snopes, which claims that the author is L.H. Sanders, who wrote the article for Mass Transportation Magazine's July issue. The intent was to assist (male) managers in choosing the right women to work in jobs formerly held by men who vacated their positions for military service during WWII.

Although the author seems to be patronizing women, he (or she) was probably not intending to portray females as unmotivated, incapable and fragile as the text appears. However, the eleven "helpful tips" show us how far we have come in proving our ability to work alongside men in many occupations.

First, the author suggests that married women are more responsible than unmarried women and they are "less likely to be flirtatious." The assumption that responsibility and marriage are complementary is doubtful, as women who are single are the ones who don't have the security of a second income.

Many of the tips concern a woman's physical needs. "Give every girl an adequate number of rest periods during the day," the author writes.

The extra breaks allow her to wash her hands more often and apply fresh lipstick and tidy her hair so she can have more confidence and be more efficient. By allowing women to rotate to different jobs during the day, they will be happier and less nervous than staying in one position all the time.

Physical exams that focus on "female conditions" is suggested in order to avoid lawsuits, and to uncover any mental or physical weaknesses. "Husky" girls are better employees because they are more efficient and even tempered than their thinner counterparts. Keeping women happy by ensuring that their uniforms fit well is a point made by Sanders, who writes, "this point can't be stressed too much."

One tip for employers suggested that "older women" are inclined to be "cantankerous and fussy," and they must be reminded to be "friendly and courteous" because of their difficulty in dealing with the public.

The author suggests that only women who have worked outside the home previously would be acceptable, since they often have a hard time "adapting themselves." The definition of "old" isn't included, but today this tip could be the basis for a discrimination lawsuit!

In addition to concerns about age and physical limitations, women apparently had mental and emotional issues that should be addressed!

One tip was to never criticize women, as they are more sensitive than men and it would adversely affect her efficiency. Also, strong language should be avoided or it may cause female workers to "grow to dislike a place of business."

Probably the most demeaning tips implied that women were not capable of managing themselves. The author states that the male supervisors must ensure that female workers understand the importance of time and that, "a minute or two lost here and there makes serious inroads on schedules."

Sanders writes that women need to have their schedule filled and outlined in advance so that they don't "bother the management for instructions every few minutes." This is due to the fact that women do not have the same initiative as men.

Although the article was written for "transit companies" and appeared in a transportation magazine, the tips appear to be for women who were working in a factory setting. Apparently it wasn't even an option to put women behind the wheel or under the hood!

Since the assumption was that women needed close supervision and lots of time for rest and to make themselves presentable, operating a big rig or working on an engine would be out of the question.

This article was written over 70 years ago and it shows how far women have advanced in the workplace. However, we still have reasons to further progress women in the transportation industry. Despite a more even ratio of women in the workforce as a whole, there are twenty male drivers for every woman behind the wheel.

We no longer have to prove that we can manage ourselves, or that we can forgo breaks to apply our lipstick, but we do need to find our footing in this industry. Women are capable, available and needed in trucking.

We've come a long way, but Women In Trucking Association's goal is to advance us even further in the coming years!

See a reprinted copy of this 1943 article on the next page....



1943 Guide to Hiring Women

The following is an excerpt from the July 1943 issue of Transportation Magazine.

This was written for male supervisors of women in the workforce during World War II.

Eleven Tips on Getting More Efficiency Out of Women Employees: There's no longer any question whether transit companies should hire women for jobs formerly held by men. The draft and manpower shortage has settled that point. The important things now are to select the most efficient women available and how to use them to the best advantage.

Here are eleven helpful tips on the subject:

1. Pick young married women. They usually have more of a sense of responsibility than their unmarried sisters, they're less likely to be flirtatious, they need the work or they wouldn't be doing it, they still have the pep and interest to work hard and to deal with the public efficiently.
2. When you have to use older women, try to get ones who have worked outside the home at some time in their lives. Older women who have never contacted the public have a hard time adapting themselves and are inclined to be cantankerous and fussy. It's always well to impress upon older women the importance of friendliness and courtesy
3. General experience indicates that "husky" girls - those who are just a little on the heavy side - are more even tempered and efficient than their underweight sisters.
4. Retain a physician to give each woman you hire a special physical examination - one covering female conditions. This step not only protects the property against the possibilities of lawsuit, but reveals whether the employee-to-be has any female weaknesses which would make her mentally or physically unfit for the job.
5. Stress at the outset the importance of time the fact that a minute or two lost here and there makes serious inroads on schedules. Until this point is gotten across, service is likely to be slowed up.
6. Give the female employee a definite day-long schedule of duties so that they'll keep busy without bothering the management for instructions every few minutes. Numerous properties say that women make excellent workers when they have their jobs cut out for them, but that they lack initiative in finding work themselves.
7. Whenever possible, let the inside employee change from one job to another at some time during the day. Women are inclined to be less nervous and happier with change.
8. Give every girl an adequate number of rest periods during the day. You have to make some allowances for feminine psychology. A girl has more confidence and is more efficient if she can keep her hair tidied, apply fresh lipstick and wash her hands several times a day.
9. Be tactful when issuing instructions or in making criticisms. Women are often sensitive; they can't shrug off harsh words the way men do. Never ridicule a woman - it breaks her spirit and cuts off her efficiency.
10. Be reasonably considerate about using strong language around women. Even though a girl's husband or father may swear vociferously, she'll grow to dislike a place of business where she hears too much of this.
11. Get enough size variety in operator's uniforms so that each girl can have a proper fit. This point can't be stressed too much.



Women at work on bomber, Douglas Aircraft Company, Long Beach, Calif. 1942

Photo Feature

Osan test their ATSO during Beverly Herd 16-2

By Staff Sgt. Jonathan Steffen, 51st Fighter Wing Public Affairs / Published August 25, 2016



Senior Airman Charles Cooper, 51st Logistics Squadron vehicle maintenance journeyman, connects a freshly-charged battery during Exercise Beverly Herd 16-2 on Osan Air Base, Republic of Korea, Aug. 25, 2016. Cooper and other vehicle maintainers keep Osan's fleet of vehicles running during the exercise enabling operations and defense of the base. (U.S. Air Force photo by Staff Sgt. Jonathan Steffen)



Senior Airman Thomas Harvey and Senior Airman Dillon Goulet, 51st Logistics Readiness Squadron mission generating and vehicle maintenance journeymen, remove a leaking radiator from a vehicle during Exercise Beverly Herd 16-2 on Osan Air Base, Republic of Korea, Aug. 25, 2016. Harvey and Goulet continue to enable base operations and defense of the base by fixing vehicles so they can be returned to the field. (U.S. Air Force photo by Staff Sgt. Jonathan Steffen)



Senior Airman Jonathan Ryan, 51st Logistics Readiness Squadron vehicle maintenance journeyman, guards an entry control point at the vehicle maintenance compound on Osan Air Base, Republic of Korea, Aug. 25, 2016. Ryan and other 51st LRS Airmen provided security to their compound during Exercise Beverly Herd 16-2. (U.S. Air Force photo by Staff Sgt. Jonathan Steffen)

Photo Feature

86 VRS Airmen deliver the goods

By Senior Airman Tryphena Mayhugh, 86th Airlift Wing Public Affairs / Published August 22, 2016



RAMSTEIN AIR BASE, Germany -- Airman 1st Class Brody Ellyson, 86th Vehicle Readiness Squadron vehicle operator, rolls the excess strap after securing a pallet to a flatbed Aug. 19, 2016 at Ramstein Air Base, Germany. Ellyson secured the strap to the pallet to ensure it does not get stuck in a wheel during transportation. (U.S. Air Force photo/Senior Airman Tryphena Mayhugh)



RAMSTEIN AIR BASE, Germany -- From left, Airman 1st Class Brody Ellyson and Senior Airman Joseph Clayson, 86th Vehicle Readiness Squadron vehicle operators, tie ratchet straps over cargo pallets Aug. 19, 2016 at Ramstein Air Base, Germany. It's the responsibility of vehicle operators to transport people, supplies, munitions and outsized expeditionary forces. (U.S. Air Force photo/Senior Airman Tryphena Mayhugh)



RAMSTEIN AIR BASE, Germany -- Airman 1st Class Brody Ellyson, 86th Vehicle Readiness Squadron vehicle operator, ties a loading strap using a daisy-chain technique Aug. 19, 2016 at Ramstein Air Base, Germany. Once the cargo is ready to be unloaded, the daisy-chain technique enables the strap to be undone with one pull. (U.S. Air Force photo/Senior Airman Tryphena Mayhugh)

Continued on PG 13

Photo Feature

86 VRS Airmen deliver the goods

By Senior Airman Tryphena Mayhugh, 86th Airlift Wing Public Affairs / Published August 22, 2016



RAMSTEIN AIR BASE, Germany -- Airman 1st Class Brody Ellyson, 86th Vehicle Readiness Squadron vehicle operator, operates a 13k all-terrain forklift Aug. 19, 2016 at Ramstein Air Base, Germany. Once the cargo has been placed on the flatbed it must be secured to prevent it from moving or sliding off the vehicle during transportation. (U.S. Air Force photo/Senior Airman Tryphena Mayhugh)



RAMSTEIN AIR BASE, Germany -- Senior Airman Joseph Clayson, 86th Vehicle Readiness Squadron vehicle operator, directs a forklift Aug. 19, 2016 at Ramstein Air Base, Germany. It's the responsibility of vehicle operators to transport people, supplies, munitions and outsized expeditionary forces. (U.S. Air Force photo/Senior Airman Tryphena Mayhugh)



TRUCKIN' ON



Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future

1 Nov 2016



Happy Thanksgiving!



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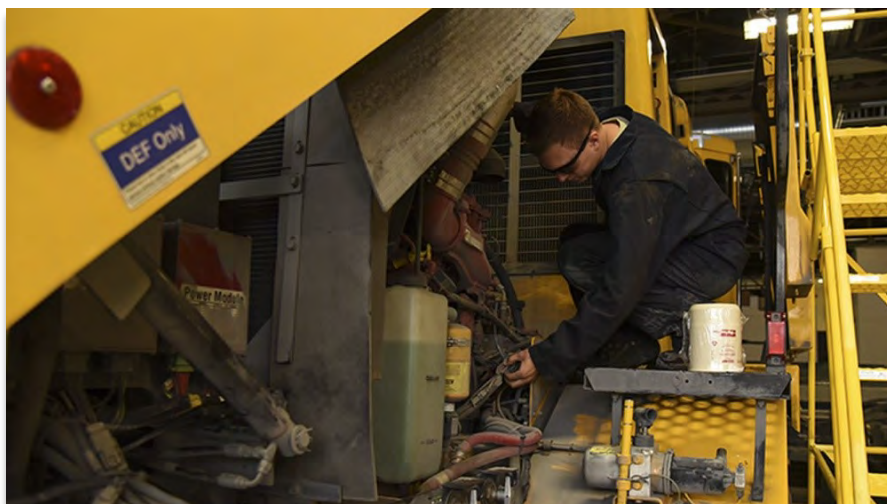
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LRS prepares for first snowfall

By SrA Mackenzie Richardson, 92nd Air Refueling Wing Public Affairs /



Senior Airman Tyler Karr, 92nd Logistics Readiness Squadron mission generation vehicle and equipment maintenance journeyman, verifies a snow broom is in good working condition Oct. 3, 2016, at Fairchild Air Force Base. Airmen change fluids, filters, safety items such as windshield wipers, conduct in-depth inspections and tire maintenance prior to the first snowfall. (U.S. Air Force photo/Senior Airman Mackenzie Richardson)

FAIRCHILD AIR FORCE BASE, Wash. -- Washington winters can cause many issues, especially for vehicles on the roadways and taxiing aircraft. At Fairchild, the 92nd Logistics Readiness Squadron Vehicle Maintenance shop begins preparing for the unpredictable winter months and the weather they bring, eight months prior to the anticipated first snowfall.

Beginning in April and ending in October, the Vehicle Maintenance shop is tasked with completing their summer re-build goal prior to the first snowfall.

VM maintains a fleet of more than 400 vehicles. With approximately 36 snow machines, the six months leading up to Washington winters are packed with replacing fluids, exchanging filters and are crucial to ensuring the machines are ready to go.

"Our snow removal fleet is absolutely imperative to the mission," said Master Sgt. Jonathan Buesch, 92nd LRS vehicle fleet manager. "If it snows, the flight line needs to be cleared. In the winter months aircraft need to be de-iced while on the flight line and right before takeoff. If we don't have the assets ready for the snow it could cause mission delays."

The main mission of the VM shop is to keep all vehicles, construction vehicles or snow machines, up and running to ensure aircraft can move safely and swiftly across the flight line.

Continued on PG 2



LRS prepares for first snowfall

Continued from PG 1



Senior Airman Tyler Karr, 92nd Logistics Readiness Squadron mission generation vehicle and equipment maintenance journeyman, completes summer re-build work on a snow broom Oct. 3, 2016, at Fairchild Air Force Base. Vehicle Maintenance maintains a fleet of more than 400 different vehicles, approximately 36 of them are crucial to winter operations. (U.S. Air Force photo/Senior Airman Mackenzie Richardson)

"It is very important to ensure our snow machines are operating properly and on time, to make sure the flight line remains operational and stays in service," said Senior Airman Kevin Ruffcorn, 92nd LRS mission generation vehicle and equipment maintenance journeyman.

In addition to replacing the filters and fluids, VM replaces safety items such as lights and windshield wipers, conducts in-depth troubleshooting, in-depth electrical inspections and conducts tire maintenance.



Senior Airman Tyler Karr, 92nd Logistics Readiness Squadron mission generation vehicle and equipment maintenance journeyman, completes summer re-build work on a snow broom Oct. 3, 2016, at Fairchild Air Force Base. Karr is one of 46 Airmen tasked with the completion of maintenance on vehicles used to keep the flight line operational during the winter months. (U.S. Air Force photo/Senior Airman Mackenzie Richardson)

"We inspect bumper to bumper, looking for anything that may cause issues during the winter and we fix it now," Ruffcorn said.

"We want to have as little repairs during the winter time as possible."

During the offseason, VM maintains the base's snow brooms, deicers, plows and snow blowers.

"No one really understands how big of a role we play and how important these machines are to the air-refueling mission," Ruffcorn said. "Without these machines, the flight line would close every winter, for months, due to the snow and ice."

The plows, blowers and brooms remove excess snow from the flight line allowing easy and safe movement by aircraft and other vehicles. The deicers ensure there is no ice on the runway or aircraft, allowing for safe takeoff, flight and landing.



VM has a combined total of approximately 46 Airmen. Like most shops, they face manning challenges when Airmen are sent on deployments and TDYs. Although they face manning challenges during their busiest months, VM doesn't let it affect the mission.

"We are a small shop in comparison to other LRS and maintenance shops," Buesch said. "VM is one of, if not the tightest flight on base. We all work together really well and are not afraid to lend a helping hand. Teamwork and camaraderie is paramount."

CSAF letter to Airmen

By Gen. David L. Goldfein, Air Force Chief of Staff, / Published October 13, 2016



Editor's Comments: This article is the second in General Goldfein's series of Letters to Airmen. The subject is 'Strengthening Joint Leaders and Teams ... a Combined Arms Imperative.' View the full document on our website at <http://www.truckinon.org/docs/>

WASHINGTON (AFNS) –

Fellow Airmen,

I just completed my 3rd month as your 21st Chief of Staff and have had the opportunity to see many of you in action. I continue to be inspired by your daily contributions to the joint fight in ALL of our core missions. Thank you and your families for your continued dedication and commitment to excellence!

Today, I am releasing the second in a series of short papers that provide my thoughts and intent on the key focus areas we will address during my tenure. As with the first focus area (Revitalizing Squadrons), the second directly aligns with our strategic vision and supports Secretary James priorities: Taking Care of Airmen; Balancing Today's Readiness with Future Modernization; and Making Every Dollar Count.

The second CSAF focus area is Strengthening Joint Leaders and Teams ... a Combined Arms Imperative. Airpower and what our Air Force brings to the joint team is foundational to all current and future campaigns.

Our ability to operate seamlessly as a joint force across multiple domains on a global scale is critical to ensuring mission success throughout the spectrum of conflict. As such, strengthening how we organize, train, and present forces to combatant commanders ... and how we build joint leaders with the tools, experience, and training to both support and lead joint teams is critical to success.

Additional information will follow as the team lead, Brig Gen Brian Killough, develops the plan and sets future milestones. For now, I need all of us to be thinking about how our daily activities contribute to joint operations.

Airmen across our Active, Guard, Reserve, and Civilian force have always been innovators – we've been breaking barriers since 1947. This is an area where our creativity will serve us well.

Thank you for your continued leadership, dedication, and excellence. While we face challenges today, they are not the worst challenges we have faced in our 69-year history ... and we follow a long line of Airmen who found opportunity in every challenge. We remain the finest Air Force on the planet with unlimited opportunities ahead. This is now our time ... and I'm proud to serve with you as the 21st Chief of Staff.

Fight's on!



Veterans Day 2016 - A Tribute



Editor's Note: A new movie called 'Hacksaw Ridge' is scheduled for release on Nov 4th, just in time for Veterans Day 2016. You can read the synopsis below. Click on the image in the top right column to watch the trailer. An interview with the real-life Desmond Doss is at the bottom right. Corporal Doss died in March 2006.

HACKSAW RIDGE is the extraordinary true story of Desmond Doss [Andrew Garfield] who, in Okinawa during the bloodiest battle of WWII, saved 75 men without firing or carrying a gun.

He was the only American soldier in WWII to fight on the front lines without a weapon, as he believed that while the war was justified, killing was nevertheless wrong.

As an army medic, he single-handedly evacuated the wounded from behind enemy lines, braved fire while tending to soldiers and was wounded by a grenade and hit by snipers. Doss was the first conscientious objector awarded the Congressional Medal of Honor.





**441st Vehicle Support Chain Operations Squadron (VSCOS)
Ranked 6th of Top 50 Fleets in the Nation!**



Green Fleets Awards winners who attended the Green Fleets Forum in Washington, DC on October 13, 2016.

Green Fleet Awards™: 2016 Winners

Winners (in rank order)

- | | |
|---|---|
| 1 The Port Authority of New York & New Jersey | 10 City of Phoenix, AZ |
| 2 City of New York, NY | 11 King County (WA) |
| 3 City & County of Denver, CO | 12 Atlantic County Utilities Authority (NJ) |
| 4 New York City Police Department (NY) | 13 City of Tulsa, OK |
| 5 State of California | 14 Eugene Water and Electric Board (OR) |
| 6 U.S. Air Force / 441st VSCOS (VA) | 15 Las Vegas Valley Water District (NV) |
| 7 Sacramento County (CA) | 16 City of Fort Collins (CO) |
| 8 Alameda County (CA) | 17 University of Washington |
| 9 City of Fort Wayne, IN | 18 National Security Technologies, LLC (NV) |
| | 19 Village of Downers Grove, IL |
| | 20 Cobb County (GA) |

See complete list and details: http://www.the100bestfleets.com/gf_winners_2016.htm

Al's Art

Editor's Comments: In November 2012, our second month of publishing *Truckin' On*, we featured a bio of CMSgt (R) Al Baird. Chief Baird had a long and storied career with the Air Force as a 472xx (today's 2T3xx) that began in 1948. He is now 86 and lives in Tennessee. For those who did not see his bio, you can read the article at: <http://www.truckinon.org/archives/>. Scroll down the page to November 2012.

This story, however, is not about Chief Baird's career; it's about his art. He sent me copies of several paintings that he did, which I thought were exceptional and worthy of sharing with all of you. So, with his permission, I selected a few to display here. You can view the entire collection on our website at: <http://www.truckinon.org/photos/>.

Chief Baird's comments about how he got started with painting are in the right column.



CMSgt (R) Al Baird: "Early on I did some art in school which was not of great interest to me. Then, about 11 years ago, we purchased a new condo, and my wife said we needed a nice picture to go over our bed. I replied, 'Okay, I'll paint you a really nice copy of a Van Gogh.' She said, 'Sure you will,' and laughed for about five minutes.

So, I purchased some art supplies and painted Van Gogh's *Iris*s (top left), which now hangs over my desk.

After that I copied several more Van Gogh's and did a few originals. Then we sold our condo and went on a 4-year camping trip around the USA (all of it in a camper as big as a 1-bedroom condo) and stored my paintings at my daughter's house. When we returned she said I redecorated our house around these paintings, so you can't have them back. That said, I painted some more for us. Not much of a story, but that's how I got started with art."



Obama Administration Rolls Out Recommendations for Driverless Cars



A self-driving Uber hybrid Ford Fusion drives through Pittsburgh on Sept. 12. The Obama administration on Tuesday will roll out guidelines that urge car makers and other developers submit to a 15-point 'safety assessment' outlining how driverless cars are tested, safeguards in the event of a system failure and how vehicles are programmed to comply with traffic laws. The guidelines also expect firms to detail plans to prevent vehicle hacking. PHOTO: STEPHANIE STRASBURG FOR THE WALL STREET JOURNAL

THE WALL STREET JOURNAL

Transportation Department trying to head off conflicting local rules and spurring adoption of technologies that could reduce traffic deaths

by Mike Spector

Updated Sept. 19, 2016 9:31 p.m. ET

The Obama administration said companies developing driverless cars should adopt a series of government recommendations to certify their vehicles are ready for U.S. roads, a policy aimed at front-running possible conflicting local rules and potentially reducing traffic fatalities.

The U.S. Transportation Department, in guidelines to be rolled out Tuesday, urges that car makers and other developers submit to a 15-point "safety assessment" outlining how driverless cars are tested, safeguards should systems fail and how vehicles are programmed to comply with existing traffic laws. The guidelines also expect companies to detail plans to prevent vehicle hacking.

The policy amounts to suggestions as opposed to firm regulations with legal force. Federal highway safety regulators have resisted developing official rules for driverless cars amid concerns the years long process could result in rules rendered moot by fast-emerging technologies.

Instead, U.S. officials are hoping to spur companies to share data on crashes, detail their latest systems to regulators and take steps to ensure technologies are traffic-ready. Current regulations set out specific safety standards for seat belts, brakes and other traditional systems envisioning human drivers.

The latest autonomous-vehicle guidelines largely lack specific benchmarks and delineate areas for companies to share and submit information.

While the path toward regulation is still hazy, the new guidelines are an endorsement by regulators of a safer future with cars driven by robots and not people.

The recommendations give auto makers and technology companies a firmer sense of regulators' expectations, indicating they should aim to comply with uniform safety guidelines rather than a patchwork of state regulations.

The Self-Driving Coalition for Safer Streets—a lobbying group that represents Google parent [Alphabet Inc.](#), [Ford Motor Co.](#), Uber Technologies Inc., Lyft Inc., and Volvo Car Corp.—cheered the new policy, saying it "provides for the standardization of self-driving policies across all 50 states, incentivizes innovation, supports rapid testing and deployment in the real world."

Auto makers and technology companies have been concerned about conflicting rules in different states. California, for instance, previously proposed requiring drivers obtain special licenses for autonomous cars and subjecting them to specific tests.

The U.S. guidelines suggest states retain prominence over driver's licenses, car registrations, traffic laws, insurance and legal liabilities.

But they say states should steer clear of conflicting safety standards for driverless cars, leaving that oversight to federal officials.

Continued on PG 8

Obama Administration Rolls Out Recommendations for Driverless Cars

Continued from PG 7

Transportation Department trying to head off conflicting local rules and spurring adoption of technologies that could reduce traffic deaths

Officials said they would consider exempting companies from existing rules for emerging technologies deemed to have promising safety benefits.

"This is a change of culture for us," said Transportation Secretary Anthony Foxx on a call with reporters Monday, noting officials typically make cars meet specific standards. "It isn't prescriptive in the sense that we're saying there have to be certain proof points. We have to have a level of confidence. It's really creating a more open-ended type of approach."

Regulators will investigate and urge recalls when systems pose unreasonable risks to safety, officials said.

The National Highway Traffic Safety Administration is probing the May fatal crash of a [Tesla Motors](#) Inc. electric car driving itself with its Autopilot system.

Officials suggested policy makers consider giving regulators the ability to clear such systems before they hit the market and require companies to immediately address technologies deemed "imminent hazards," but those authorities would require congressional approval.

"Guidance is the right action to take since the technology is developing quickly and collaboration between auto makers and [regulators] is critical to avoid policies that become outdated," said a spokeswoman for the Alliance of Automobile Manufacturers, a Washington advocacy group representing a dozen car makers.

"We look forward to working with [regulators] and state policy makers to produce a consistent, nationwide approach that ensures these vehicles are brought to market without unnecessary restrictions or delay."

Tesla, which isn't a member of that group or the Self-Driving Coalition for Safer Streets, didn't have immediate comment.

The development of driverless cars has sparked a technological arms race among traditional car manufacturers, technology titans and Silicon Valley startups. But hurdles with infrastructure, regulations, and clarity on legal liability could slow down adoption.

U.S. officials are attempting to balance encouraging adoption of promising technologies that researchers contend will cut traffic fatalities while ensuring they're safe. Traffic deaths topped 35,000 in 2015, according to government figures, largely because of human error.

The challenge was thrown into sharp relief after the May fatal crash of the Tesla car.

Tesla said the car's automatic emergency braking system failed to detect the white trailer on a truck that pulled in front of the car against a brightly-lit sky, leading to a collision.

Tesla plans before the end of this month to introduce updated Autopilot software that relies more on radar signals and safeguards to keep drivers engaged, changes Chief Executive [Elon Musk](#) said would have prevented the May fatal crash.

"We believe we've struck the right balance between safety and innovation and shown how those two things can work with each other and not at cross-purposes," Mr. Foxx said.

Motorists have expressed enthusiasm for automated-driving technologies such as adaptive cruise control, automatic brakes and lane-keeping assists. But they've also conceded placing outside confidence in the features despite fine print and other warnings.

[Daimler](#) AG's Mercedes-Benz in July pulled a television ad amid concerns it portrayed a car as fully self-driving rather than one with a suite of technologies that perform some driving functions under certain circumstances.

Driverless cars are already being tested, with ride-sharing firm Uber putting some on Pittsburgh roads earlier this month. [General Motors](#) Co. and Uber rival Lyft have discussed plans to eventually test a fleet of self-driving Chevrolet Bolt electric taxis.

"Automated vehicles are no longer science fiction. In fact, they're here," said Jeffrey Zients, a top adviser to the president and director of the National Economic Council.

Industry experts expect autonomous vehicles to dot roads in cities as part of ride-sharing efforts in the near term. Lyft co-founder and president John Zimmer expects car ownership will all but end in major U.S. cities in less than a decade. Uber is close to opening an office in Detroit to collaborate with conventional car makers, an executive said Monday.

Car companies and technology firms are taking varied approaches to autonomous driving. Google parent Alphabet Inc. is testing driverless cars that don't require human interaction, viewing such vehicles as potentially safer than those with stepping-stone technologies.

Others including Tesla are continuing to roll out features that can let cars drive themselves in certain conditions but don't render them fully autonomous.

— John D. Stoll contributed to this article.



See Related Video: [Driverless Beer Truck](#)

THE MARINE CORPS' NEW AMPHIBIOUS VEHICLE

ACQUISITION, LAND, SEA

BAE Unveils 1st Amphibious Combat Vehicle for Marines

By SYDNEY J. FREEDBERG JR on September 27, 2016 at 1:09 PM



BAE Systems Amphibious Combat Vehicle at Modern Day Marine Credit: BAE Systems

After years of prototype testing, canceled programs, and rewritten requirements, contractor BAE Systems has unveiled the first production model of its 34-ton, eight-wheel-drive Amphibious Combat Vehicle at the Modern Day Marine show. BAE and SAIC are competing to replace the Marine Corps' aging, ungainly, and thinly armored Amphibious Assault Vehicles.



The Marine Corps' current Amphibious Assault Vehicle, the 1970s-vintage AAV-7.

The AAVs are huge tracked machines with boat-like hulls, which proved deathtraps when they hit large roadside bombs in Afghanistan and Iraq.

BAE says its 8x8 ACV is more survivable and more agile on land than the current AAV, with equal performance on the water. That's huge.

Amphibious assault is the Marines' raison d'être, neglected during the long land wars since 9/11, which the service is now striving to revive.

Because the swim from ship to beach is a relatively short part of an amphibious operation, followed by much more maneuvering ashore, the brass were willing to sacrifice some performance on the water to get better survivability and mobility on land. At least, they were willing to sacrifice in the short term: The current ACV 1.1 competition allows limited amphibious capability, but the ultimate ACV 1.2 will have to equal the old AAV.



IVECO Freccia Infantry Fighting Vehicle in Rome.

In essence, BAE is saying it can offer ACV 1.2 performance in their offering for ACV 1.1. That's what the Marines were hoping for with the BAE and SAIC vehicles, but this is the first we've heard a contractor promise it.

How? "BAE systems circumnavigated the globe looking for the optimum partner," BAE program manager John Swift told me this morning. They found Italy's IVECO, a defense subsidiary of famous auto-maker Fiat — which already had a design that met the Marine Corps requirement, the SuperAV. The Italians will make key components but hull construction and final assembly will take place in BAE's York, Pennsylvania plant.

(Rival SAIC has likewise teamed with Singapore Technologies to offer their Terrex vehicle.

Having long favored tracks, the US simply isn't the leader in wheeled armored fighting vehicles: The two 8x8 machines already in service, the Army Stryker and the Marine LAV, are both derived from the Swiss MOWAG Piranha).

Continued on PG 10

THE MARINE CORPS' NEW AMPHIBIOUS VEHICLE

Continued from PG 9

BAE Unveils 1st Amphibious Combat Vehicle for Marines

IVECO had long built a family of wheeled armored vehicles for the Italian military. The Centauro tank destroyer evolved into the Freccia troop carrier, and, most recently, into the SuperAV amphibious vehicle. The Italian Marines, like the Americans, used the 1970s-vintage AAV and knew they needed to replace it. But while the USMC tried and failed to develop a super-fast amphibious vehicle, a kind of waterskiing tank, the relatively cash-strapped Italians decided to simply upgrade an existing, proven design to an amphibious capability equal to the old AAV.



IVECO Centauro tank destroyer in Iraq

"They designed the 8x8 to be fully amphibious," Swift said: "a vehicle that could self-launch and recover from an amphibious ship," able to move at six knots and endure moderately troubled seas (Sea State 4).

BAE's ACV offering is simply an upgraded SuperAV, which is, in turn, an upgraded Freccia, which is an upgraded Centauro. BAE and IVECO took the Italian SuperAV design and tweaked it for the Marines.

Most notably, they added bigger tires, up-gunned the transmission, and re-bored the engine to add 40 percent more horsepower. Those changes allows the ACV to carry more protection, more troops — a full squad of 13 Marines, plus three crew — and more future upgrades, such as bigger gun or add-on armor.

"The vehicle we have here today is our first production vehicle," which came off the production line "a couple of weeks ago," said Swift.

It'll begin BAE's own internal testing in two weeks, he went on, and "we will present it to the government in December," along with the test results.

"By contract we don't have to deliver vehicles until April, but we want to deliver early," Swift said. There's a lot of pride at stake for BAE, said Swift, a retired Marine tanker himself: Since 1941, every Marine Corps amphibious vehicle — including the current AAV — has been built by BAE systems or one of its predecessor companies. That's a streak BAE's determined not to break.

Specifications

Gross vehicle weight	67,599 lbs 30,617 kg
Payload	Up to 7,280 lbs/3,303 kg
Speed	
Paved road	>65 mph/105 km/h
Open ocean	6 knts
Range on road at 55 MPH/89 KPH:	Up to 325 miles/ 523 km
Range at sea followed by land:	Up to 12 NM Followed by 250+ miles on land
Turning radius	36 foot curb to curb turning radius
Side slope	>30%
Gradient	>60%
Overall length	350 inches/8.9m
Width	124 inches/3.1m
Height (hull)	113 inches/2.8m

Capable of operating in conditions up to Sea State 3 and through a nine foot plunging surf

BAE Systems ACV spec sheet



A Thought Provoking Question...

Who Do You Trust?

**by Ellen Voie CAE, President/CEO
[Women In Trucking Association, Inc.](#)**



Recently I was traveling along an interstate within a construction area and realized I was merely inches from the driver pulling a set of doubles next to me. As I watched those huge tires alongside my convertible, I recalled an elementary school class about trust.

Our teacher asked us to define the word trust and how it related to our own young lives. She pointed to the chairs we were sitting on and asked us if the act of sitting involved trust. In other words, did we trust the legs of the chair to hold us up? Did we trust the chair to give us the accommodations we expected?

Until that point, I hadn't thought about trust in that way, but as I slowed through the construction zone with a combination tractor-trailer next to me, it became more clear.

I looked at that rig and realized I had placed my trust (and my life) in the driver, the carrier, and the equipment.

One dictionary's definition of trust, as a verb, was "believe in the reliability, truth, ability, or strength of." This was exactly the thought I had as I shared the (narrow) roadway with a commercial truck and driver.

I had to trust that driver to be well rested and physically fit to drive the tractor-trailer. Since I am well aware of the regulations affecting the industry, I knew the driver had to hold a current commercial driver's license and had to have a current DOT medical certificate. I also knew the operator was subject to random drug and alcohol checks through the carrier.

My thoughts turned to training and the proper amount of education and instruction the driver had completed to understand highway rules, as well as those regulations pertaining to the trucking industry, like parking restrictions, weigh stations, and idling laws.

In reality, I felt confident the person operating the combination tractor-trailer only inches away from my vehicle was qualified and skilled in the role.

I also trusted the driver to refrain from texting while driving and to not be using a hand held mobile phone on the road. Although we've all heard horror stories of drivers who watch videos or other instances of distracted driving, I felt confident the person next to me was focused on driving.

I also needed to be assured he or she was in compliance with the hours of service and the logbooks were up-to-date, factual, and in compliance.

I didn't notice if there was a sticker the driver was using e-logs, but I felt assured there were no violations because I trusted the driver and the carrier.

Remember, trust means to believe in the reliability, truth, ability, or strength of something.

As I noticed the name on the truck and trailers, I felt confident the carrier had ensured the safety of the vehicle. I trusted the company to make sure the tires were safe and the equipment was checked and rechecked for any defects or adjustments. I trusted the brakes to be operable and the lights to be working and compliant.

Even the manufacturer of the tractor and the trailer had to be trusted to design and build equipment that would allow me to travel on a very narrow lane in a construction zone in a low convertible and feel safe. Truly, sitting in a car next to a combination vehicle while moving through a close passageway could be intimidating for anyone, but I felt a level of trust most drivers might not experience.

Since I work in the trucking industry, I have a realistic view of the skills and expertise drivers need to share the road with four wheelers (including convertibles!). I actually feel safer alongside a professional driver than I do with automobiles, since I don't have the trust in knowing the person behind the wheel is rested, focused, and qualified to drive.

The next time you are on the road, consider your level of trust for the truck and driver alongside your car. Compare the safety data of the trucking industry to those outside and then look at the qualifications needed to operate a commercial vehicle on the road.

Who do you trust?



Diesel Tech Shortage

Solving diesel technician shortage a technical challenge

by Jason Cannon / October 7, 2016 / CCJ



When I was a junior in high school, I started looking for a job.

The most logical place to find one at the time was the local newspaper. You remember those, right?

Somebody used to ride through your neighborhood and throw them in your driveway several days a week, if not every day.

I started my career in newspapers and spent more than a decade providing the news and classifieds to people all over Alabama. I still think newspapers are a great and viable source of information, but the fact is reading habits are changing.

Our own internal data suggests thousands of you will read this in the print issue of CCJ, while thousands of others will read it on ccjdigital.com. The employees of today, and tomorrow, are not combing the classified en masse like I was in the mid-90s.

"We're going to have to get it out there in social media or a lot of your job search websites because that's where they're going," says Derek Southerland, fleet maintenance manager for FedEx Freight

Southerland and several of his peers spoke last month at the ATA's Management Conference and Exhibition in Las Vegas on the topic of a looming shortage of technicians. All agreed that in the quest to find them, you have to hunt on their grounds and not on your terms.

George Arrants, program director for WheelTime University's coursework and training, has long been a proponent of getting involved in the classroom, from high school vocational programs up through trade and technical schools. But it's not enough to speak with students today.

You have to connect with them. That's why Arrants recommends sending some of your higher performing young techs to talk to classes, especially if they graduated from that particular program.

They need to see someone who looks like them and talks like them; someone they can look at and say "that could be me in a year" not "that could be me in 30 years."

From there, Arrants says, students can get first hand information from a guy or gal who is working their way up what he calls the "career lattice."

"We don't have a career ladder, we have a career lattice," he says, "With that foundation education, you can go anywhere [in the trucking industry] you want."

A diesel technician's job is about as an advanced technological career field as anything on the market and hits just about every major push in the STEM (science, technology, engineering and mathematics) curriculum. But that often is undersold against the stigma that it's a "greasy" job.

"The first letter of STEM is science," says Greg Settle, director of corporate and strategic alliances at the TechForce Foundation, which helps financially students enrolled in a technical program nationwide. "We all know about it, but outside of our industry, how many people know about it?"

There are dozens on tiny computers on a truck that govern every process in the machine. That level of complexity needs to be emphasized, Southerland adds.

It's also important to not get hung up on "kids today" and how lazy or difficult you may think the entire generation is. Lou Stumpp, national account manager for Navistar's fleet service, says – for the most part – from age 21 to 65, technicians are not all that much different.

"All technicians are wired similarly," he says. "They all like to fix stuff. They don't like to waste time waiting on parts. They don't like to waste time walking around the shop."

A sense of belonging – "feeling like part of a family," Arrants adds – will make your shop attractive in ways a fat paycheck never could.

A reinvention of the trucking industry is underway, just it was for newspapers beginning about a decade ago. You can either resist and defy it or adapt and thrive.

I know some newspapers that wish they'd taken the latter path.



FOX NEWS Auto

Chevrolet's hydrogen-powered stealth truck enlists with U. S. Army

Published October 03, 2016 FoxNews.com / Contributor: CMSgt (R) Richard McElderry



(Chevrolet)



(Chevrolet)



(Chevrolet)

With its stealthy characteristics, lifted body, 37-inch tires, and an extreme off-road suspension, the ZH2 is envisioned as more as a patrol and reconnaissance vehicle than a replacement for a general purpose vehicle like the Humvee.

The project is a collaborative effort between Chevrolet and the U.S. Army Tank Automotive Research, Development and Engineering Center, which will take delivery of the ZH2 in early 2017 before putting it through a year-long evaluation in a variety of environments.

It builds on technology that General Motors originally developed for a fleet of hydrogen-powered Chevrolet Equinoxes that have been undergoing on road testing for nearly a decade.

Chevrolet is entering the silent service.

The automaker has built a hydrogen-powered truck for the U.S. Army that generates its own electricity with an onboard fuel cell.

The heavily-modified Chevrolet Colorado based rig is powered by a 174 horsepower electric motor that can drive all four wheels while making hardly any noise and keeping a low thermal profile compared to an internal combustion engine.

Hydrogen tanks and a small battery are installed where the bed of the Colorado would normally be, along with a power-take-off unit that provides electricity for equipment in the field.

Meanwhile, water emissions produced by the fuel cell's operation can be collected and used by troops for drinking, or keeping that mean bodywork clean in the driest of regions.



(Chevrolet)



TRUCKIN' ON



Dedicated to the Men and Women
of
AF Vehicle Operations & Maintenance — Past, Present, and Future

1 Dec 2016



Merry Christmas



SPECIAL POINTS OF INTEREST:

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- ⇒ 441ST VSCOS LEADS RESEARCH TEAM — PG 3 - 4

Minot Airman selected for USAF Honor Guard

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Staff Sgt. Nikole Warn, 5th Logistics Readiness Squadron vehicle maintenance journeyman, was recently selected for the U.S. Air Force Honor Guard. (Courtesy photo)

MINOT AIR FORCE BASE, N.D. -

Rigidly standing shoulder to shoulder, a colors team of four ceremonial guardsmen from Minot Air Force Base stand in full service dress at the North Dakota State Fairgrounds great hall, one Airman in particular stood anxiously as the lead rifle for the first time in her career.

Recently selected to become part of the Air Force Honor Guard Staff Sgt. Nikole Warn, 5th Logistics Readiness Squadron ceremonial guardsman lead rifle, never looked back after stepping on the stage to present the colors for the United States national anthem.

Warn, actively involved in the base honor guard since 2014, joined to be a part of something bigger than herself.



See Website...

Operation Care Packages

"I started as a vehicle maintenance craftsman. Broken vehicles would come into the bay and I was able to fix them. I got to see my job satisfaction, but I felt it was still very narrow." After completing vehicle maintenance upgrade training, Warn noticed a base-wide email for joining the base honor guard training course and was encouraged by her supervisor to follow a long-time dream.

Warn was born in Denver, Colorado and moved around frequently in her youth. She lived in Billings, Pittsburgh and spent five years living in Saudi Arabia.

While in high school, she was heavily involved in marching band, music and an audition-only symphonic band.

"One of my best memories was conducting 'The Star-Spangled Banner' for our 9/11 memorial," Warn said. "We had an American flag that stretched from each 30-yard line and I was standing at center podium." Due to graduating at the age of 16, Warn couldn't join the Air Force immediately following high school. Instead, she continued her education at a community college where she eventually joined the

Continued on PG 2

Minot Airman selected for USAF Honor Guard

Continued from PG 1

"With my marching band experience, I was able to teach others how to march and drill as a first year cadet," Warn said. "This prepared me for basic training and honor guard because I didn't have to worry about learning everything, rather I could focus on helping other Airmen."

Warn explains her reason for joining the Air Force was due to growing up in Saudi Arabia during the bombing of the Khobar Towers.

"I saw what it was like to live there and how people were treated," she said. "They had a divided society; people with money and privilege and people without. Coming back to the states, I realized people take a lot of things for granted. Experiencing that, made me realize the many opportunities our country has. So, I wanted to do my part ensuring it stays that way."

Warn has received many accolades throughout her career, but her most recent accomplishment was her acceptance to participate in the Air Force Honor Guard.

While in charge of the base honor guard during her deployment to Al Udeid Air Base, Qatar, Warn was sitting at her desk, checking her email just like any other day.

She noticed an unfamiliar name in an email appeared, "Congratulations! You have been accepted for the Air Force Honor Guard pre-screening process." Warn remembers sitting and staring blankly at her computer screen, "It felt like I read the email a thousand times."

After her initial excitement wore off, Warn immediately forwarded the email to Tech. Sgt. Joshua Hull, Minot AFB Honor Guard NCO in charge.

"From the moment she joined the base program, her drive and initiative exceeded the average Airman's," said Hull, also a prior Air Force Honor Guard member. "She had a craving to learn and I instantly saw her potential. Throughout her career I put her in scenarios that would develop her communication skills and confidence when leading honor guard teams during ceremonies. This opportunity will help develop her even further and begin her network with the honor guard world."

Warn, well-prepared for her new assignment, has started her Air Force Honor Guard journey at Bolling AFB, Washington, D.C.

As the color team walked through the center aisle between the neatly organized chairs, attendees faced the flag and followed it with their eyes as it reached its destination. The arena became dark as a spotlight highlights the American flag.

She stands in front of thousands of people from across the world and takes a breath as her detail is commanded to present arms. Before she knew it, the entire arena joined in singing our nation's song.

"I remember standing there with my rifle trying not to show emotion, as we have to keep our bearing," Warn said. "It was really hard not to smile and be proud of every single person and show I was proud to be an American Airman."

Flatbed Trucking's Safety Stand-Down to Prevent Falls

Editor's Comments: We published a brief article and video on Gavase Tool, LLC in May 2015. Safety, however, is a serious matter and this one bears repeating. Employees are injured or killed in shop mishaps all too frequently. That said, we will do our best to feature more safety articles in future editions of Truckin' On. If you have any you'd like to share, please send them to me.

Falls from elevations accounts for 11% of the injuries to Washington's trucking industry workers (2014) leading to compensation and loss of work. If you or your drivers accidentally slips or falls, becomes injured or loses his or her life there is no price tag big enough to cover those consequences.

That's why more and more Drivers-Operator, across the U.S.A. are using a recently, engineered to last, Fall Prevention Tool. According to OSHA, "Fall protection must be provided at four feet in general industry." If you're standing on a four-foot high platform and your height is six feet, your fall will be from a height of approximately ten feet and that could cause serious injuries.

In addition, if a Driver-Operator has to climb on top of a loaded trailer to install tie straps/ chains, corner protectors, VeeBoards or other cargo securement equipment, there could be serious consequences. So be aware, follow safety procedures and use the best tools for flatbed fall prevention. Share what's new and how to prevent falls at: <https://youtu.be/SpPnFSw4eiE> <http://www.gavasetool.com>



441st VSCOS leads research team

Air Force studying idle-reduction technology

By Carole Chiles Fuller, AFCEC Public Affairs / Published October 31, 2016



A mechanic with the 502nd Logistics Readiness Squadron at Joint Base San Antonio-Fort Sam Houston installs one of the idle-reduction systems being tested on security forces vehicles. (U.S. Air Force photo by Carole Chiles Fuller)

JOINT BASE SAN ANTONIO-LACKLAND, Texas --

The Air Force Security Forces Center has joined the 441st Vehicle Support Chain Operations Squadron, the Air Force Research Laboratory, Air Force Life Cycle Management Center and others to determine how to reduce costly idling time in security forces vehicles.

Three idle-reduction systems are being installed on vehicles at JBSA installations and at Offutt Air Force Base, Nebraska, for the second phase of the project: a 12-month field trial and data collection period, followed by six months of analysis. JBSA was chosen primarily for its hot weather, and Offutt for its cold weather. Mission requirements and availability of vehicles also factored in to the choice of test installations.

Security forces personnel and their civilian counterparts often leave their vehicles running because when the engine is turned off, operating electronics, lights and other systems can drain the battery. Also, heating and cooling systems don't operate when the engine is off.

"Police cruisers may idle for hours while officers patrol, work accident scenes, write reports or wait for their next call," according to Status and Issues for Idling Reduction in the United States/Alternative Fuel and Advanced Vehicle Technology Market Trends, a February 2015 report by the U.S. Department of Energy on energy efficiency and renewable energy.

Currently, idle-reduction systems are used by various police departments to include Austin, Texas; Dallas; Lakeland, Florida; Las Vegas; Nevada Highway Patrol; and Washington State Patrol.

Benefits of the systems include fuel savings; idling burns up to a gallon of fuel per hour. In terms of engine wear, an hour of idling a security forces sedan equates to about 33 miles of driving, increasing the amount of maintenance vehicles require. The study's goals are to verify fuel savings; ensure technologies are functional and reliable; validate return-on-investment estimates; and study initial maintenance trends.

The AFRL estimates a 70_ percent reduction in idling time would save \$3,570 per sedan annually; a huge saving as the Air Force inventory contains more than 1,000 high-idle security forces vehicles.

Following the test and evaluation phase of the system, Air Force officials will determine if investing in the technology makes fiscal sense for the service, said Lt. Col. Jonathan Bell, division chief for the Air Force Security Forces Center Force Protection Requirements Division.

Bell said he's cautiously optimistic and thinks the technology might provide a great benefit to the Air Force.

"Our goal at an enterprise level is to ensure the security forces members have everything they need to complete the mission the most effective way they can," said Tech. Sgt. Kevin Moss, program branch manager for the 441st Vehicle Support Chain Operations Squadron. The 441st VSCOS on Joint Base Langley -Eustis, Virginia, oversees the vehicle portion of the project.

"With the enterprise-level purchasing and procurement and moving and scheduling vehicles for transfer, it's really imperative that we meet the mission requirements for the security forces members and make sure they have all the tools they need."

Moss has high hopes for idling-reduction technology.



Security forces personnel from Joint Base San Antonio, Texas, examine a pickup truck outfitted with one of the idle-reduction systems being tested for the next 12 months on JBSA and Offutt Air Force Base, Nebraska. (U.S. Air Force photo by Carole Chiles Fuller)

Continued on PG 4

441st VSCOS leads research team

Continued from PG 3

Air Force studying idle-reduction technology

"We are hoping to reduce our impact on the environment, our miles per gallon and greenhouse gases. We figure a high-idling vehicle like this is going to produce more of those toxins and gases, so this would be a way to reduce our impact overall," he said. "The future is greenhouse gas reduction and idle reduction, and reducing our effects on the environment as an overall force. We want to make sure we are also supporting the overall mission of the Air Force. That includes being out on the flightlines, idling and getting that idling time down."

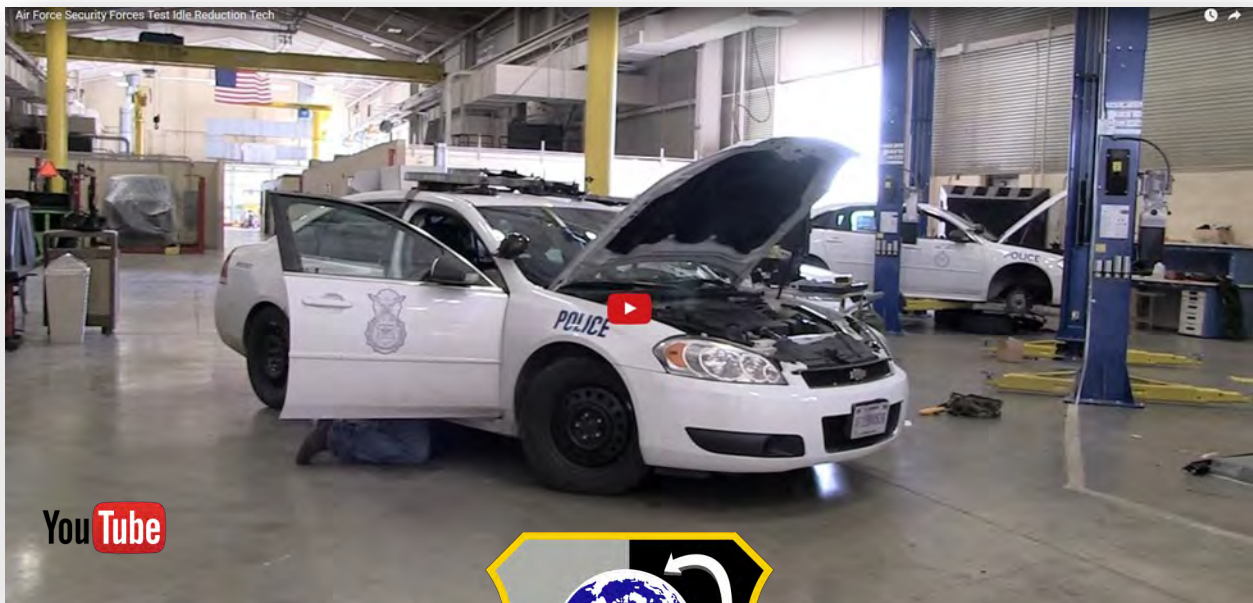
If one or more of the idling-reduction systems provides significant fuel savings and reduced maintenance and emissions, Moss said the fleet could be equipped with a system in the next five to 10 years.

"I think this is an amazing program. It's an amazing opportunity for the U.S. Air Force, for security forces, for the enterprise-level vehicle management folks, in terms of the next generation, the next way forward in completing our mission in an effective and green manner," Moss said.



Matthew Campbell of the Air Force Research Laboratory on Wright-Patterson Air Force Base, Ohio, explains one of the idle-reduction systems being tested on security forces vehicles on Joint Base San Antonio-Fort Sam Houston. The study also will be conducted on Offutt AFB, Nebraska. (U.S. Air Force photo by Carole Chiles Fuller)

Related Video



262-car garage: LRS prepares for winter

By Senior Airman Ryan Sparks, 319th Air Base Wing Public Affairs / Published October 14, 2016



Senior Airman Robert Bales, 319th Logistics Readiness Squadron vehicle maintenance journeyman, inspects an Oshkosh 26' Snow Plow Oct. 13, 2016, on Grand Forks Air Force Base, N.D. The harsh winter conditions of North Dakota require constant maintenance on the 319th LRS vehicle fleet. (U.S Air Force photo by Senior Airman Ryan Sparks/Released)

GRAND FORKS AIR FORCE BASE, N.D. -- Most families dread the harsh winter months and the preparation required to ensure their vehicles are ready to meet the challenges associated with winter. You need to check the oil, test the antifreeze, check the tire tread and much more and once that is finished it needs to be done on the next vehicle. The 319th Logistics Readiness Squadron vehicle management flight is responsible for preparing the vehicles for their One Grand Forks Air Force Base family.

The 319th LRS vehicle management flight consists of 37 Airmen, 24 active-duty Air Force members and 13 civilians. Those Airmen are responsible for maintaining 262 vehicles valued at more than \$30 million during the harsh winters of North Dakota, as well as the rest of the year.

"We go through several stages of fleet preparations prior to the winter months," said Tech. Sgt. Jonah Foster, 319th LRS vehicle management superintendent. "Our snow removal fleet is our main focus during this time. They go through a two-phase maintenance and ops check process before inclement conditions occur."

Foster acknowledges the wide variety of challenges associated with winter.

"The extreme cold weather puts a large strain on motors. Fluids can't move or lubricate properly when cold, and batteries will freeze if they become low on charge," said Foster.

"During cold weather months, it is crucial that we brief units to take the proper precautions to preserve vehicles by having them preferably stored indoors or plugged in when not in use. We also ensure the vehicles we procure are outfitted with properly treaded tires and drivetrains to reduce possibilities of accidents."

Foster said they are able to complete their mission of providing and maintaining a safe and serviceable vehicle fleet to complete the base mission, as well as provide worldwide vehicular support by consistently achieving a high vehicle in-commission rate. "Having a high vehicle in-commission rate ensures we are doing our part as vehicle management to support other units in fulfilling their missions," said Foster.

The large snow-removal equipment used to ensure the flightline is functional also provides obstacles for the flight to overcome.

"There is a lot more to these vehicles than any other vehicle. It's much more extensive," said Senior Airman Robert Bales, 319th LRS vehicle maintenance journeyman.

Bales is one of the Airmen responsible for ensuring vehicles are prepared for winter and maintained as the winter progresses. He mentioned another unique challenge of dealing with large snow plows is the body work. He said the front of the plows get damaged often due to the workload they complete and they have to be able to fix that damage to ensure the plow functions properly.

Continued on PG 6

262-car garage: LRS prepares for winter

Continued from PG 5



Senior Airman Robert Bales, 319th Logistics Readiness Squadron vehicle maintenance journeyman, inspects an Oshkosh 26' Snow Plow Oct. 13, 2016, on Grand Forks Air Force Base, N.D. The harsh winter conditions of North Dakota require constant maintenance on the 319th LRS vehicle fleet. (U.S Air Force photo by Senior Airman Ryan Sparks/Released)

Another challenge the vehicle management flight faces is the hazardous road conditions often associated with winter.

"Winter conditions make our fleet and our Airmen more vulnerable to accidents," said Foster. "We brief Airmen across the wing to take proper precautions prior to driving, such as verifying road conditions and ensuring a thorough operator's inspection is conducted."

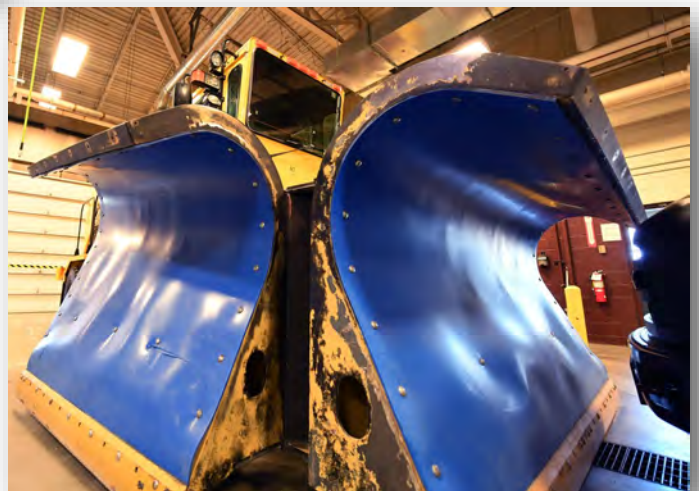
Families must make sure every family member is taken care of, and that is why the 319th LRS vehicle management flight goes above and beyond to provide personally owned vehicle inspections to prepare the Warriors of the North for winter.

"We use our skills that the Air Force invested in us to give back to our community," said Foster.

"We go through thorough inspections of privately owned vehicles and provide advice on the necessary precautions drivers should take during the winter months.

We also have a certified car seat inspector who provides knowledge and conducts proper installation of child car seats."

Foster said this is the second year providing these services, and they were able to inspect 74 vehicles and identify 109 concerns that needed to be addressed.



Senior Airman Robert Bales, 319th Logistics Readiness Squadron vehicle maintenance journeyman, performs routine maintenance on an Oshkosh 26' Snow Plow Oct. 13, 2016, on Grand Forks Air Force Base, N.D. The 319th LRS spends months preparing vehicles for the harsh winter conditions in North Dakota. (U.S. Air Force photo by Senior Airman Ryan Sparks/Released)



They also determined 77 percent of the car seats inspected were improperly installed, but they were able to correct all but one of the issues that day.

The 319th LRS vehicle management flight has a hand in every mission and they work to ensure the mission can be completed.

"We consist of hardworking Airmen who go above and beyond when maintaining vehicles and supporting missions," said Foster.

"We are on call 24 hours a day and work together to get the job done."



WOMEN IN TRUCKING ... *A perspective on recruiting women*

Does your recruiting ad attract women?

Ellen Voie CAE, President/CEO

[Women In Trucking Association, Inc.](#)



What makes a word relate better to a male or a female? According to Kat Matfield, who created a gender decoder for job ads (<http://gender-decoder.katmatfield.com>), “we all use language that is subtly “gender-coded” and this affects job advertising as well.

Matfield based her web-based tool on a study by professors from the University of Waterloo in Ontario, Canada and Duke University, Durham, North Carolina. Her goal is to remove gender bias in hiring, starting with the recruiting ads.

Before Title VII of the Civil Rights Act was passed in 1964, many job ads were grouped under headings signifying the specific gender of the applicant. For example, stewardesses looked under the job listings for women and truck drivers could find carriers hiring under the listings for men.

Today, this practice is unconstitutional and the sex segregation of advertising no longer exists in theory. Gaucher, Freisen and Kay looked at whether the “gender of the ideal candidate is still conveyed, but more subtly, through wording in the advertisement that reflects broader cultural stereotypes.”

An example of a job ad in a male dominated occupation might use masculine language and claim the company has “dominance” in the market. A more gender neutral term, such as “excellence” in the market, could attract more women. The theory is that women use a more communal style of language and include more social and emotional words. They anticipated that women would find jobs with more masculine wording less appealing because it indicates less gender diversity and “signals to women that they do not belong in these occupations.”

After coding nearly 500 online job advertisements from typically male (plumber, engineer, security guard, etc.) and female dominated (bookkeeper, early childhood educator, registered nurse, etc.) careers, their findings were somewhat surprising. As expected, ads from male dominated occupations DID contain more masculine related words. However, they did not find a predominance of feminine related words in the female dominated careers.

The researchers then looked at 3,640 ads from on campus job postings at Waterloo University and found the same results. The ads for male dominated jobs contained more masculine words, but there was no difference in “female related” words for either type role.

The next step was in determining if women had less interest in jobs containing more masculine coded language. They interviewed 96 psychology students and asked them to rank job ads as appealing or not and whether the company might be a great place to work (or not). The result was that many more women did assume they would not “belong” in the role when masculine wording was evident. However, men showed no differences base on the way the ad was written.

What are the implications for the trucking industry? First, there is no evidence that gender-based wording is being included in recruiting ads intentionally. It does make it less likely that women will apply for the position because they do not feel it is inclusive. The study found that it “contributes to the division of traditional gender roles by dissuading women’s interest in jobs that are masculine worded.”

The authors did caution organizations to be careful in “feminizing” their ads, as it may also dissuade women who are less feminine to apply. This is sometimes the case within the trucking industry, where we have found female professional drivers to be more independent and often less stereotypical than their non-driving peers.

So, how can you be sure your recruiting ads won’t dissuade women, but are also appealing to men? Run them through Matfield’s gender decoder to make sure they will attract both men and women equally, at least through the initial contact.

If you want to hire more women, however, ask for the Women In Trucking’s Guide to Recruiting Female Drivers by calling [888-464-9482](tel:888-464-9482) or visit www.womenintruck.org. Our goal is to be a resource for you in helping us increase the number of women employed in the trucking industry. You can help us by becoming a member.



Mission: Women In Trucking’s mission is to encourage the employment of women in the trucking industry, promote their accomplishments, and minimize obstacles faced by women working in the trucking industry.

Military veterans: A pool of potential truck technicians

Sean Kilcarr | Fleet Owner

Nov 11, 2016

Editor's Comments: Last month we published an article from *Commercial Carrier Journal* that addressed the challenge of solving the diesel technician shortage in America. This article, in a combination of photos and captions, piggybacks on last month's theme and highlights the employment opportunity presented to military vehicle maintenance technicians. In this collection of photos, *Fleet Owner* features Air Force vehicle maintainers as an example of these highly regarded and sought after technicians, once again putting *Air Force Vehicle Management* in the national spotlight.



Senior Airman Corbin Mellor, a vehicle maintenance technician with the 23rd Logistics Readiness Squadron, based at Moody Air Force Base in Georgia, works on a V-6 gasoline engine. According to the [Bureau of Labor Statistics](#) (BLS), some 39,100 new jobs for automotive service technicians and mechanics are expected to be created by 2024; about 5% growth for this line of work. (U.S. Air Force photo by Airman 1st Class Janiqua P. Robinson)

Rising demand for [truck technicians](#) in the civilian world, which includes the need for diesel engine specialists, too, is raising the profile of [military veterans](#) among motor carriers and dealers alike – a pool of potential recruits even the [National Automobile Dealers Association](#) (NADA) ranks very high in its [dealer recruiting guide](#). (Photo courtesy of the Department of Defense)

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FleetOwner

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Military veterans: A pool of potential truck technicians



Senior Airman Corbin Mellor checks the wiring on a light truck prior to removing replacing the cylinder head and gaskets on its engine. According to BLS data, automotive service technicians and mechanics numbered 739,000 in 2014, with median pay hitting \$37,850 per year or \$18.20 per hour in 2015. By contrast, BLS data indicated diesel service technicians and mechanics numbered 263,900 in 2014, with median pay reaching \$44,520 per year or \$21.40 per hour in 2015. Demand for diesel service experts is expected to climb 12% through 2024, according to BLS; job growth of 12%. (U.S. Air Force photo by Airman 1st Class Janiqua P. Robinson)



Staff Sgt. Adam Hix with the 23rd Logistics Readiness Squadron vehicle puts away tools. Truck technicians are expected to bring their own tools to the job in the civilian world and they can cost a ton, with a rookie diesel technician potentially spending \$5,000 for a full set. George Arrants, program director for national training and recruiting at [WheelTime Network LLC](#), said during a panel discussion during the annual [American Trucking Associations \(ATA\) conference](#) in Las Vegas last month that "tool costs are a barrier for most technicians." His company buys the first set of tools for its rookie techs, but in return expects them to stay with the company for a minimum of two years. (U.S. Air Force photo by Airman 1st Class Janiqua P. Robinson)



Staff Sgt. Adam Hix replaces screws on a light truck air conditioning and heating housing. "People coming out of the military make phenomenal mechanics, especially if they had truck experience in the military," noted Bob Atwood with the NADA Academy. Indeed, So many military vets have acquired the skills to become truck technicians that the National Institute for Automotive Service Excellence (ASE) has partnered with the U.S. Army to give military members in the 91B Military Occupational Specialty (MOS) – a wheeled vehicle specialist – the opportunity to receive further training and certification when leaving the service in order to increase their recruitment value to employers. (U.S. Air Force photo by Airman 1st Class Janiqua P. Robinson)



Senior Airman Corbin Mellor, left, and Airman 1st Class Gavin McClaskey work together to loosen bolts in order to remove a light truck's V-6 engine in order to replace and repair the assembly that connects the crank shaft to the camshaft. According to BLS data, however, heavy vehicle and mobile equipment service technicians can make more money in the private sector. Their ranks number 186,500 as of 2014 with median pay reaching \$47,120 per year or \$22.65 per hour in 2015. Some 10,100 job openings are expected for heavy vehicle techs through 2024, roughly a 5% job growth rate. (U.S. Air Force photo by Airman 1st Class Janiqua P. Robinson)

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FleetOwner.

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Military veterans: A pool of potential truck technicians



Tools sit on a vehicle in the vehicle management shop at Moody Air Force Base in Georgia. "To successfully recruit and keep technicians it comes down to the three T's: Tools, training and time" explained Lou Stumpp, national account manager for fleet services at Navistar. And if your technician is going to be using their smart phone as part of their job, the employer should think about picking up the cost of their data plan, he added. (U.S. Air Force photo by Airman 1st Class Janiqua P. Robinson)



U.S. Air Force Airman 1st Class Jesse Holmgren (at left) and Senior Airman and Senior Airman Zachary Gosteli with the 31st Logistics Readiness Squadron work on a light truck at the Aviano Air Base in Italy. As "vehicle maintenance flight technicians" they are responsible for the inspection, repairing, modifying and accounting for all government-owned vehicles on the base. (U.S. Air Force photo by Staff Sgt. Evelyn Chavez)



A Humvee drives off after an inspection at the 31st Logistics Readiness Squadron vehicle maintenance shop at the Aviano U.S. Air Base in Italy. Derek Southerland, manager of fleet maintenance for FedEx Freight, stressed that fleets and dealers alike need to "rethink" their outreach efforts to potential recruits like military veterans. "Who reads newspapers anymore? We need to be on social media and job recruiting websites," he said. "We need to look at how we represent the opportunities offered by our industry as a whole and market ourselves differently." (U.S. Air Force photo by Staff Sgt. Evelyn Chavez)



Wrenches lay on a table at the vehicle maintenance located on the Aviano U.S. Air Base in Italy. FedEx Freight's Derek Sutherland noted that while many new technician recruits sport [solid computer and diagnostic skills](#), they are often flummoxed by the mechanical needs of heavy trucks, such as basic brake inspection and repair processes. "They lack basic 'Wrenching 101,'" he explained. "They are great at computer stuff but lack mechanical skills." Thus more on-the-job training resources in this area needs to be supplied by truck fleets and dealerships. (U.S. Air Force photo by Staff Sgt. Evelyn Chavez)

Precious Memories

Reflections of Childhood — World War II by CMSgt (R) Al Baird

Editor's Comments: Chief (R) Al Baird and I share a love of history and exchange email often, even though we've never met. As our most senior member, he has been generous, through this and several other stories, to let us in on much of what he has experienced. In this brief account, he gives us a peek into what it was like growing up in rural Tennessee in the late '30s and '40s. Reading WW II-era history is my passion; however, I appreciate learning about it first-hand from someone who lived through those years, now more than ever before.

Your recent email with comments and pictures taken during WW II made me think about my memories of those years.

I lived on a farm in middle Tennessee. We were a million miles away from the war, it seemed, but the war touched almost everyone.

I still have a few old food ration stamp books we kept. It was almost impossible to get a stamp to allow you to purchase new car tires; tractor tires, however, were no problem.

The government set up scrap metal drives. We were asked to stack all available scrap metal by the road for pick up. Who knows, one of our old plow blades could have ended up being dropped out of the Enola Gay.

One of our walls in high school was used to display special flags for each of our former students who were serving in the military.

I had a cousin who served on an aircraft carrier, another who served in the Seabees, and one who spent most of the war in a German prison camp. My brother-in-law, who served on a gun crew, later became a dentist.

Several German soldiers passed through our neighborhood during those years. They were POWs working on our railroad tracks.

A lot of Civil Air Patrol planes flew over our place during the war years, so I copied one of them and carved it out with my pocketknife when I was nine or ten years old (see pic below).

The only thing I remember about radio was Roosevelt's fire side chats and Joe Louis when he fought Max Schmeling in 1938.



A Soldier's Silent Night (A Soldier's Night Before Christmas) told by Father Berndt

Editor's Comments: This Christmas poem has been around for a long time, but it's no less powerful or meaningful today than when it was written. Its origin (who wrote it and when) is disputed, but to me it's irrelevant.

Most of us have spent Christmas away from home at one time or another during our careers. For me, it was the loneliest time of the year. So let's dedicate Christmas 2016, each in our own way, to all the men and women in uniform serving far from loved ones, especially those in harm's way.

May they all return home safely for many Christmases to come.



Cars, Trucks & Coca-Cola

Editor's Comments: Last month CMSgt (R) George McElwain e-mailed 35 vintage car, truck and Coca-Cola ads, so some of you might have seen them before.

These iconic ads take us back to a simpler time. They also give us a peek into commercial history—perhaps you remember some of them. Even though the ads are from years past, many of the products are still on the market today. Most fit nicely into our newsletter's vehicle theme, so I selected a few to display here and one on the next page.

We didn't have space to feature all of them; however, if you're interested in seeing these and the remaining ads go to our website at <http://www.truckinon.org/photos/> and view the photo gallery. I will leave them posted until next month.

I thought the 1943, wartime ad for Studebaker trucks and the "new" Alcan Highway was unique, so I wanted to use a full-page layout; that way you can not only appreciate the artwork but also read the text.

I hope you enjoy scanning through them as much as I did. Thanks for the memories, Chief Mac!

The talent of Jack Potter's brush visits a pleasant home overlooking famous Diamond Head.



When you come to Hawaii... here, too, you'll find the enjoyment of Coca-Cola is a welcomed social custom... just as it is in over 100 different countries. Wherever you are, have a Coke... enjoy the distinctive good taste that has made Coca-Cola the best-loved sparkling drink in all the world.



PROVED IN THE ANNUAL MOBILGAS ECONOMY RUNS

ALL THE GAS MILEAGE YOUR CAR CAN DELIVER

You'll Climb Hills Faster— Save on Gas, too!

Step out with Mobilgas or Mobilgas Special and enjoy all the gasoline qualities you want most... High volatility for quick starts, warm-ups — high octane for smooth and knock power — all the gas mileage your car can deliver!

Yes, you get top economy because you get top performance — maximum quantities of super-power ingredients in Mobilgas and Mobilgas Special are the sign of the Flying Red Horse.

Mobilgas
SOCOXY-VACUUM

GET MORE VOLATILITY · POWER · MILEAGE

World's Foremost Catalytic Refining Program Makes the Difference!

THE HIGH-OCTANE GASOLINE!

The ONLY Rims Requiring "No Tools but the Hands" are **GOODYEAR UNIVERSAL RIMS** Fitted with Goodyear **DETACHABLE AUTO TIRES**

1.00 pm. Off and on again in 60 seconds

1.01 pm.

1.02 pm:

On the road, anywhere, any time of day or night, you can change your Goodyear Detachable Auto-Tire on Goodyear Universal Rim in a minute's time. No tools but the hands. No burglars' jimmys needed. Just loosen one thumbcrew (on the valve stem) and it unlocks the removable flange rings and off comes the tire. Replace the flange rings and tighten the thumb-nut again and the tire is on to stay. No strain which would not tear the wheel to pieces can get it off. All that one thumb-nut is loosened again. We guarantee that Goodyear Detachable Tires on Goodyear Universal Rims can't Rim Cut. Other manufacturers won't replace Rim Cut tires. We do. We'll be glad to explain "how" and "why" at our factory or branches:

Boston, 261 Dartmouth St. New York, cor. Sixty-Fourth St. and Broadway. Chicago, 82-84 Michigan Ave. Cincinnati, 317 E. Fifth St. San Francisco, Geo. P. Moore & Co., 721 Golden Gate Ave. St. Louis, 712-714 Morgan St. Low Angeles, 922 S. Main St. Detroit, 248 Jefferson Ave. Denver, 220 Sixteenth St.

Write a postal for our new 1907 booklet, "How to Select an Automobile Tire." It's 10¢ "free" with this ad. It's practical for you, whether you drive make our tires and else or not.

The Goodyear Tire & Rubber Co., Wayne St., Akron, Ohio

Continued on PG 13



Arctic cold on the Alcan highway doesn't faze these big Studebaker trucks

HUNDREDS upon hundreds of huge, multiple-drive Studebaker trucks are rumbling over the wild, rugged route of the great new 1610-mile Alaska-Canada highway. More of these big Studebakers are in service on this amazing military road than any other make of truck. And despite temperatures that often drop far below zero, Studebaker stamina is getting the cargoes of vital supplies through to our important North Pacific theater of war.

Tens of thousands of multiple-drive Studebaker military trucks are in service on the supply lines and at the fighting fronts of the United Nations

all over the world. And tens of thousands more are on the way.

Studebaker engineering and craftsmanship provide Studebaker trucks in wartime with the same stand-out superiorities for which they were so widely recognized in peacetime. Through generation after generation, for more than 91 years, the men of Studebaker have made it their habit to "give more than they promise." And that is still their watchword in the manufacture of big, multiple-drive military trucks, Wright Cyclone engines for the Boeing Flying Fortress and all the other vital war matériel which they are producing now.



Studebaker builds Wright Cyclone engines for the famous Boeing Flying Fortress, big multiple-drive military trucks for the United Nations, as well as much other war matériel.

**BUY
U. S. WAR
BONDS**