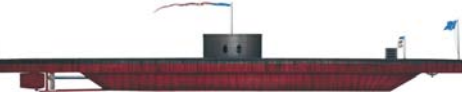


# THE MONITOR AND MERRIMACK



Newsletter of the  
Greater Hampton Roads Chapter  
District 02 – Chapter 03  
SOLE – The International Society of Logistics  
April 2010  
Copyright 2008 SOLE



## Chapter Management Committee

### Chapter Chairperson:

Charlie Littleton

Vice Chair – Membership:

Brandon Cholek

Vice Chair – Admin:

Carl Lilieberg

Vice Chair – Finance:

Rick Treto

Vice Chair – Education:

Lee Morris, CPL

Vice Chair – Professional &

Technical Development

Akalanka Warusavitharana, CPL

Logistics Education Foundation

(LEF) Liaison Vacant

Newsletter: Carl Lilieberg

Web Master: Charlie Littleton

District Director:

Dave Floyd, CPL

## From the Chapter Chairman:

Our Professional Development Forum was a great success this past month! If you missed this forum stay tuned our chapter and district is planning for 2011! Pictures and a write-up for the forum are in this month's newsletter. I want to personally thank everyone for your support.

Our chapter's schedule is busy through November this year! Mark your calendars for these great events. If you misplace the newsletter don't forget the upcoming events are posted on our web site.

I know everyone is busy like me trying to get out and enjoy our great weather but don't forget about the opportunities to join us at our luncheons. Our luncheons offer an opportunity to broaden your logistic prospective and a great chance to network.

It is that time of year that the chapter will be seeking nominations for positions on the chapter management team. A chapter management position will give you an opportunity to help guide the chapter in this next year. We are always looking for fresh ideas and someone who can help support the chapter.

Charlie Littleton  
Chairman GHRC SOLE



Spring Time

## Coming Events:

**20 April – Defense  
Distribution Center  
Norfolk Tour**

**19 May GHRC  
\*Luncheon. Mr.  
Steve Carmel,  
Senior VP, Maritime  
Services, Maersk  
Lines, Ltd.\***

**23 June, GHRC  
Luncheon. NASA  
Space Station  
Refurbishment.**

**21 July,  
Liebherr Mining  
Equipment Co. Tour,  
Newport News, Va.**

\* GHRC Luncheon at  
Ward's Corner #1 Chinese  
Restaurant unless  
otherwise noted

## In this Issue:

CPL Corner	2
Near Term Calendar of Events	3
GHRC April Tour Def. Dist, Ctr.	4
Long Term Schedule of Events	5
Article: U. S. CG HC 144A in Haiti	6-7
SOLE 2010 Intl Conference & Exhib.	8
GHRC Mgt Page	9
2010 District 2 PDF	10
Business Meeting Notes	11
Army Lakota Helo Article	12-13
Famous Quotes/Ethical Quotes	13
First Responders Article	14-15
Iraq Drawdown	15-16
Navy Cook in Afghanistan	16-17

## Certified Professional Logistician Corner



The next CPL Exam  
will be given in  
May 2010

### HANDLING AND PROCESSING OF MATERIAL PHASED-OUT OF THE INVENTORY

1. One of the major dilemmas posed by material disposal is:
  - A .That it is not the job of the logistician.
  - b. That it is always considered in the production phase of the life cycle.
  - c. That it is not considered in the initial phase of design of a system or product.
  - d. Material disposal is a primary issue in logistics planning.
2. The problems which arise from a lack of consideration for proper disposal include:
  - a. High disposal costs, difficulty in meeting environmental standards, threat to the public health.
  - b. High disposal costs, difficulty in meeting environmental standards, threat to the public health, longer time for disposal.
  - c. Possible threats to the public health and violation of environmental standards.
  - d. Toxic waste management.
3. Which of the following are not problems which arise from the lack of consideration of disposal?
  - a. High disposal costs.
  - b. Difficulty in meeting environmental standards for disposal.
  - c. Long production lead times.
  - d. Longer time for product disposal
4. Factors to consider in the disposal phase of the life cycle are:
  - a. Use of salvaged equipment, phase-out rate for obsolete items, environmental requirements, and recycling.
  - b. Use of salvaged equipment, phase-out rate for obsolete items, recycling.
  - c. Ecological requirements, phase-out rate and recycling.
  - d. Replacement cost.
5. Some more factors to consider in equipment disposal include:
  - a. How much equipment can be salvaged and used for other purposes?
  - b. Can the material be processed, converted and used in the manufacture of another product?
  - c. Is the method of disposal consistent with ecological and environmental requirements?
  - d. All of the above.
6. The major functions performed in the disposal stage include:
  - a. Transportation of disposed material to site.
  - b. Packaging of material to the user.
  - c. Disassembly of material for proper disposal and treatment.
  - d. a and c only.
7. Material disposal is really the responsibility of the:
  - a. Material management manager.
  - b. The disposal manager.
  - c. The overall program manager.
  - d. The logistics manager.
8. The ILS functions required for material disposal are:
  - a. Manpower and Personnel, Transportation and Handling, Facilities, Technical Procedures, and Storage.
  - b. Manpower and Personnel, Transportation and Handling, Facilities, Technical Procedures, Training and Storage.
  - c. Personnel, Transportation, Facilities, Procedures and Training.
  - d. None of the above.
9. The types of items that require proper disposal include:
  - a. Consumer products.
  - b. Non-toxic wastes.
  - c. Biodegradable materials.
  - d. None of the above.
10. The most difficult items to dispose of include:
  - a. Nuclear materials, biodegradable materials and non-corrosive products.
  - b. Explosives.
  - c. Toxic chemicals, corrosive materials.
  - d. Small items, nuclear powered ships and aircraft.

Please see Answers on Page 3

Near term Calendar of Events

<b>ASNE</b>	<b>Dinner Meetings:</b>	<b>Every 3<sup>rd</sup> Tuesday, Springhill Suites, Newtown Road, Va. Beach, (1800-1900 Social Hour); 1900-2030 Dinner and Program; Reservations: Mary Morgan (757) 495-1970</b>
	<b>21 April 2010</b>	<b><u>RADM Thomas P. Ostebo, USCG</u>, Assistant Comandant for Engineering and Logistics</b>
<b>NDTA Tidewater</b>	<b>29 April 2010</b>	<b>Mr. Glenn Oder, Delegate from Newport News and Vice Chairman of the Transportation committee</b>
	<b>20 May 2010</b>	<b>Annual Golf Tournament (Eagle Haven, LCreek)</b>
	<b>17 June 2010</b>	<b>Chesapeake Bay Bridge Tunnel Tour</b>
<b>GHRC SOLE</b>	<b>20 April 2010</b>	<b>Tour of the Defense Distribution Center, Norfolk</b>
	<b>19 May 2010</b>	<b>Steve Carmel, Senior VP Maritime Services, Maersk Lines, "Global Logistics Operations and Their Impact on the Tidewater Area"</b>
	<b>23 June 2010</b>	<b>NASA Space Shuttle Refurbishment</b>
	<b>21 July 2010</b>	<b>Liebherr Mining Equipment Company Tour</b>
<b>SOLE</b>	<b>August</b>	<b>Annual Conference and Exhibition, Dallas (Irving), Texas</b>

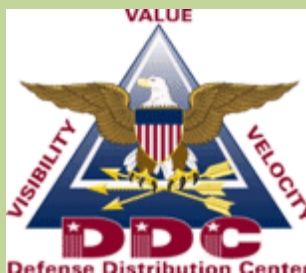
Answers			
1	c	6	d
2	b	7	c
3	c	8	b
4	a	9	d
5	d	10	b



**SOLE – The International Society of Logistics  
Greater Hampton Roads Area Chapter**

**Tuesday, April 20, 2010  
11:00 – 1:00 PM**

**Tour of the Defense Distribution Center, Norfolk**



**Followed by Lunch at Ruby Tuesdays  
Phone: 440-2930 8305 Hampton Blvd., Norfolk**

Please RSVP by contacting our Membership Vice-Chairman, Mr. Brandon Cholek at [brandon.cholek@jfcom.mil](mailto:brandon.cholek@jfcom.mil) or call him at 757) 203-7829, or our Administrative Vice-Chairman, Carl Lilieberg @ [757-896-5335](mailto:757-896-5335)/[Carl.J.Lilieberg@ngc.com](mailto:Carl.J.Lilieberg@ngc.com) preferably NLT 4 PM, Wednesday 16 April 2010, noting if you intend to join us at the restaurant after the tour.

Please join us for a luncheon of great food, professional contact, and a timely and informative logistics presentation. Spouses and guests, bosses, and co-workers are welcome and you DO NOT have to be a SOLE Member to attend!

\*\*\*\*\*

**Driving Directions: Due to limited parking at the Norfolk Defense Depot, we will car pool from the Ruby Tuesday's parking Lot. To Ruby Tuesday's on Hampton Blvd. From I-64 E or W: Take the VA-406/Terminal Blvd exit toward Hampton Blvd. Merge onto Int. Terminal Blvd/VA-406 W. Turn right at Hampton Blvd. Make a U-turn at**



### 2010 Calendar Greater Hampton Roads Chapter Monthly Schedule

	Business Meeting	Lunch/ Tour	Topic
March	8	No Mtg.	Speaker Conflict: District 2 PDF 24/25 March
April	8	20	Defense Distribution Center (DLA), Norfolk Tour
May	10	19	Steve Carmel, Senior VP, Maersk Lines, Ltd.
June	14	23	NASA Space Shuttle Refurbishment
July	12	21	Liebherr Mining Equipment Co Tour, Newport News, Virginia
August	9	NA	SOLE Intl. Conference and Exhibition, Dallas (Irving), Texas
September	13	22	TBD
October	11	20	ATS, IT Tools: Data Mining
November	8	17	GHRC Mini Training Workshop
December	13	NA	TBD

## U.S. Coast Guard's HC-144A Supports Haitian Relief Operations, Service Plans to Purchase Additional Aircraft

*By Linda M. Johnson (Reprinted from Delivering the Goods: News From the U.S. Coast Guard Directorate – February 2010 by permission)*

WASHINGTON – The U.S. Coast Guard's HC-144A Medium Range Surveillance Aircraft, also known as the Ocean Sentry, performed extremely well in supporting Haitian relief operations after January's disastrous earthquake in Port-au-Prince.

A total of three HC-144As from the Aviation Training Center (ATC) in Mobile, Ala., were deployed to Haiti, where the aircraft acted as "a mobile communications command center. The aircraft's modern sensor systems collected intelligence about what was going on and conducted critical infrastructure surveys. It captured near real-time imagery and real-time data and provided that information to on-scene and off-scene operational commanders," explained Lt. Cmdr. Te-Ali Coley, HC-144A Platform Manager with the Office of Aviation Forces in the Coast Guard's Capabilities Directorate.

"The modular nature of its Mission Systems Pallets (MSP) made it possible for the aircraft to conduct several different missions simultaneously. It also helped with search and rescue, law enforcement, migrant interdiction and identifying debris in the water," Coley noted.

CBS News anchor Katie Couric flew with an HC-144A crew as they gathered real-time video data, complete with GPS coordinates, that was used by relief workers to coordinate disaster recovery efforts on the ground in Haiti.

"The HC-144A is an extremely successful program. Less than two years after developmental testing, the aircraft was able to assist with one of the world's most tragic natural disasters in history," Coley said. "To be able to field state-of-the-art capability in that amount of time is a model for any acquisition. The consolidated effort and synergies achieved SUCH between the field units and the headquarters units have allowed this acquisition to be a success."



A relief worker holds a Haitian-American baby before boarding a U.S. Coast Guard aircraft evacuation flight from Port-au-Prince to the United States on Jan. 20, 2010.

*U.S. Coast Guard photo by Petty Officer 3rd Class Brandon Blackwell*

"The HC-144A is a significant improvement capability-wise in the maritime patrol area over the HU-25 Falcon. It has the right capability we need—the ability to get on a scene, stay on a scene and communicate. It can quickly flex to support different missions. Also, it is easier to work on and maintain, and operates at a considerable fuel savings when compared to legacy aircraft. The HC-144A is uniquely suited to perform everyday grocery-run missions," Coley explained. "However, we need an adequate number of aircraft and platform systems, as well as adequate spares and training, to support the missions that the U.S. people expect of us."

Continued on Page 7



Two HC-144A Ocean Sentry pilots from Aviation Training Center Mobile, Ala., fly toward Haiti on Jan. 15, 2010. The pilots and their crew conducted damage-assessment flights after a 7.0-magnitude earthquake struck near Port-au-Prince.  
*U.S. Coast Guard photo by Petty Officer 3rd Class Nick Ameen*



The HC-144A is the first all-new aircraft delivered to the Coast Guard as part of the service's recapitalization of aging assets. The HC-144A's design allows it to be reconfigured for a variety of missions and includes a rear ramp that allows for easy roll-on and roll-off of provisions.  
*U.S. Coast Guard photo by Dave Silva*

### HC-144A Supports Haitian Relief (Cont'd)

#### Acquisition Strategy

The Coast Guard Acquisition Directorate has delivered eight HC-144As and three MSPs to date and is almost finished constructing a building that is expected to house a full-motion flight simulator for HC-144A pilot training at ATC Mobile.

"ATC Mobile, which has been at full operational capability since September 2009, has four airplanes. Three of them are dedicated to doing missions and the fourth one is a trainer aircraft. So they're doing pilot training and they're also doing the missions simultaneously," said Ronald McIntire, the Acquisition Directorate's HC-144A Project Manager.

"I believe this asset [the HC-144A] is the right asset for the Coast Guard and that this acquisition has been a success. When you consider how technologically advanced this asset is, how far we've come and how quickly we've gotten there, it's a real tribute to the team," McIntire said.

The Coast Guard is currently awaiting approval from the U.S. Department of Homeland Security on its acquisition strategy for additional HC-144As. The Ocean Sentry is a derivative of EADS CASA's CN-235 aircraft. A standard rear cargo ramp makes the HC-144A capable of being configured for cargo and transport operations.

Three more Ocean Sentries and nine more MSPs will be delivered by the end of 2010, bringing the fleet size to 11 aircraft and 12 MSPs. The Acquisition Directorate expects to put out a request for proposals in March and award a contract for the additional HC-144As sometime this summer.

# CALL FOR PAPERS



**SOLE –The International Society of Logistics**  
*presents*

**SOLE 2010**

***Global Logistics Sustainability***

***45th Annual International Logistics Conference and Exhibition***

**Omni Mandalay Hotel at Las Colinas Dallas (Irving), Texas**

**15 –19 August 2010 Workshops: 15 -16 August 2010 Conference: 17 -19 August 2010**

**SOLE -The International Society of Logistics (SOLE)** presents its 45th Annual International Logistics Conference and Exhibition, held this year at the Omni Mandalay Hotel at Las Colinas, Dallas (Irving), Texas from **15-19 August 2010**. With a conference theme of “**Global Logistics Sustainability**,” the symposium will offer two days of pre-conference workshops and three full days of exciting, educational and topical offerings designed to provide logisticians from all countries a unique understanding of the issues surrounding the many aspects of achieving and maintaining organizational, mission and functional sustainability. Representatives from Government, the Armed Services, Industry and Academia –both nationally and internationally –will serve as keynoters, plenary and panel participants, and paper presenters.

**SOLE 2010** will offer paper presentation sessions that address the many aspects of logistics sustainability, to include but not be limited to: *Transparency and Accountability in Logistics; Design and Sustainability; Maximizing Our Resources; Defining and Growing the 2020 Logistician; Sustainable Logistics IT Constructs/Models; Logistics Mission Sustainment; The Role of Public-Private Logistics Partnerships; Tradeoffs in Information Sharing and Information Protection; and New Structures for the Future.*

If you are interested in submitting a paper for consideration, please submit an abstract by **15 April 2010**. If accepted for **SOLE 2010**, the paper must be submitted no later than **31 July 2010** –with the slide presentation to be submitted by **5 August 2010**. For additional information and submissions, please contact either **John (Jay) Erb, SOLE 2010 Deputy Chair, at (703) 246-0756** or **SOLE Headquarters at (301) 459-8446**.

Only electronic submissions will be accepted at **john.erb@gdit.com**.

**GHRC Executive Board Officers:**

**Charlie Littleton, 757-857-1311(4203)  
Chairman**

**Brandon Cholek, 757-962-1510  
Membership Vice Chairman**

**Rick Treto, 757-578-3338  
Finance Vice Chairman**

**Akalanka Warusavitharana, CPL, 757-961-2630  
Professional and Technical Development Vice Chairman**

**Lee Morris 757-464-5252  
Education Vice Chairman**

**Carl Lilieberg, 757-896-5335  
Administrative Vice Chairman**

**CHAIRMAN/WEBMASTER**

**CHARLIE LITTLETON  
5301 ROBIN HOOD ROAD,  
SUITE 108  
NORFOLK VA. 23513-2406**

**PHONE:  
(757) 857-1311 (4203)  
FAX: 757-857-0916  
(757)  
E-MAIL:  
clittleton@LCE.com**

**SOLE Information**

**SOLE-The International Society of Logistics is a nonprofit professional society composed of individuals devoted to enhancing logistics technology, education, and management. For further information on SOLE or this chapter, contact any of the individuals listed on the front page of this newsletter.**

***We're On the Web!*  
[www.ghrc-sole.org](http://www.ghrc-sole.org)**

**SOLE 2010 District 02 Professional Development Forum A Resounding Success**  
(Reprinted from April 2010GWAC SOLE article by David Floyd, CPL)



With a theme of *“Logistics in a Joint/Interagency Environment,”* SOLE’s 2010 District 02 Professional Development Forum (PDF) was held 24-25 March 2010 at the Omni Newport News Hotel in Newport News, Virginia. Hosted by the Greater Hampton Roads Chapter and supported by the SOLE chapters in District 02, the PDF opened the first day with a four hour Defense Acquisition University workshop on *“Planning for Joint Total Life Cycle Systems Management (TLCSM).”* Conducted by former Greater Washington Area Chapter Chair (now District 2 Director), Dave Floyd, CPL, the workshop focused on both theory and case study applications of the principles of TLCSM in a joint/interagency logistics environment. The second day of the PDF included sessions by representatives from the Office of the Undersecretary of Defense (AT&L) on *“The Role of Product Support Managers in Joint System Acquisition & Support”* and *“Synchronized Pre-deployment and Operational Tracker (SPOT): What, Why and How?”* Ronald Cooper, Senior Logistics Advisor at FEMA spoke to *“FEMA’s Role in Joint/Interagency Operations”*; and Dr. Billy Davis, DML (Army Logistics University; and Fort Lee Chapter Chair) and Dr. William Davis (US Army Command & General Staff College) led the attendees in lively discussions about *“Culture Shock: Surviving the Interagency Environment.”* In addition, the more than 70 senior DoD, service member and industry participants heard “first hand” in his luncheon keynote about the Navy’s expeditionary logisticians’ recent experiences in Haiti from Captain Joseph Newbury, SC, the Navy Expeditionary Combat Command’s Deputy Assistant Chief of Staff for Logistics and Financial Management. Based on the enthusiasm shown by the sharing of experiences, depth of comments and questions, and session evaluations this year’s PDF was an unqualified success; and sets the stage for next year’s joint/interagency logistics forum.

**GHRC Contributions.**

Our GHRC Chapter was the geographic “host Chapter” for this District PDF for the second time and we had plenty of volunteers with Brandon Cholek, Charlie Littleton, Lee Morris, Dr. Catherine Elder Carl Lillieberg, and Tom Jett all acting as “Room Monitors.” Charlie was the PDF Event Chairman and worked all the background logistics support with the event coordinators and our Executive Director Sarah James with a many weekly planning teleconferences for the six months preceding this highly successful event. Our chapter is actively planning a late fall mini training workshop aimed at building off of the topics of this PDF.

Greater Hampton Roads Chapter  
SOLE – The International Society of Logistics  
Chapter Business Meeting Minutes



**Date:** Thursday, 11 February

**Meeting Convened:** 5:30 PM

**Attendees:**

- Charles Littleton, Chapter Chairman
- Carl Lilieberg, Admin Vice Chairman
- Rick Treto, Vice Chairman Treasurer
- \* Akalanka Warusavitharana, CPL, Professional Development Vice Chairman
- Brandon Cholek, Membership Vice Chairman

The meeting convened at 5:30 PM (on time). Our Finance Chair briefed the Chapter budget status including expenditure for a projector screen which had been approved by Chapter Chairs.

We then went over the Chapter 2010 Calendar, discussing specific guests and projecting future speakers and events.

Charlie Littleton then went over the latest preparations for the 2010 Professional Development Forum and spoke about the special luncheon speaker from the Navy Expeditionary Combat Command, including the latest sign ups and reminded all who volunteered re their duties at the event (24-25 March 2010).

A proposal was then discussed for a special action in support of a Chapter Mini-Workshop in Oct/Nov timeframe building off of the PDF 2010 and current economy/financial stressors.

Brandon Cholek noted advance sign ups were required for both the Defense Distribution Center (20 April) and the Liebherr Mining Co (July 21<sup>st</sup>). Carl Lilieberg is lead for the May Maersk Lines meeting - Mr. Steve Carmel, Exec. VP for Maritime Services is the guest speaker.

A decision was made to explore having Global Insight involved in the proposed late-fall mini-workshop. Charlie Littleton then briefed us all on a possible October presentation of ATS on data mining.

After no more new items, a motion was made and seconded to close the proceedings at 6:18 PM.

## Army Celebrates Delivery of 100th Lakota the Delivery Marks Another On-time and On-budget Achievement for a Successful Program

Published on ASDNews: Mar 17, 2010



(Columbus, Miss., March 12, 2010) -- The 100th delivery of the UH-72A Lakota light utility helicopter was celebrated at a rollout ceremony here at the American Eurocopter facility, March 11.

The delivery marks another on-time and on-budget achievement for a successful program that supports America's war fighters and contributes to homeland security.

"The UH-72A Lakota program has progressed on schedule and within budget constraints," said Col. L. Neil Thurgood, the Army's project manager of the utility helicopter office. "The aircraft has been well received by Army aircrews and we have maintained a remarkably high operational availability rate combined with an admirable safety record. We especially look forward to fielding even more of these capable aircraft to Army National Guard units throughout the United States."

The 100th Lakota aircraft will be deployed to Germany with the Army's Joint Multinational Readiness Center, becoming part of this unit's Combat Training Center and further expanding the Lakota's mission applications.

The Army plans to acquire 345 Lakotas through 2016, and the service has ordered 182 of the helicopters so far, along with five H-72A versions for the Navy. Aircraft already delivered to the Army are used in missions that include medical evacuation, search and rescue, drug interdiction, VIP transport and support, with the in-service UH-72A fleet logging more than 25,000 flight hours to date at an operational readiness rate of more than 90 percent.

"I am extremely proud of the team that developed this machine and I congratulate them on their first 100 deliveries of the 345 new aircraft the U.S. Army will buy," said Brig. Gen. Tim Crosby, program executive officer for aviation. "I am pleased to report that our units have maintained a near zero mishap rate while maintaining an operational availability rate of over 90 percent -- in the course of flying tens of thousands of hours with the Lakota."

"Delivering on our commitments to the U.S. Army has been the industry team's number one priority since being selected for the Lakota program in June 2006," said Sean O'Keefe, EADS North America's chief executive officer. "Our performance of 100 percent on-time deliveries reflects an unwavering commitment to fully support our customers' current and future needs."

"The UH-72A Lakota represents the latest in the broad evolution of Army aviation's improvements in: digitization, maneuverability and reliability," Crosby said. "These improvements are needed to execute the new and critical homeland security, MEDEVAC and disaster relief missions we conduct. I can tell you that the Lakota has already become the cornerstone of the U.S. Army's aviation fleet - and it has acquitted itself well in even the most distant parts of our land. I am pleased that many other countries have also indicated an interest in this airframe."

The UH-72A is a Defense Acquisition Category I major defense acquisition program for the Defense Department, and the Lakota's service entry in 2007 marked one of the most rapid introductions of a new aircraft in the Army's history. Deliveries of the aircraft to National Guard units allow aging OH-58 and UH-1 rotary-wing aircraft to be retired, while UH-72As assigned to the active component of the Army free up UH-60 Black Hawks for assignment to war fighting missions.

Army Celebrates 100<sup>th</sup> Lakoda (Cont'd from Page 12)

The UH-72A is a Defense Acquisition Category I major defense acquisition program for the Defense Department, and the Lakota's service entry in 2007 marked one of the most rapid introductions of a new aircraft in the Army's history. Deliveries of the aircraft to National Guard units allow aging OH-58 and UH-1 rotary-wing aircraft to be retired, while UH-72As assigned to the active component of the Army free up UH-60 Black Hawks for assignment to war fighting missions.

When deployed to the Pacific Ocean's Kwajalein Atoll, the UH-72As will perform transport and support duties. They are to be painted in a high-visibility orange color scheme and outfitted with skid-mounted floats, a life raft and jettisonable cockpit doors for rapid egress.

Production of the UH-72A averages three to four helicopters per month at the Columbus production site, which is operated by EADS North America's American Eurocopter business unit. The 220,000-square-foot facility, located adjacent to the Golden Triangle Regional Airport, is capable of producing up to five aircraft a month.

Source : **US Army**

Famous Logistical Quotes: (source: [www.encyclopedia.com](http://www.encyclopedia.com), on line)

Bitter experience in war has taught the maxim that the art of war is the art of the logistically feasible."

--ADM Hyman Rickover, USN

"Gentlemen, the officer who doesn't know his communications and supply as well as his tactics is totally useless."

--Gen. George S. Patton, USA

**Quotes with Ethical Meanings** (reprinted from *Quotes for the Air Force Logician*, Volume II (AFLMA))

Always do right—this will gratify some and astonish the rest.

*Mark Twain (Samuel Langhorne Clemens)*

Nearly all men can stand adversity, but if you want to test a man's character, give him power.

*Abraham Lincoln*

I cannot trust a man to control others who cannot control himself.

*Gen Robert E. Lee, CSA*

## First Responder Homeland Security, and Law Enforcement Robots 2010 to 2016

Source, ASD (Wed.17 March 2010)

### First Responder Homeland Security, and Law Enforcement Robots Market Shares, Strategies, and Forecasts, Worldwide, 2010 to 2016

WinterGreen Research announces that it has a new study on first responder, law enforcement, and homeland security ground robots. The 2010 study has 460 pages, 165 tables and figures.

Worldwide markets are poised to achieve significant growth as the first responder and homeland security ground robots are used globally. Growth comes as the border patrols and law enforcement agencies use robots to achieve broader security in a less expensive manner, delivering the promise of automated process in yet another industry. First responder robots bring changes in every region while the globally integrated enterprise replaces nationalistic dominance, creating broader cooperative police actions that replace nationalistic wars. These police actions are aimed against the bad guys.

This cost is creating resistance among the agencies to spend such a large amount for what is seen as a device that gives little return in comparison to what a person can do all year. Costs of robots are expected to decrease rapidly in the next year, creating a much larger market than exists now. The current market at \$203 million does provide a significant base for solid growth.

Vendors of homeland security and first responder robots have positioned to provide a common framework through which federal, state, local, and tribal governments can address emergencies. US federal first responder agencies are negotiating agreements with state and local government law enforcement groups to share equipment. First responder robots cost \$50,000 and up, the cost of a person for one year.

Whereas a person can patrol and investigate, a first responder robot able to sniff for explosives is not justified in high quantity. A few shared units go a long way in detecting explosives.

The challenge for vendors is to find applications where the robot is used 24x7 365 days per year. Then there is payback. An exception is an airport and a border patrol crossing point where there is continuous need to sniff for explosives.

First responder and homeland security robots are useful as patrol units. Just as foot police and patrol cars look for dangerous situations, so also a first responder robot can patrol an area with cameras and chemical sensors.

First responder and homeland security robot automation of the defense process is the next wave of first responder and homeland security evolution. As automated systems and networking complement the Internet, communication is facilitated on a global basis. The first responder and homeland security charter is shifting to providing protection against terrorists and people seek to maintain a safe, mobile, independent

lifestyle. Much of the first responder and homeland security mission is moving to adopt a police force training mission, seeking to achieve protection of civilian populations on a worldwide basis.

According to Susan Eustis, the lead author of the study, the purchase of First responder and homeland security Robots is dependent on budget constraints. The use of First responder and homeland security Robots is based on providing a robot that is less expensive to put in the field than a trained soldier. That automation of process has appeal to those who run the first responder and homeland security.

Robots are automating first responder and homeland security ground systems, permitting vital protection of police officers and people in the field, creating the possibility of reduced fatalities in this profession. Mobile robotics operates independently of the operator.

The innovation coming from all the vendors is astounding. No one innovation is more significant than another. One vendor, BAE Systems has an ant size robot useful for reconnaissance and networking robots in development. As soldiers take up secure positions behind a wall, they deploy a small reconnaissance team. The initial deployment is poised to be a very, very small reconnaissance team. Some hopping, some flying, the stealthy autonomous reconnaissance squad vanishes into a suspicious building for several minutes, then relays the all-clear back to its partners outside when that is the case.

Multiple technological, logistical, political and market forces share a quantum singularity that has brought mobile robotics to the point where robots are useful to every arm of the first responder and homeland security services. This is a phenomenon that will have a major impact on the way we run the first responder and homeland security and police.

Use of remote-control toys in Iraq started as improvised robots to check out possible roadside bombs. There has since been a flurry of activity on the robotic explosive ordnance disposal (EOD) front since that early beginning. Deliveries of smaller and cheaper Bots are anticipated.

The emergence of a market for intelligent, mobile robots for use in the field and the confined areas of city fighting presents many opportunities. Units used in public spaces and on the border create a better, more flexible, more cost efficient first responder and homeland security.

Technology is used to actuate the disparate robot types. Core robotics research and advances in robotic technology can be applied across a variety of robotic form factors and robotic functionality. Advances feed on and off of each other. With each new round of innovation, a type of technological cross pollination occurs that improves existing robotic platforms and opens up other avenues where intelligent mobile robots can be employed, effectively creating new markets.

Roboticists are more advanced in their training and in the tools available to create units. First responder and homeland security robots have evolved from units used in the field to manage different situations that arise. Robots save lives. **Continued on Page 15**

**First Responder Robotics HS (Cont'd)**

Robotic security systems have an emphasis on causality reduction during law enforcement activities. This has resulted in investment in robotics technology that is useful. Robotic research is on the fast track for government spending.

First responder and homeland security ground robot market forecast analysis indicates that vendor strategy is to pursue developing new applications that leverage leading edge technology. Robot solutions are achieved by leveraging the ability to innovate, to bring products to market quickly. First responder and homeland security purchasing authorities seek to reduce costs through design and outsourcing. Vendor capabilities depend on the ability to commercialize the results of research in order to fund further research. Government funded research is evolving some more ground robot capability.

**Markets at \$203.1 million in 2009 are anticipated to reach \$3.7 billion by 2016**

\*\*\*\*\*

(Reprinted from Army Sustainment, Vol. 42, Issue 2, March – April 2010) News:

***Planners Hold Rehearsal of Concept Drill for Next Phase of Iraq Drawdown***

Logistics planners gathered at Camp Arifjan, Kuwait, on 14 December 2009 for a rehearsal of concept (ROC) drill to discuss strategies and coordinate the next phase of the Iraq drawdown, which began in December 2009 and will conclude this August. The ROC drill was co-hosted by senior staff from the Department of Defense, the Third Army, and the 1st Theater Sustainment Command (TSC) and included briefings on withdrawal timelines for specific units, classified plans for ammunition, weather predictions, and threat trends.

Stakeholders including the Army Materiel Command, the Defense Logistics Agency, Joint Contracting Command Iraq/Afghanistan, and the Department of the Army were represented at the meeting.

According to information provided by planners at the ROC drill, the Army is on its way to fulfilling President Barack Obama's goal of having less than 50,000 troops in Iraq by August 2010.

Lieutenant Colonel Eric Reinkober, 1st TSC mobility branch chief, says that the Army is ahead of schedule for its monthly retrograde goals for stock items and containers. As of December, the Army had been moving out 300,000 containers per month. Reinkober said that more transportation assets will be needed as further drawdown operations take place.

"The central question everyone wants to know is, do we have the transportation capacity to move the requirement?" said Reinkober. He explained that if additional vehicles are needed to move the requirement, the 1st TSC will need to contract additional trucks to haul equipment back to ports.

Since May 2009, more than 76,000 equipment items and 10,000 vehicles have been retrograded; more than 30,000 of those retrograded items are now filling other U.S. Central Command requirements.

***New Task Force and Special Office Created to Oversee Equipment Drawdown in Iraq***

The Army Materiel Command (AMC), the executive agent for resetting the Army, has set up the Responsible Reset Task Force (R2TF) to oversee Army equipment leaving Iraq as part of the drawdown scheduled to be completed by 2011. R2TF will ensure the visibility, accountability, and prompt movement of assets as they head for reset and refurbishment.

The Communications and Electronics Command Life Cycle Management Command has also created a new organization to aid drawdown efforts. The Special Project Office is working with R2TF to drawdown and move command, control, communications, computers, intelligence, surveillance, and reconnaissance equipment and personnel in Iraq. Continued on Page 16

**Iraq Drawdown Rehearsal: News (Army Sustainment) (Cont'd):**

“AMC’s asset-visibility and accountability efforts in the past few years have eased some of the burden associated with the drawdown of equipment. As of 11 November 2009, the Army had identified some 60,000 pieces of equipment, including trucks, trailers, and containers, to be moved out of Iraq and 22,000 items to be repositioned within the U.S. Central Command area of responsibility.

***DLA Prepares for Drawdown***

The Defense Logistics Agency (DLA) is already seeing a surge of activity due to drawdown efforts in Iraq. DLA provides the U.S. military and its allied forces with logistics, acquisition, and technical services—including the disposal or redistribution of excess military property and the disposal of hazardous waste. Earlier this year, members of DLA’s Defense Reutilization and Marketing Service disposal team removed more than 3 million pounds of scrap from a large forward operating base in 30 days in support of the drawdown effort.

“This is much more than moving a mountain,” said Colonel Mike Bird, commander of Defense Logistics Agency-Central Command. “It surpasses any logistical challenge we have undertaken to date, all while we are still fighting two wars.”

While equipment needs are decreasing in Iraq, they are building in Afghanistan, and a lot of consumable items are being shipped from Iraq to Defense Distribution Depot-Kuwait for redistribution. While consumable items can be used easily in Afghanistan, Donald Bruce, DLA’s Joint Logistics Operations Center lead planner for drawdown, retrograde, and reset, says equipment is a more complex issue. High-mobility multipurpose wheeled vehicles and other items in need of retrograde must return to Army repair depots.

“There’s a big impact there for DLA because there’s a lot of equipment that has to come back and be repaired before it can be provided to units to prepare for the next fight,” said Bruce.

The transfer of equipment to repair depots creates an additional impact on DLA because it increases the agency’s requirement to supply the repair parts to rebuild equipment. DLA’s supply centers are expected to see a surge in business as the military’s requirements for reset and refurbishment change and grow.

\*\*\*\*\*

**Navy Cook Mentors Afghan Kitchen Staff**

(Reprinted from Military.com – on line)



**Petty Officer Crabb Works To Teach National Army Lashkar Gah, Afghanistan**

There is a lot of different things that the Coalition and United States Armed Forces are involved in inside Afghanistan. One of the most welcome efforts is assisting with meal facilities and meal preparation.

There is a new Afghan National Army facility for dining that opened recently. Advisors from the United States are helping to train and assist new soldiers in the Afghan Army learn the basics about feeding large numbers of Afghan Army personnel.

Navy Petty Officer David Crabb is part of the Embedded Team from the Navy that is assisting in meal preparation training. He is part of a team that is instructing Afghanistan Soldiers on everything from hygiene to food preparation, and sanitation and food storage. There is a total of fourteen members on the Food Advisor team, and they have been involved in both the construction of the new Afghan dining facility, but also training the soldiers on how to use it most effectively in preparing and serving meals for their Afghanistan Troops.

Continued on Page 17

Navy Cook Mentors (Cont'd)

The new facility serves members of the Helmand Province 205th Corps of the Afghanistan National Army. The facility uses a basic Navy supply publication as a ready reference, and is trying to adopt supply and preparation procedures that are effective, but that also realize the limitations of the Afghanistan system.

One of the most basic but important issues is Sanitation. Most of the preparation before this facility has used very primitive means, such as cooks chopping up meat on the bare ground with an Ax. This type of practice has changed, but training cooks that have done things for years a certain way in the Afghanistan Army takes patience, good humor, and a lot of effort