Five Former Employees Inducted into DLA Hall of Fame

DEFENSE LOGISTICS AGENCY NEWS RELEASE (SEPT. 6, 2012)
Beth Reece

Five former Defense Logistics Agency employees whose contributions made monumental and enduring impacts on the agency's success were inducted into the DLA Hall of Fame Aug. 28 at the McNamara Headquarters Complex.

"These five did not come to work every day and just do their jobs. They looked for ways to improve the agency and make things easier and better for warfighters," DLA Director Navy Vice Adm. Mark Harnitchek said to an audience that included several former inductees, as well as former DLA directors and vice directors.

The inductees' service spans four decades. They are:

- Ann Bradway, former director of maritime supplier operations, DLA Land and Maritime
- Retired Navy Rear Adm. James Davidson, former executive director of supply operations, DLA Headquarters
- Retired Army Maj. Gen. Ray McCoy, former principal deputy director and acting director, DLA Headquarters
- Charles Nye, former director of strategic plans, DLA Distribution
- O. Clyde Panneton, former chief of the DLA Administrative Support Center's Personnel Management Division.

Harnitchek highlighted several contributions from each inductee. Bradway, who spent her entire 35-year federal career with DLA Land and Maritime, began as a GS-5 inventory management specialist. By the time she became the director of maritime supplier operations, Defense Secretary Robert Gates had just made the fielding of Mine Resistant Ambush Protected vehicles a priority.

"Of course, the vehicle is only as good as the supply sustainment strategy that comes in behind it, because when they break, you need to have the parts to fix them. That's where Ann came in. She didn't wait. She simply said we will, we can succeed," the director said. "From the ground up, without being told, Ann knew what they had to do, and she created the processes to rapidly field the sustainment for these life-saving vehicles to the folks who most needed them."

Bradway said the agency gave her a chance to serve the country and to support the finest fighting forces in the world.

"DLA gave me confidence and opportunities," she said. "Together, they allowed me to enjoy a wonderful and rewarding career with many successes and the most amazing memories."

In the days leading up to operations Desert Shield and Desert Storm, Davidson faced the responsibility of determining what American forces would need and how to get supplies to the battlefield. His efforts helped ensure that 100 days of food, fuel, construction material, and medical supplies were in theater before operations began, Harnitchek said.

"When I talk to the folks out in theater today, our soldiers, sailors, airmen, and Marines want for nothing. Generally, if you put it on a vehicle, in an airplane or weapon, if you wear it, eat it, DLA had something to do with getting it there. We are truly a combat support agency, and Jim Davidson put the word 'combat' in there," Harnitchek said.

Davidson said the two years he spent at DLA were transformational. Before arriving at the agency, he considered himself a "customer, admirer, critic, and partner of DLA." But ever since, "I've been a cheerleader, continuing to admire how DLA has responded to every challenge and growing from a $12 billion organization to a $46 billion organization, going from a peak of 50,000 people down to 27,000," he added.

McCoy spearheaded the contingency support team concept through which DLA employees deploy alongside warfighters during contingencies or emergency operations to provide face-to-face logistics support. Using lessons learned in the Gulf War and operations in Somalia, he changed the way DLA meets warfighter needs and improved the agency's reputation among customers, Harnitchek said

"[DLA support teams] deployed with troops in Haiti and Bosnia, providing front-line logistics support for American troops; and today, DLA uses this concept with more than 200 deployers in [the U.S. Central Command area of responsibility] alone," he added.

McCoy said his misconceptions of how a civilian workforce supported warfighters were dispelled within 90 days of his arrival at what was then the Defense Industrial Supply Center.

"I found people that were undoubtedly the best professionals in the logistics business, not only in DoD, but throughout all the capabilities for the U.S. industrial base," he added.

Nye spent 30 years with DLA Distribution, but he accomplished more in his last seven years there than most people accomplish in their lifetime, Harnitchek said. Nye initiated plans and actions that improved operations at DLA Distribution Susquehanna, Pa., and eventually established a distri-

DLA Director Navy Vice Adm. Mark Harnitchek (left) poses for a photo with five former employees who were inducted into the DLA Hall of Fame Sept. 28. They are (from left): retired Navy Rear Adm. James Davidson, Ann Bradway, retired Army Maj. Gen. Ray McCoy, and O. Clyde Panneton. Charles Nye was also inducted, but not present for the ceremony.
Photo by Tea Mocanu

bution site in Kuwait that became a major hub for logistics support to troops in Iraq.

"Charlie was really the architect of all the support we put into Kuwait and preparation for the 2003 run-up to Operation Iraqi Freedom," Harnitchek said. "We were ready for that because of what Charlie and the folks at DLA Distribution did."

DLA Distribution Commander Army Brig. Gen. Susan Davidson accepted a medal and plaque for Nye, who did not attend due to an illness.

"On behalf of Charlie, I want to say how humbled he is to be honored with this award. If he'd been here today, he would have stood up here and thanked all of you for the support you gave to him to get to where he is," Davidson said.

Panneton was the mastermind behind several innovative college recruiting and mentoring programs that resulted in the hiring of some of DLA's current senior leaders, including DLA Finance Director Tony Poleo.

"He is a great and truly Hall of Fame-worthy example of so many 'DLAers' who provide the support needed to ensure all near and longer term aspects of the agency are effective in their own right, and enabling us to be a truly first-rate combat support agency," Harnitchek said.
Personnel management isn't always looked at favorably, and being a public servant hasn't always been an illustrious experience due to political pressures, negative public opinion, and budget constraints, Panneton said.

"However, I was proud to be one of the many thousands of public servants. ... To me, it was more than dollars and benefits. It was a privilege and honor in itself," he said.

DLA's success and reputation can be attributed directly to the actions of the inductees and current employees who continue to make logistics miracles, Harnitchek added.

"The 2011 Hall of Fame inductees make all of us proud," he said. "You recharge me, personally, to go out there and do more good stuff on behalf of folks wearing the uniform."

USD (AT&L) Memorandum Announces 2012 Secretary of Defense Performance-Based Logistics Awards Selection

Under Secretary of Defense for Acquisition, Technology and Logistics Frank Kendall announced in a Sept. 20 memorandum the winners of the 2012 Secretary of Defense "Gerald R. Beck" Performance Based Logistics (PBL) Award. The winners of this eighth annual awards program are:

- System Level Award: C-17 Globemaster Integrated Sustainment Partnership (U.S. Air Force C-17 Program Office, Wright Patterson Air Force Base and their industry partner, Boeing)
- Sub-system Level Award: P-3 AN/APS-137D(V)5 Radar (U.S. Navy Naval Supply Systems Command – Weapon Systems Support and their industry partner, Raytheon)
- Component Level Award: Industrial Prime Vendor, Depot Consumables Support (Defense Logistics Agency Defense Supply Center – Philadelphia, and their industry partner, Lockheed-Martin)

According to the memorandum, "Performance Based Logistics is a key Department of Defense strategy used to deliver an integrated, affordable, support solution designed to optimize system readiness. The Secretary of Defense PBL Awards recognize government/industry teams that have demonstrated outstanding achievements in providing our warfighters with exceptional operational capability through PBL agreements and are examples of 'Better Buying Power' in action."

Further details on what the Air Force, the Navy, DLA, and their industry partners accomplished to merit this singularly distinctive recognition are available at https://acc.dau.mil/adl/en-US/533289/file/65746/2012%20Sec%20Def%20PBL%20Award%20Selection%20Memo%20(20%20Sep%2012).pdf.

DAUAA 2013 Hirsch Research Paper Competition

The Defense Acquisition University Alumni Association is issuing a Call For Papers in advance of its DAU Acquisition Community Training Symposium, to be held April 9, 2013, at the DAU Fort Belvoir, Va., campus. The 2013 topic is "Improving the Defense Acquisition Workforce in an Age of Austerity." Research topics may include: Workforce Education and Training; Career Path and Incentives; Talent Management; and/or Leadership and Ethics Development. The competition is open to anyone interested in the DoD acquisition system and is not limited to government or contractor personnel. Papers are to be submitted to the DAU Director of Research (research@dau.mil) and must be submitted by Dec. 2012. Awards will be announced in Jan 2013, and award winners will present their papers at the symposium. For future updates on the upcoming symposium, visit https://www.dauaa.org/dauaa_site/Symposium2012/Index.htm.

Idea Brings $10,000 for McConnell AFB Civilian

22ND AIR REFUELING WING PUBLIC AFFAIRS (AUG. 27, 2012)
Air Force Senior Airman Laura L. Valentine

MCCONNELL AIR FORCE BASE, Kan.— A civilian member of the 22nd Operations Group was presented a check for $10,000 from the Air Force at the 22nd Air Refueling Wing staff meeting Aug. 27, here.

James Shores, the 22nd OG short-range scheduling chief, received the money as part of the Innovative Development through Employee Awareness program, which provides an incentive for members to submit ideas that streamline processes and increase productivity and efficiency in the workplace.

Shores identified a recalibration that will help eliminate fuel waste in air refueling training operations.

Traditionally, "token off-load fuel" has been interpreted to represent 1,000 pounds of transfer fuel to a receiver from a tanker during a training mission. In legacy scheduling tools, a whole number value in the off-load field was required.

Shores recognized that the restriction for whole number values no longer exists in the current software and recommended changing the default fuel off-load value to 100 pounds per mission. By reducing the token off-load values from 1,000 to 100 pounds, the Air Mobility Command will save more than $472 thousand annually, said Master Sgt. Billy Nash, 22nd Force Support Squadron IDEA Program manager.

The savings are in the cost to carry the penalty fuel, which is the extra fuel carried on each mission. In some training missions, the receiver doesn't require fuel, just the practice of connecting and disconnecting with the boom, said Shores.

Now that air refueling missions can be scheduled with a lighter fuel load, it will be a re-education process for Air Mobility Command schedulers.

It's educating them on what to use, how to do it, and be able to meet the receiver's requests, which will save the Air Force some money in the process, said Shore.

It was by accident that the IDEA process started in March 2011.

Jim Shores outside the flightline at McConnell Air Force Base, Kan., Aug. 23, 2012. Shores is the 22nd Operations Support Squadron short-range scheduling chief and was awarded $10,000 as part of the Innovative Development through Employee Awareness program for saving Air Mobility Command approximately $472 thousand a year in decreased fuel consumption.
U.S. Air Force photo by Airman 1st Class Jose L. Leon

"We were talking about fuel conservation for our KC-135 Stratotankers," Shore said. "It was figured for the maintenance side of the house, instead of calculating to the nearest 5,000 pounds of fuel for refueling a plane out on the ramp, a plane could be refueled to the nearest 1,000 pounds. With that reduction of 4,000 pounds of fuel, we further identified a way to save more money by narrowing the mission load from 1,000 to 100 pounds."

Shores worked with several individuals and offices on base, including current operations, fuel efficiency, and manpower to research and accomplish the changes. AMC was also involved with determining the correct calculations.

"I never thought about it until I got the calculator out," said Shore. "It was after I thought about how many missions we do here and all the other [AMC] bases, as well as Guard and Reserves, and those numbers add up. What I thought was a trivial amount here was really a lot more."

As the largest tanker wing, McConnell will save thousands of dollars annually using the new fueling calibrations.

"A lot of times you take things for granted in the way you do business," he said, "then you start looking at other ways to save a few dollars."

For more information or to submit a proposal, contact your installation IDEA Program office.

Officials Announce DoD Maintenance Award Winners

AMERICAN FORCES PRESS SERVICE (AUG. 28, 2012)

WASHINGTON—Pentagon officials today announced the 2012 winners of the Secretary of Defense Maintenance Awards for depot and field-level units.

The awards are presented annually to recognize outstanding achievements in weapon system and military equipment maintenance, officials said.

The 2012 Robert T. Mason Depot Maintenance Excellence Award recipient is the Air Force's C-130 Programmed Depot Maintenance Team at Warner Robins Air Logistics Center, Ga. During 2011, the team increased C-130 aircraft availability by returning 64 aircraft to operating units, reduced in-progress work from 41 to 36 aircraft, slashed flow days from 102 to 69 days, achieved 100 percent on-time delivery

A Coast Guard C-130 undergoes maintenance at Warner Robins Air Logistics Center, Robins Air Force Base, Ga. The ALC's C-130 Programmed Depot Maintenance team was awarded the Robert T. Mason Depot Maintenance Excellence Award for outstanding achievement in weapon system and military equipment maintenance.

U. S. Air Force photo by Sue Sapp

by the end of the fiscal year, and lowered customer-reported deficiencies by 60 percent despite increased operational and repair demands on the aging C-130 fleet.

The team also expanded the use of dedicated crews, incorporated high-velocity maintenance concepts into the main production line, and consolidated widely scattered production facilities, freeing valuable space for other workloads.

The depot-level award is named for Robert T. Mason, a former assistant deputy under secretary of defense for maintenance policy, programs, and resources. Mason served as the champion of organic depot maintenance for three decades and was instrumental in transforming the department's organic depot-level operations, officials said.

This year's winners of Secretary of Defense Field-level Maintenance Awards are:

- The 1st Squadron, 3rd Armored Cavalry Regiment, U.S. Division South, Fort Hood, Texas, and the 23rd Maintenance Group, Moody Air Force Base, Ga., in the large-unit category;
- Marine Aviation Logistics Squadron 40, 2nd Marine Aircraft Wing, Marine Corps Air Station Cherry Point, N.C., and the 3rd Aircraft Maintenance Squadron, Joint Base Elmendorf-Richardson, Alaska, in the medium-unit category; and
- Helicopter Maritime Strike Squadron Seven 7, Naval Air Station North Island, Calif., and the 353rd Special Operations Maintenance Squadron, Kadena Air Base, Japan, in the small-unit category.

The awards will be presented at a Nov. 15 banquet during the 2012 DoD Maintenance Symposium and Exhibition in Grand Rapids, Mich.

Branch Helps DoD Shippers Get Best Rates

MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND (SEPT. 7, 2012)
Mitch Chandran

SCOTT AIR FORCE BASE, Ill.—Military Surface Deployment and Distribution Command's special requirements branch here is a one-stop shop for finding the right rate and transportation mode for Defense Department shippers who need to move specialized and large volume cargo domestically.

The branch—part of the command's strategic business directorate—can help DoD shippers with special shipping requirements to find cost-efficient transportation solutions.

It specializes in arranging transportation for oversized, overweight, and volume cargo movements.

Dora Elias and her team of 11 transportation experts partner with commercial truck, rail, barge, and pipeline carriers daily on behalf of shippers to secure special rates for agencies such as Defense Contract Management Agency, Tank-automotive and Armaments Command, and Defense Logistics Agency as well as the Federal Emergency Management Agency and the White House Communications Agency, among others.

"As an example," Elias said, "Defense Contract Management Agency would come to us with a volume move of a few dozen mine-resistant, ambush-protected vehicles. We, in turn, have the avenues and would find the best domestic rates to accommodate their move, which in the long run helps them save money."

Richard Cody, the branch's lead traffic management specialist, said the process for shippers is simple. "A shipper calls us and gives us their requirements—delivery date, weight, dimensions, volume, etc.," he explained. "We'll draw up the request letters and send them to various carriers, detailing a shipper's requirements, to obtain their rates. Once we get responses back, we'll offer our recommendations back to the shippers and go from there."

Elias said the branch is exploring more commercial rail options to offer shippers.

"So far, within the last five months, our branch has helped DoD shippers save $4.6 million by using rail for a majority of domestic movements," she said. "We deal with a lot of the volume move requests, and across the board savings really add up quick. If more organizations come to us for help with their transportation needs, I'm confident we would realize even more cost savings."

The branch also can help local transportation offices to help themselves in meeting customer requirements, Elias said, and is challenging some industry partners to set more competitive rates.

Though commercial freight cars are always an option to consider in moving cargo, branch officials said, the industry does have weight and size limitations. When DoD shipping requirements exceed commercial freight car limits, they added, Military Surface Deployment and Distribution Command has an in-house solution.

Military vehicles at Fort Hood, Texas are loaded onto DODX and commercial flat cars for transport to locations within the United States. DoD photo

The command's Defense Freight Railway Interchange Fleet comprises more than 2,000 DODX-marked flat and special purpose railcars of varying length and weight capacities to accommodate most cargo the department needs to move. The fleet is made up of chemical tank, refrigerated and box cars, along with heavy duty flat cars boasting a weight capacity of up to 300 tons.

"Owning this rail fleet provides DoD with immediate accessibility for moving volume and overweight cargo," said George Gounley, chief of the command's rail fleet management branch.

In July, the special requirements branch was involved in arranging transportation for a large volume of oversized cargo: Bradley fighting vehicles and M1 Abrams tanks, shipped from Fort Hood, Texas, to multiple locations around the country.

For this mission, the command used both commercial and DODX rail cars to move all the vehicles. Renee Roper, transportation assistant for the Fort Hood transportation office, worked through the special requirements branch to arrange this movement.

"It makes more sense any time we can get two huge vehicles onto one railcar versus one vehicle per truck," Roper said. "Arranging the transportation for all these vehicles is very easy for us. We simply fill out the paperwork with the details, send it to SDDC, then they pretty much arrange the rest and make it work. It's really painless for us."

The streamlined shipper's request process, she added, allows her to devote more time to other aspects of her job.

"As long as we can find out our shipper's requirements a little in advance, then we can start scheduling transportation to meet their needs," Elias said. "Also, we can set up long-term options and provide consistent rates to our customers."

Defense Department shippers can reach the special requirements branch at 618-220-4513.

Annual Space, Missile Pioneers Inducted

AIR FORCE SPACE COMMAND PUBLIC AFFAIRS (SEPT. 18, 2012)
Air Force Lt. Col. Katherine Pallozzi

PETERSON AIR FORCE BASE, Colo.—In celebration of the Air Force Space Command's 30th anniversary, Gen. William L. Shelton, the AFSC commander, inducted the command's

Air Force Gen. William Shelton presents the command's 2012 Air Force Space and Missile Pioneer award to Wilford Stapp at Peterson AFB, Colo., Sept. 14, 2012. Shelton is the Air Force Space Command commander. Stapp accepted the posthumous award on behalf of his brother, Pioneer inductee retired Col. John P. Stapp.

Courtesty photo

2012 Air Force Space and Missile Pioneers in an award ceremony and hall of fame induction Sept. 17 here.

This year's inductees are Dr. Hans M. Mark and retired Col. John P. Stapp (posthumously).

Mark, a former Secretary of the Air Force, advocated the establishment of an Air Force major command for space operations, initiated plans for a new military control facility, and fostered military orbital missions using the space shuttle.

Stapp directed and personally participated in record-setting rocket-sled and stratospheric balloon experiments to study the "biodynamics" of human spaceflight, thereby earning him the nickname, "Space Surgeon Stapp" in a 1995 issue of Time magazine.

More than 135 family members and guests attended the ceremony as Shelton inducted Mark and Stapp, who was represented by his brother Wilford Stapp, by presenting the official patch of the Air Force Space and Missile Pioneer to each.

"We are so proud of the heritage that has been established by all the inductees in the hall of fame," said Shelton. "We celebrate the history that's here and the legacy created by these great men. We stand on your shoulders."

"Looking back, there really were so many people who started this command ... a lot of things could be said about what I was supposed to do, but I'm getting too much credit for this," Mark said upon his induction.

"He really cared for the Air Force," said Stapp as he received the award on behalf of his brother. "He found, as many of you have, that the real satisfaction and happiness comes most from helping others."

A portrait of Mark and Stapp will be hung in the Air Force Space and Missile Pioneers Hall of Fame here.

The Air Force Space and Missile Pioneer Award recognizes individuals who played a significant role in the history of Air Force space and missile programs. The award is designed to educate servicemembers, and the general public about the contributions of significant figures in Air Force space and missile history, generate interest in the study of Air Force space and missile history, and encourage Air Force members to appreciate and understand their space and missile heritage.

DLA Earns Small Business Award from Department of Defense

DEFENSE LOGISTICS AGENCY (SEPT. 18, 2012)
Amanda Neumann

Senior leaders from the Defense Logistics Agency, including Director Navy Vice Adm. Mark Harnitchek and the director of the agency's small business office, gathered Sept. 14 to celebrate the agency's first small business award in eight years.

Amy Sajda, director of DLA Small Business Programs, presented the 2012 Team Award to Harnitchek in a small gathering at the McNamara Headquarters Complex. The award, given on behalf of the Office of the Secretary of Defense's Office of Small Business Programs, recognizes DLA for its overall contributions and efforts supporting the small business industrial base.

"Small businesses are vitally important to DLA and our mission to provide world-class logistics support to warfighters," Harnitchek said. "DLA remains committed to maximizing small business participation opportunities to help ensure a robust industrial base that meets the needs of all who serve."

In fiscal 2011, DLA awarded more than 30 percent of its eligible dollars to small businesses, making the agency eligible for the award. Even so, Sajda said, the announcement of DLA's win came as a complete surprise.

"We were eating dinner at the small business training week banquet in May when Mr. Gudger [director of the OSD Office of Small Business Programs] announced the award and called our name. I almost choked on my chicken!" she said. "This is our first small business award in eight years – that's significant!"

DLA has the third largest small business operation in the Department of Defense, behind the departments of the Army and Navy. With the complexities of awarding contracts to small businesses, both as prime contractors and subcontractors, Sajda emphasized the award recognition was due in large part to the efforts of DLA's 58 small business specialists.

"Our employees support the agency's contracting efforts by conducting market research and outreach to identify small business sources to provide the supplies and services DLA buys," Sajda said. "With over half a million eligible contract actions so far this year, that represents a significant opportunity for our small business specialists to help small businesses obtain government contracts."

Presenting the Defense Logistics Agency's first small business award in eight years is DLA Director Navy Vice Adm. Mark Harnitchek. Accepting the award is Amy Sajda, DLA's director of Small Business Programs. DLA received the award from the Defense Department's Office of Small Business Programs for its efforts in supporting awards to small businesses. Photo by Teodora Mocanu

By creating opportunities for small businesses, Sajda noted, the economy can benefit in many ways.

"Seven out of 10 new jobs are created by small businesses," she added. "As the economy tries to rebound, the more we do for small business not only supports DLA's mission but also supports the country itself and helps it get back on its feet."

Army Announces Greatest Inventions of 2011

U.S. ARMY RESEARCH, DEVELOPMENT AND ENGINEERING COMMAND (SEPT. 19, 2012)
Dan Lafontaine

ABERDEEN PROVING GROUND, Md.—U.S. Army officials announced the winners of its greatest inventions competition Sept. 19.

A team of combat veteran noncommissioned officers, as well as U.S. Army Training and Doctrine Command field-grade officers, reviewed and voted for the Army Greatest Inventions of 2011.

Dale Ormond, director of the U.S. Army Research, Development and Engineering Command, commended the scientists and engineers for their efforts to empower, unburden, and protect soldiers.

"The contributions made by these teams promise to improve the well-being of soldiers and the Army's capability to contribute to quality of life and our national security," Ormond said. "All of the nominated inventions demonstrate significant contributions to the warfighter.

"The 2011 award winners demonstrated significant impact to Army capabilities, potential benefits outside of the Army, and inventiveness. This program's unique selection process reflects the voice of the warfighter and insight into the future of Army equipment. The AGI awards are truly soldiers' choice awards."

The awards will be presented during a ceremony in spring 2013.

The winners, in alphabetical order:

120mm Accelerated Precision Mortar Initiative Cartridge. A 120mm Global Positioning System-guided mortar cartridge provides infantry commanders with new precision-strike capability. It replaces the current fuse in the standard M934 HE round with modifications to the fuse well and fin

An illustration showing the capabilities of the 120mm Accelerated Precision Mortar Initiative (APMI) Cartridge, managed by Project Manager for Combat Ammunition Systems. The system has been selected as one of the Army's Greatest Inventions of 2011.
Courtesy graphic

configuration to provide low-cost guidance capability that significantly improves the mortar round accuracy. The GPS coordinates are input from the current mortar lightweight or standard mortar ballistic computers with the addition of a Precision Lightweight Universal Mortar Setter System. The key to its enhanced performance is the GPS acquisition time and ability to maintain tracking throughout the cartridge's high angle of fire. (Source: U.S. Army Armament Research, Development and Engineering Center)

Caiman Explosively Formed Penetrator Add-on-Armor Kits. An armor package is integrated into a Mine Resistant Ambush Protected vehicle with little modification to an existing armor package, protecting the driver and commander sides and mitigating the exposed area from explosively formed penetrators. The team used current panels, allowing for cost savings and quick replacement of damaged armor. The standard welded bosses were replaced with bolted bosses that reduced production time and eliminated warping of the aluminum plate without reducing performance. One hundred kits were requested for shipment to Iraq after successful installation in theater. The kit has had significant impact on survivability against targeted EFP attacks. (Source: U.S. Army Tank Automotive Research, Development and Engineering Center)

Helmet Sensors. A helmet sensor and data retrieval system measures impact and pressure events continuously. This device is placed into the helmet, weighing only 2 ounces, to analyze the correlation between experienced head forces and Mild Traumatic Brain Injury. This will aid in determining whether a soldier should seek immediate medical attention and aid in the long-term care of the soldier. Using low power, the battery can last up to 12 months. The National Football League is interested in an exchange of information that could aid in development of future systems capable of targeting and measuring effects to specific parts of the human body. (Source: U.S. Army Natick Soldier Research, Development and Engineering Center)

Level 2 Manned-Unmanned Teaming for the OH-58D Kiowa Warrior Helicopter. The L2MUM is a real-time system that can receive video and metadata in the common bands, within a long range, and is used by fielded unmanned aerial systems first fielded on the Kiowa Warrior aircraft. The video and metadata can be unencrypted and encrypted. The software provides the user with UAS location on a standard Falcon view moving map display along with the metadata, which provides the user better and quicker situational awareness farther from the target and engagement. The L2MUM aircraft allows specific aviation attack assets to see and understand strategic objectives, receives and

provides intelligence to and from varied ground elements, and tactically brings destruction to specific targets. (Source: U.S. Army Aviation and Missile Research, Development and Engineering Center)

M2A1 Cal .50 Machine Gun. The M2A1 is an enhancement to the .50-calliber M2, including a modified barrel, barrel extension, barrel support, barrel handle, flash suppressor, and a fixed headspace and timing configuration. The M2A1 is an automatic, recoil-operated, link-belt-fed, air-cooled, crew-served weapon; capable of firing single-shot and automatic; and capable of right- and left-hand feed. The enhancements increase durability and soldier safety moving the headspace and timing adjustment task above the operator level, thereby minimizing malfunctions and injuries in the field. (Source: U.S. Army Armament Research, Development and Engineering Center)

M982 Excalibur Increment 1a-2, 155MM Extended Range Precision Guided Projectile. A GPS-guided, inertial measurement unit-aided, fin-stabilized, 155mm projectile flies a ballistic trajectory during its ascending branch, then a guided trajectory during its descending branch to preprogrammed target coordinates. It provides precision guidance and dramatically improves accuracy to less than 10 meters compared with hundreds of meters for conventional artillery ammunition. This increased reliability increases the probability of destroying the target and decreases the number of rounds needed to fire. The range capability increases from 25.3 kilometers to 37.5 kilometers. (Source: U.S. Army Armament Research, Development and Engineering Center)

OH-58D Common Missile Warning System. The OH-58D Common Missile Warning System provides missile warning and countermeasures for infrared guided missiles. This increases aircraft and soldier survivability against guided-missile attacks. The technology detects a fired missile and then dispenses flares as a means to detour the missile away from the aircraft. (Source: U. S. Army Aviation and Missile Research Development and Engineering Center)

Pelvic Protection System. The Pelvic Protection System is in response to an increased threat of buried improvised explosive devises, providing protection from serious injuries to the pelvis, femoral arteries, and lower abdominal organs in a blast or small fragmentation threat. It aids in protection against sand and debris injected into the wounds sustained from IEDs, which may result in complications and significant chance of infection. The Navy and Air Force have inquired about procuring on future contracts. (Source: U.S. Army Natick Soldier Research, Development and Engineering Center)

Precision Lightweight Universal Mortar Setter System. PLUMSS is a highly transportable, all-weather, rapid response, indirect fire control system that is capable of programming the world's first precision guided 120mm mortar cartridge. It uses GPS for precision that can provide indirect fire support that decreases the ammunition expenditure rate, limits collateral damage, and provides accurate first round effects on target. Commonality and interoperability among already fielded platforms eliminates the need for additional resources for training and sustainment while providing valuable lessons learned during development. (Source: U.S. Army Armament Research, Development and Engineering Center)

Soldier Plate Carrier System. The Soldier Plate Carrier System is a lightweight hard armor plate carrier system with a modular lightweight load-carrying equipment attachment that has a quick release capability, which aids in reducing load, increases mobility, and provides direct fire protection. The SPCS consists of an outer carrier with soft armor ballistic inserts and a cummerbund for better system stabilization and increased ballistic area of coverage around the torso. (Source: NSRDEC)

Small Unit Tactical Light. SUTL lights up target areas when motion is detected by using a 12-volt DC motion sensor to operate an infrared light. The motion sensor has a day/night sensor and switch to conserve battery life. A thermal imaging sensor is also encased with the motion sensor (motion must be made by something with substantial heat such as a person, large animal, or vehicle). An infrared light allows the target or enemy to be known to friendly forces with night vision goggles while not alerting the target. (Source: 10th Mountain Division [Light Infantry])

Wolfenbarger: AFMC 5-Center Reorganization On Track

AIR FORCE MATERIEL COMMAND NEWS RELEASE (SEPT. 28, 2012)

WRIGHT-PATTERSON AIR FORCE BASE, Ohio—After some 18 months of planning and careful transition, Air Force Materiel Command officials are ready to declare initial operational capability of AFMC's 5-Center reorganization Oct. 1.

In early July, the command began activating its new centers and consolidating others as it transitioned from operating with 12 centers to five.

"We have spent many months working through very deliberate phases of planning, implementation, and transition with an ever-present goal of providing more efficient and effective support to the warfighter," said Gen. Janet Wolfenbarger,

AFMC commander. She said AFMC will be just as deliberate as it works toward reaching full operational capability by late 2013.

Wolfenbarger said the 5-Center construct is also being incorporated into a new AFMC strategic plan that will not only guide the command from initial operational capability to full operational capability with firm priorities, but also measure results through a series of metrics. The metrics will measure how well the new 5-Center organization is carrying out the AFMC mission of delivering war-winning expeditionary capabilities to the warfighter.

"Our measurements will be results-oriented," Wolfenbarger said. "We are going to measure productivity, not simply activity."

The centers and select headquarters offices will report the metrics to command leadership. To date, AFMC centers have already reported early successes stemming from the transition to the new center construct. Among them are: The Air Force Research Laboratory consolidated its air vehicles directorate and propulsion directorate into a single aerospace systems directorate. In addition to saving taxpayers $4.2 million annually, the consolidation improves mission effectiveness by promoting integrated solutions to warfighter needs.

At the Air Force Life Cycle Management Center, the realignment of all activity associated with a single weapon system to a single program manager yielded a more integrated acquisition and sustainment execution process.

At the Air Force Test Center, subordinate units have teamed to share resources rather than develop independent, competing capabilities. One wing shared information about software development programs and gathered inputs from multiple organizations, producing an enterprise-capability assessment versus a single-site analysis.

At the Air Force Sustainment Center, initial integration activities resulted in an enterprise view across the center's three air logistics complexes. A prime example came in the form of integrated weekly performance reviews related to aircraft production.

At the Air Force Nuclear Weapons Center, officials aligned Air Force and Navy programs to better leverage technologies and components for the intercontinental ballistic missile fuse modernization.

Command officials are excited about the progress made so far.

"I can unequivocally say that we are operating more effectively today than we were two months ago," affirmed Lt. Gen. Bruce Litchfield, AFSC commander.

Brig. Gen. Arnold Bunch, AFTC commander, added, "This reorganization has allowed us to do the things that as captains and majors we wanted to do, but couldn't.

"I am already seeing more communication across the sites and sharing of resources with a test enterprise focus," Bunch said. "I am extremely pleased with the merger of the test and air base wings. The merger has gone very smoothly, and some of the barriers between the support and test teams have been broken down with everyone now focused on a single mission."

The 5-Center construct was formally announced in November 2011 as a major part of AFMC's response to a Department of Defense challenge to find efficiencies and save tax dollars. By reducing and consolidating overhead, the command will continue to support the warfighter while saving about $109 million annually.

AFMC moves to initial operational capability having met three critical requirements in June. The Senate confirmed AFMC's new general officers to lead the consolidated centers, two congressionally mandated reports were delivered to Congress, and Headquarters Air Force formally approved the transition.

Since June, the command carried out an important transition phase during which new centers' frameworks stood up and began to take shape.

The five centers are Air Force Research Laboratory and the Air Force Life Cycle Management Center, both headquartered at Wright-Patterson Air Force Base; Air Force Test Center, headquartered at Edwards AFB, Calif.; Air Force Sustainment Center, headquartered at Tinker AFB, Okla.; and the Air Force Nuclear Weapons Center, headquartered at Kirtland AFB, N.M.