

Quartermaster

PROFESSIONAL BULLETIN

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I Will Be Sure Always-



U.S. ARMY QUARtermaster CORPS



Key to Logistics

THE QUARtermaster GENERAL

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Major General William T. McLean

As the magnitude and complexity of warfare have increased, the importance of logistics to success in battle has likewise increased. The sole measurement of successful sustainment has always been the generation of combat power at a decisive time and place. Today's units use complicated weapons and consume large stocks of materiel; sustainment of these elements presents an unprecedented challenge to the Quartermaster Corps.

No aspect of preparing for future battles is more important than developing the technical and tactical competence of our soldiers. It will continue to be people who make the difference between success and failure, and training will make the difference in our people - active, reserve components, and civilian. The Secretary of the Army and The Chief of Staff of the Army have declared training to be the theme for 1988. Its purpose is to focus the total Army on training as our top priority and the cornerstone of combat readiness. This theme supports TRADOC's goals:

- Train individual soldiers and units to fight and win.
- Develop competent, confident officers and NCO leaders who understand and can exploit our doctrine.
- Develop our civilian leaders.

Meeting these goals becomes more and more exacting as we enter an era of increasingly constrained resources and greater reliance on conventional forms of deterrence. Perhaps the most critical requirement we face in training is to continue to give our soldiers the demanding, realistic training they want and deserve. This calls for careful planning and execution of training programs, imagination, flexibility, and determination. Meeting these demands through sound doctrine and effective training systems creates the potential to support successful combat operations. Potential becomes actuality when leaders are tactically and technically component.

In most professions, emphasis is placed on a single long and concentrated dose of training, after which the individuals are

recognized as qualified and certified for their position. For professional soldiers, the initial educational dose can only sustain them through the earliest career stages. Honing professional and technical skills begins in our basic enlisted and officer courses and continues throughout the career of our soldiers. Quartermaster soldiers will typically spend over one-fifth of their professional life in training. The mastery of advanced data processing equipment, sophisticated materiel management techniques, and complex logistical systems by Quartermaster soldiers and leaders is essential for victory on future battlefields. Only through a sequential and progressive professional education system can our leaders achieve that mastery.

Once this foundation is in place, the application of these skills must be developed in tactical environments. Quartermaster leaders must possess that body of professional knowledge common throughout the Army: leadership, tactics, communication skills, and management techniques. The threats that Quartermaster units may encounter range from terrorists to battalion or larger-sized forces. Each potential threat may be supported by long-range artillery, tactical aircraft, or NBC weapons. In order to survive on the battlefield and sustain the fight, we must be as proficient in tactical operations as we are in our technical mission.

Appreciation of the need for proficiency really begins for Quartermaster School graduates upon arrival at their first duty station. Day-to-day activities include operations essential to sustaining our peacetime Army and preparing for war. Any deficiency in our

abilities is readily apparent in vehicles without fuel, repair parts shortages, hungry troops, improperly rigged parachutes, nonpotable water - unacceptable now as in war. Quartermaster soldiers, as well as other logisticians, cannot halt operations to regroup or "replay" an exercise. We must train with the knowledge that we have little or no margin for error.

The demands made of our Reserve and National Guard counterparts is even greater. 200 years ago, militiamen brought their love for freedom, their courage and their muskets to the village green for the training that helped them defend their colonies. Today, this kind of selfless,

QM officers in the field survey their maps as part of establishing a supply point during a training exercise .

committed training continues. However, "visits to the village green" have become much more exacting. Force modernization is occurring faster than in any period in the history of the Reserve Components. As Quartermaster Guard members and Reservists devote more training time to new equipment and doctrine, there is often a conflict with employers or the family. Commanders and leaders must continually review training requirements to be certain the training is effectively presented, ensuring that each soldier departs satisfied

We must train with the knowledge that we have little or no margin for error.



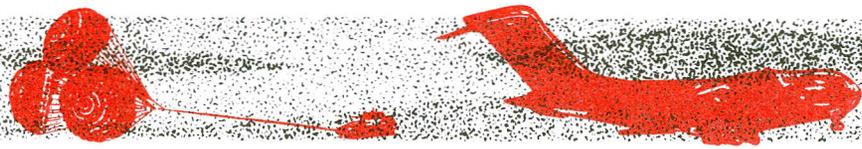
that valuable time has been profitably spent. The Reserve Components continually produce exceptionally trained soldiers and demonstrate that they are indeed full partners in accomplishing the Total Army Mission.

Whenever or wherever, the Quartermaster soldier must meet the challenges. Be it tank refueling in the forests of Germany, providing artillery repair parts in the hills of Korea, supplying food to the infantry in the jungles of

Panama, or parachute rigging for the Airborne soldiers in Italy. Anywhere and anytime - The Quartermaster Corps provides the Key to Logistics, and training is the hand that turns that key.

MG William T. McLean is the Quartermaster General.

The QM Airborne/Airdrop Mission: An Organizational Overview



The U.S. Army adopted airdrop as a means of resupply during World War II with

the organization of the Provisional (Quartermaster) Air Supply Company in early 1943. After the National Security Act of 1947 legislated an independent Air Force, the Quartermaster Corps became the proponent for the majority of aerial supply functions. It performed those tasks throughout the course of the Korean War developing techniques and equipment as the need arose. By the time of the Vietnam War, airdrop had become a routine means of resupply for those units whose mobility or tactical positions disallowed conventional lines of supply. The capability of vertical lines of support had quickly become a major consideration, aerial delivery a primary support function on the battlefield.

It is the mission of the Quartermaster Airdrop and Airdrop Support Units to provide this support, packing parachutes for airborne troops, rigging supplies and equipment for airdrop to both tactical and special operations. They are also responsible for the maintenance and repair of parachutes and aerial delivery equipment, as well as for the storage, preparation, and maintenance of materiel that will be delivered by air.

As a rule, airdrop is a joint effort between U.S. Army and Air Force elements. Although Army helicopters are used for some limited airdrop functions, Air Force airlift aircraft, C-130s and C-141s, are the prime mode of transportation for delivery of airdrop items to objective areas. As a result of this interaction, close coordination between the two services regarding all aspects of airdrop is a necessity. The development, as well as the employment of all airdrop related items, from planes to platforms requires input from all Army and United States Air Force (USAF) elements; Quartermaster Airdrop specialists are represented during each phase beginning with the identification of requirements, to the actual delivery of Airdrop items. (See AAACO - page 12)

The Airborne Department at the Quartermaster School, at Fort Lee, Virginia is responsible for training airdrop personnel from all service branches, Army, Air Force, Marine Corps, and the Navy, as well as Allies. All personnel attending training at the airborne department must first be airborne qualified before receiving instruction in rigger tasks.

Currently four methods of airdrop delivery, free drop, high-velocity, low-velocity, and low altitude parachute extraction (LAPE) are implemented.

- Free-drop does not involve the use of a parachute or retarding device, though it may use energy dissipating material around the load to lessen shock. All other airdrop methods use parachutes.



- In High - Velocity drops, ring-slot, cargo-extraction and pilot parachutes are used to stabilize loads. Subsistence items, packaged POL products, ammunition, and other such items are placed on energy dissipating material and rigged into an airdrop container delivery system (CDS) which descends at a rate of 70 to 90 feet per second.
- During low velocity drops, cargo parachutes attached to loads of such things as fragile material, vehicles and artillery, reduce the rate of descent to no more than 28.5 feet per second. These items are rigged to an airdrop platform or in an airdrop CDS with energy dissipating material beneath the load.
- LAPE is a method of delivery which uses ring-slotted extraction chutes to extract palletized loads from low-flying (five to ten feet above the ground) airlift aircraft.

Current developments in the methods and equipment of airdrop include the new 42K LAPE and Low Velocity (LVAD) airdrop systems which are expected to be fielded in FY 89, and other personnel and cargo airdrop systems that will reduce the vulnerability of



delivery aircraft to enemy anti-aircraft systems. The Enhanced Container Delivery System (ECDS) incorporates simple modifications to the current G-12 parachute which will allow containers to be dropped



During a LAPE drop, a C-130 flies low to the ground as palletized loads are extracted.

from lower altitudes.

Development of the new Air Force airlifter, the C-17, also continues. The C-17 will be capable of air-dropping loads weighing up to sixty thousand pounds on a single platform (110 thousand pounds on multiple platforms) and of conducting all types of air-drop operations. Current plans call for fielding of a limited number of C-17s by the end of FY 92.

ORGANIZATION

Three companies perform the primary airdrop functions incorporated in the mission of Quartermaster Airdrop and Airdrop Support Units: an Airdrop Supply Company, and Airdrop Equipment Repair and Supply Company, and an Airdrop Equipment Support Company, Airborne Division.

The Airdrop Supply Company's mission is to pack parachutes and to store and rig supplies and equipment for airdrop by the Army, Air Force, or other services. It provides personnel parachute supply, packing, and organizational maintenance for non-

divisional (approximately 2,500 troops) units. The Airdrop Supply Company sets up and operates a temporary storage facility for supplies. Organizational maintenance on and reclamation of airdrop equipment is also part of their mission, as is providing technical assistance, supervision of and advice on the recovery and evacuation of airdrop equipment. At full strength, as organized under TO&E 10-407, the unit can receive, store temporarily and prepare for airdrop 200 tons of supplies and equipment per day.

Quartermaster Airdrop Equipment Repair and Supply Companies provide direct and general support maintenance of airdrop equipment (personnel parachutes, cargo parachutes, and airdrop platforms) used by supported units. Company personnel also receive, store and issue airdrop equipment to the units they support. The company is organized under TO&E 10-417, and depending on the tactical situation, can fall under one of two SRCs: SRC 400, and SRC 420. Under SRC 400, the company supports one QM Airdrop Supply Company and other Corps units except the airborne division. When organized under SRC 420, the company supports one airborne division (TO&E 57) and attached units.

The Airdrop Equipment Support Company, Airborne Division's mission is to support an airborne division with parachute packing services and to provide receipt, storage, inspection, organizational maintenance, and issue of airdrop equipment required for airdrop of personnel, supplies and equipment. Company personnel also provide inspection and technical assistance in packing, rigging, loading, recovering and evacuating airdrop supplies and equipment. The company is organized under TO&E 10-337 and at full strength can support a division.

The company can be augmented when required. This company is not organized to provide resupply on a sustained basis.

Currently, TO&Es throughout the Quartermaster Airborne Department are being examined and revised. Pending TRADOC approval, the revised FM 10-400, scheduled to begin development in the 1st Qtr of FY 90 will reflect those changes. All new TO&Es should be integrated into the force structure at that time.

Airdrop in Support of the Airland Battle

James S. Emery

When the Quartermaster Review devoted its September-October 1950 issue to the functional area of airdrop, the field was a newly developed one. Airdrop had become a Quartermaster responsibility, but its importance had already been noted. Major General Herman Feldman, then the Quartermaster General, was one of the contributors to that edition of the QM Review, and stated in his article that "The Corps has assumed a new and major mission in providing logistical and operating airborne support. . . . Training must be broadened to educate Quartermasters in airborne tactical and logistical doctrine." Another article, submitted by Major General W. H. Middleswart quoted General Jim Gavin stating that "It is now generally accepted that Armored Divisions and Infantry Divisions as well as Airborne units, will rely on air resupply as a normal thing."

These two statements, written when the Quartermaster Corps had just assumed the mission of airdrop remain as valid today as they were 38 years ago. FM 100-5, Operations, and FM 100-10, Combat Service Support, in outlining "how to fight" and "how to support" put forth the initial doctrine on the airland battle, and since then the numbers of references to the need for airdrop resupply has increased. The addition of light infantry divisions to the Army inventory has made this need even more apparent. With those observations in mind, a review of the current doctrinal aspects of airdrop supply, and of the allocation of the airdrop force structure to execute that doctrine is appropriate to this issue of the Quartermaster Professional Bulletin.

Of the three Quartermaster Airdrop and Airborne Support units, the Airdrop Supply Company provides the primary source of supply and resupply. FM 100-10, Combat Service Support classifies Airdrop as one of the two primary field services, defined as those needed at the onset of hostilities. The Total Army Analysis, in process through 1993 has determined that a requirement exists for seven Airdrop Supply Co., allocated as follows:

ACTIVE ARMY- 1, ARMY RESERVE - 3, NATIONAL GUARD - 0 AND UNRESOURCED- 3. Currently, only 57% of airdrop force requirements are resourced.

The first factor that a planner involved with tactical operations is asked to consider is the number and types of support units and quantities of resources available. The most current doctrine available for

Airborne/Airdrop planning is detailed in FM 100-27, USA/USAF Doctrine for Joint Airborne and Tactical Airlift Operations. It details the channels an airdrop request follows as it is moved to the first level that can provide support. (See Figure 1). This is normally the Corps level for requests originating from the Divisional Level.

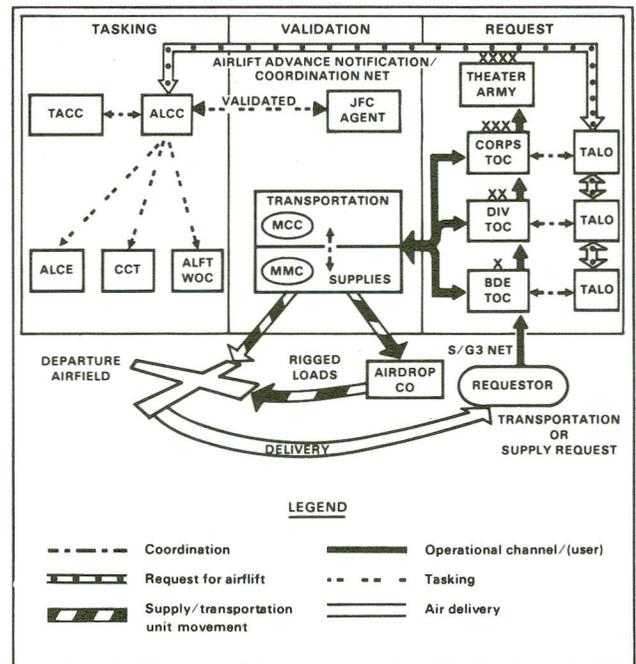


Figure 1, Immediate Airlift Request

(Ref. FM 100-27/AF 2-50 7-55,56)

Of the five Corps in the U.S. Army, the I, III, V, and VII do not have organic deployable, airdrop resupply support. The I and III have small training sections (TDA) but these do not have a go-to-war capability. Only the XVIII Airborne Company has an active Army Airdrop Supply Company that can provide 200 tons of supplies by airdrop on a daily basis over a sustained period of time. With this in mind, the Division planner with a need for airdrop resupply should examine the support structure at Corps, asking the Corps G4 how support will be provided -- not just the limited tonnages of peace time, but also the larger quantities needed in times of war.

The Corps planner's request channels lead to the Theater level if Corps cannot satisfy a requirement. The Corps planner also needs to examine the force



structure available to meet his wartime needs, as well as those of other supported units. If that Corps planner is in Europe, other than in the Southern European Task Force (SETAF), his examination will lead him to a small airdrop detachment, the 5th Quartermaster Detachment, with a TO&E capability of only 50 tons a day. This small detachment would be hard pressed to make any kind of dent in the wartime airdrop requirements of a large theater. At this point, Army planners have determined that CONUS units could be pulled in to support the Theater if necessary. Still, the Corps planner must consider how many CONUS units are available to provide that support, and the extent of their commitment to his Theater; CONUS units may have two or three commitments.

Another factor that needs to be considered by the Theater planner examining airdrop force structure is that once a Ranger unit has deployed OCONUS, CSS functions including airdrop resupply, become the responsibility of the theater commander. (Rangers have no TO&E airdrop support) With very limited airdrop supply capability deployed forward to any of our theaters, our ability to support that portion of doctrine becomes questionable. Small, close deployments wouldn't pose a particular problem, but in the event of hostilities in one or more large theaters, airdrop resupply of three rapidly deployable Ranger battalions would pose a problem.

During the February 1985 Logistics System Program Review (LSPR), the Vice Chief of Staff, Army directed that a concept be developed to provide immediate airdrop support to the light infantry divisions. The 82d Airborne and Special Operations Forces had incorporated prerigged stocks in their support structure for some years, and the use of those stocks had proven effective. With this as a precedent, they were adopted for use by the light divisions. Stocks have now been rigged, and are ready for call forward by the 7th Infantry Division (L). A similar project is also in the works for the 25th ID (L). These prerigged airdrop projects offer some immediate resupply support to the light units, however, additionally required supplies not incorporated into the list of prerigged items could not

be rapidly rigged through this program. One can only hope that planners had a good crystal ball when determining what items should be included among the prerigged stocks! Another shortcoming of the prerigged projects involves the capability to reconstitute stocks after the initial inventory has been committed. Currently, the Army Materiel Command (AMC) does not have the ability to reestablish those stocks in a timely fashion.

In the January-February 1984 edition of the Army Logistician, Colonel Sam Hutcheson, then Director, Airborne Department Quartermaster School, wrote, "Few Army units receive sufficient training in airdrop resupply, even though many contingency plans provide for resupply by airdrop "Since that time, the QM school developed an airdrop common collective task and added it to the common task book published by the Combined Arms Training Activity. This airdrop task should find its way into the ARTEPs for those Infantry, Armor, Artillery and Engineer units that will operate in the forward line of own troops (FLOT). Inclusion of this task is a determination that can only be made by the individual ARTEP proponents.

That 1984 article also stated that "if airdrop resupply is to be effective, it must be built into our exercise plans on a large scale. An adequate number of fully manned airdrop support units must be in position and ready to operate." That statement effectively sums up this writer's position concerning the supportability of our airdrop doctrine. As logisticians, we must have a quick, responsive distribution capability that will, in the words of Major General W. H. Middleswart, "leave no doubt as to whether vital supplies will arrive at the right time and place in a usable condition." In addition to other developments, additional airdrop companies need to be resourced in the active Army, and in the reserve components. In a time of constrained resources this will not be an easy task, but neither is it one that cannot be accomplished.

James S. Emery is a Military Analyst, Airborne Department, U.S. Army Quartermaster Center and School Fort Lee, Virginia.

"43-EVERYTHING" - Echo Company, 407 S&T Battalion and the 82d Airborne

CPT Anthony R. Incorvati II 1LT Tracy S. Seymour

In the U.S. Army no individual soldier or job performance is more crucial or visible than that of those parachute riggers assigned to the 82d Airborne Division, based at Fort Bragg, North Carolina. The Riggers of Echo Company, 407th Supply and Transport Battalion provide the parachute rigging support that ensures that the 82d, "America's Guard of Honor," can meet its 18-hour, no-notice deployment sequence. The 82d is the only Army division with a forced entry capability, and riggers play a pivotal role in maintaining that posture.

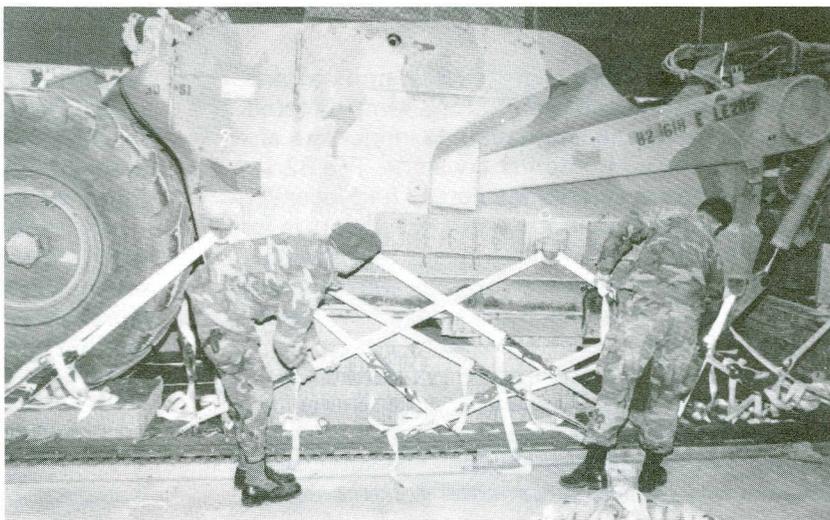
Echo Company is organized into three platoons and two separate sections, with a total assigned strength of over 350 paratroopers. It is the largest company-sized unit in the 82d Airborne Division. The company TOE, 10-337, recently reorganized under the Army of Excellence, authorizes over 270 soldiers, 214 of those are parachute riggers. Additionally, Forces Command has authorized an augmentation of 90 more riggers to perform duties associated with the Division's peacetime training mission. The Division Parachute Officer (DPO), a Major, exercises operational control of the parachute riggers assigned to Echo Company, while the company is commanded by a Captain. The DPO and the Company Commander must work hand-in-hand to ensure all operational and mission-oriented tasks are accomplished, while simultaneously fulfilling unit collective and individual training requirements. The critical combat service support scenario of "you must do both mission support and training" is made more challenging for

Echo Company by the rapid pace of the 82d Airborne Division. Fast is an understatement!

Each packer in the Parachute Pack Platoon, comprised of nearly 100 troopers, packs 25 personnel parachutes a day, approximately 140,000 annually. They also pack enough cargo and extraction parachutes to maintain the Division's contingency stocks, and meet projected training requirements. No matter what quantity of chutes are packed, be they T-10C personnel canopies, or the 100-foot in diameter G-11B cargo parachutes, quality is never sacrificed, for the lives of Division troopers depend on them. The Parachute Pack Platoon also works the second shift at the Division's Heavy Drop Rigging Site (HDRS). "43-Everything", as riggers like to say: proficiency in all areas of the multifaceted rigger field is a necessity.

Division personnel and airdrop missions. In addition, the platoon operates the personnel and cargo parachutes shake-out towers, and the Marshalling Area parachute at Green Ramp, Pope Air Force Base. The warehouse section of the platoon receives, stores and issues air items and expendable supplies valued in excess of \$60 million annually. The airdrop equipment repairmen and parachute inspectors of the Air Items Supply and Maintenance Platoon utilize a wide variety of specialized equipment and sewing machines in accomplishing their organizational maintenance mission. No parachute is placed into service without a thorough inspection by this platoon. There is no room for error.

The Airdrop Platoon prepares and rigs all vehicles, weapons systems and mass supply loads needed to support the 82d Airborne Division, nearly



Riggers prepare one of this year's 1400 loads for airdrop.

The Air Items Supply and Maintenance Platoon receives, repairs, and issues all necessary air items and accompanying supplies to support

1400 loads per year. The critical importance of this platoon's mission is manifested each time the Division has an Emergency Deployment

Readiness Exercise (EDRE). At these times, the Heavy Drop Rigging Site becomes a beehive of activity. Since the paratroopers of the 82d Airborne Division depend on having their equipment, weapons, and ammunition on the drop zone when they land, the role of the Airdrop Platoon in "Keeping the Airborne, Airborne" cannot be understated. The riggers of the Airdrop Platoon realize this, and are extremely proud of their significance in mission accomplishment.

The Echo Company's Motor Pool Section with its staff of 24 soldiers, provides vehicle maintenance, vehicle and heavy equipment operators, and ground support maintenance of all company operations. Often the successful completion of an airborne operation depends upon this section. The motor pool personnel are often the most vocal and highly motivated element in the company- and they have to be, surrounded by over 300 parachute riggers! Echo Company is one of six company-sized units assigned to the 407th Supply and Transport Battalion. The 407th was constituted on 5 August 1917 in the National Army as the 407th Supply Train and assigned to the 82d Division. The Battalion was reconstituted, reorganized and redesignated as the 407th Airborne Quartermaster Company on 15 August 1942. In March 1954, the 82d Quartermaster Parachute and Maintenance Company was activated and supplied the Division with parachute rigger support. The 82d Quartermaster Company briefly joined the 407th Supply and Transport Battalion in May 1964 as B Company, 407th, but reverted back to 82d Quartermaster Company status in August 1965 when the rest of the Battalion was inactivated. In September 1974, the 82d Quartermaster Company rejoined the 407th Battalion as the Echo Company of today.

The role of the Airdrop Platoon in "Keeping the Airborne, Airborne" cannot be understated.



The 407th's packing shed.

A soldier in the 82d Airborne Division, particularly a parachute rigger in Echo Company, is constantly scrutinized by his leaders, peers, and subordinates. The "extra" requirements placed upon a Division soldier: 12-mile rucksack marches, night mass tactical parachute operations from high-performance aircraft, an extremely strenuous physical training program, and higher than normal appearance and behavior standards set the troopers of the 82d Airborne Division apart. The parachute riggers of Echo Company are an integral part of the 82d Airborne Division, proud to be All-Americans.

The Parachute Rigger is a very visible trooper around Fort Bragg because of the red baseball cap he wears. That distinctive cap can be seen at the Heavy Drop Rigging Site during an EDRE, at Green Ramp before a parachute jump, or in the Pack Shed packing T-10Cs. When the paratroopers of the 82d Airborne Division yell "Rigger!", they do so with the

full confidence that each parachute rigger firmly believes in the rigger motto, "I will be sure, always."

Life in Echo Company is definitely life in the fast lane. It is not unusual for Echo Company to supply 60 troopers to be jumpers in an airborne operation, 10 troopers to assist in parachute recovery, issue over 1000 parachutes, pack 700 personnel parachutes and 30 G-11 cargo parachutes, rig 20 loads for low-velocity airdrop (LVAD), shake-out and repair over 400 air items- all in one day! The 82d's mission never lets up; neither do the riggers of Echo Company. The world is our drop zone, a fact the parachute riggers of the 82d Airborne Division never forget.

CPT Anthony R. Incorvati II is the Commander, Echo Company, 407th S&T Battalion, 82d Airborne Division, Fort Bragg, North Carolina.

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To Be Sure Always -

Rigger Training At The Quartermaster School



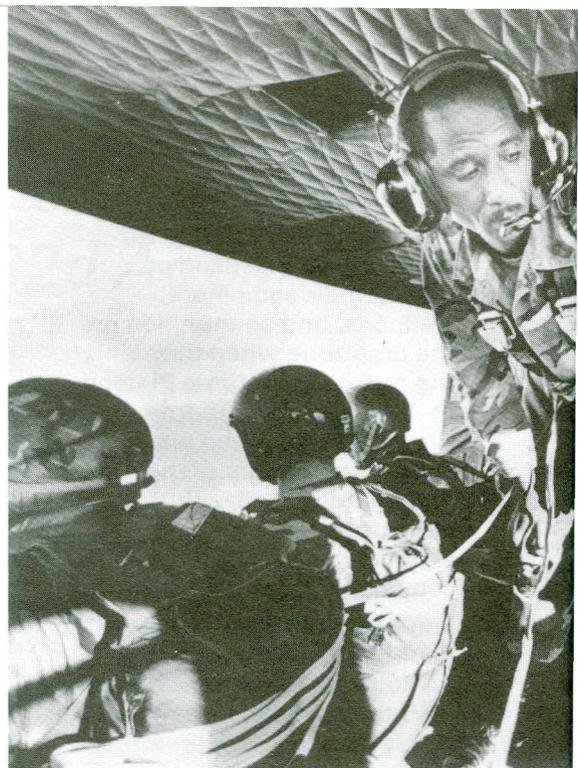
The roar of the jet engines reaches a crescendo as the paratroop doors of each USAF transport in the six ship formation are opened. The wind deflectors are hydraulically winched into the 140 mph slipstream to protect the soon to follow paratroopers. Both jumpmasters in each aircraft move to their respective doors and thrust their bodies into the slipstream and onto the paratroop door jump platform. They check their airspace and identify the rapidly approaching clearing at the drop zone. Swinging back into the relative security of the interior of the thundering transport, each jumpmaster turns and faces his paratroopers as he roars his last two jump commands, "Stand By," and, after a few tense seconds, the green light now shining at the door, "Go!" A hundred and thirty heavily combat-loaded jumpers rush to the doors and out into the heat and humidity of the skies over the territory of one of our allies in the southern hemisphere. In minutes, hundreds of U.S. Army paratroopers are on the ground and rapidly forming into their units. The military power of the U.S. has been swiftly and succinctly demonstrated.

The scenario just described is similar to events as they transpired earlier this year during an unscheduled training exercise conducted by elements of the 82d Airborne Division in Central America. Part of the support provided for that operation came from soldiers who keep the airborne, airborne: the parachute rigger wearing the distinctive red hat, MOS 43E.

Parachute rigger students come to the Airborne Department at Fort Lee for their MOS training after successfully completing Airborne school at Fort Benning. At the Airborne Department, enlisted rigger students are assigned to the Instruction Division and spend 12 weeks and 2 days receiving 445 hours of training. Students learn the fundamentals of personnel and small cargo parachute packing, airdrop rigging and airdrop equipment repair. The training culminates with an end-of-course comprehensive test of skills and knowledge acquired by the student.

Within the Instruction Division there are three branches primarily responsible for training rigger students. The students start in the Pack Branch. There, the student learns to pack three personnel and six small cargo and extraction parachutes. The first parachute the student learns to pack is the MC1-1B personnel parachute. Forty hours are dedicated to learning the intricacies of the MC1-1B, then the student must race the clock to pack the MC1-1B for grade in less than an hour. At the end of the test, the students are required to sign the parachute log book for the first time and certify that a chute is ready to jump. The next step: the student jumps the MC1-1B parachute he packed, from a UH-1H helicopter at an altitude of 1500 feet. At this time, the student begins to understand the commitment to unparalleled excellence embodied in the rigger motto "I Will Be Sure Always." After his successful jump, the stu-

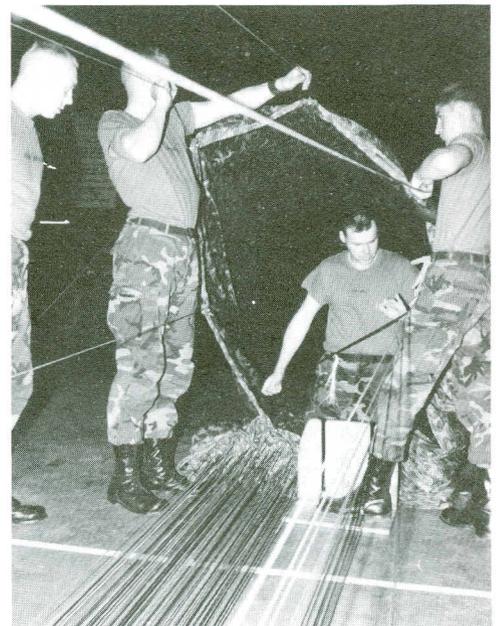
CPT Curtis B. Hill



A jumpmaster makes a final check of

dent continues with his training on the other parachutes required by the curriculum.

Having successfully mastered the requirements in Pack Branch, the student progresses to the Airdrop Branch (AD). In AD, the students learn



Students work as a team to pack the mammoth G-11 parachute.

to pack large cargo parachutes: the G-12 series (64 feet in diameter at the skirt of



jumpers as they approach the drop zone.

the canopy) and the G-11 series (100 feet in diameter at the skirt of the canopy). The parachutes are so large that floor mounted pedestal fans are required to blow air into them so that they can be properly folded as part of the packing process. The students learn to assemble the extraction parachutes to drag loads from the rear of the aircraft while in flight. The student learns to assemble the A-22 cargo bag, capable of holding up to 2200 pounds of supplies, as part of the Container Delivery System (CDS). The student rigs major end items such as the M102 105mm Howitzer, the M998 HMMWV, and the M151A2 1/4 ton truck for delivery onto the drop zone by low velocity airdrop. They also learn to rig equipment for Low Altitude Parachute Extraction Systems (LAPES) delivery.

The training in AD all comes together in the monthly airdrop. During the airdrop, students deploy from Fort Lee to Langley Air Force Base or Norfolk Naval Air Station, Virginia, where they and the equipment they have rigged are loaded onto waiting USAF

C-141 and C-130 aircraft. The aircraft fly to Fort Pickett, Virginia where the equipment is dropped. The students watch from inside the aircraft as the loads are extracted. Shortly thereafter, the students jump out of the aircraft and onto the drop zone next to their loads. The students watch a LAPES delivery, a CDS drop and additional low-velocity equipment drops later in the day. The parachutes are

chines (similar to the type of sewing machines used by a seamstress) to the industrial-sized, very heavy-duty machine which is capable of sewing through 1/2 inch plywood. Students learn repair skills ranging from the relatively simple, such as canopy patching, to the more complex canopy section replacement and the tricky static line snaphook replacement. At the conclusion of their AER



Airborne Department instructors check an M102 Howitzer rigged for low-velocity airdrop.

recovered, equipment is loaded onto flatbed trailers, and students put on buses for the trip back to Fort Lee. The training in AD concludes the next day when the parachutes and equipment are cleaned, stored and readied for use by the next class.

The student then moves to the third instruction Division Branch, Airdrop Equipment Repair (AER). In AER the student is taught the basics of repair and maintenance for air items. As with 98% of the rigger instruction, the student receives hands on training with maintenance equipment. The student must master the operation of five different sewing machines. The machines range in size and capacity from light-duty ma-

training the students undergo the end-of-course comprehensive test (EOCT). When the student passes the EOCT he has overcome the last hurdle to receiving the coveted parachute rigger qualification and the award of the MOS 43E. The soldier progresses from his student status to his position among the elite of the Quartermaster Corps as the newest member of the parachute rigger profession. As he does so, there echoes in his ear the commitment to fellow soldiers and himself as charged by the rigger pledge- "I Will Be Sure Always".

CPT Curtis B. Hill is the Chief, Instruction Division, Airborne Department, U.S. Army Quartermaster Center and School, Fort Lee, Virginia.

AAACO - Airborne Airlift Coordination

Bringing Airborne Airlift Efforts Together

ARMY AIRBORNE/AIRLIFT COORDINATION OFFICE

MAJ Arch Loren Christian

TRADOC has established the AAACO as the focal point within the Army for airborne/airlift issues. It is also chartered as the agency responsible for the resolution of issues relating to airborne/airlift and air transportability in the areas of materiel, doctrine, concepts, training, safety, standardization, operational testing, policy, plans and force design. Given the number of elements, both inter- and intra-service, involved in airborne/airlift operations close coordination of efforts is a must to ensure the compatibility of organizational systems, doctrine, and development that forms the foundation of airborne/airlift operations.

AAACO is charged with that responsibility. Located in the U.S. Army Combined Arms Center at Fort Leavenworth, KS, AAACO develops and maintains a master plan for resolution of airborne/airlift issues. The office is manned by a diverse staff of integrating officers whose primary functions parallel the more generic roles of Quartermaster Airdrop Staff, Airborne Infantry and Special Operations, Research and Development, Air Movement Requirements, and Air Transportability with Army Aircraft. Each officer works within the realm of his area of expertise, but all operate from the Concepts Based Requirements System, or CBRS, in order to accomplish their mission.

AAACO executes that mission through a broad range of activities to include: tasking

appropriate agencies to conduct analyses of the capabilities of existing systems, develop doctrine and training, determine and eliminate deficiencies, and integrate these findings. It also functions in a liaison capacity, with both the XVIII Airborne Corps and all other Army elements in the air movement community, as well as with the Airlift Concepts Requirements Agency (ACRA) and U.S. Air Force agencies (USAF), to keep abreast of USAF doctrine, tactics, procedures testing and capabilities for air movement matters. The Chief, AAACO, is further authorized direct communication with all interfacing and participating organizations to ensure timely and effective direction, and exchange of information relative to airborne/airlift and air transportability.

The results of this intense coordination process, which involves not only reviewing, monitoring and tracking the movements of other agencies, but also initiating actions that resolve airborne/airlift issues, satisfy materiel needs and validate requirements are seen in the accelerated development of concepts, doctrine and materiel. Recent achievements include:

- TRADOC and USAF Military Airlift Command (MAC) Memorandum of Agreement (MOA) for the development of the 60,000 pound Airdrop System.
- MOA for altitude and airdrop airspeeds to compliment future concepts and materiel development as the joint forces seek to drop lower

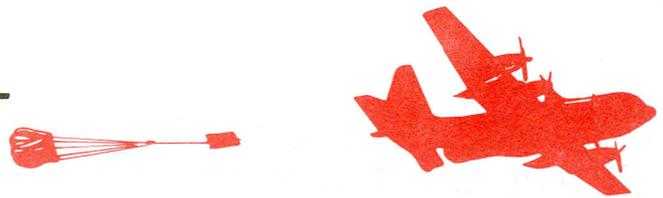
and faster in order to minimize aircraft exposure and maximize load survivability and drop zone accuracy.

Currently, the AAACO is developing an MOA and an implementation plan that will allow the Air Force to airdrop supplies and equipment to battalion size units and smaller without the use of Air Force Combat Control Teams. The small unit operation will perform its own drop zone control. Sharing with the MAC in this effort, the AAACO plan will contribute significantly to the operational capability of tactical airdrop support as it adds to the flexibility of the resupply requirement in small unit operations. The effect of this action will be to serve as a combat multiplier for the USAF tactical airdrop mission.

AAACO is the executive agent for coordinating airborne-, airlift-, and air transportability related matters for TRADOC, and through the TRADOC Deputy Commanding General for Combined Arms, has tasking authority over all TRADOC subordinate elements and coordination authority over all TRADOC subordinate elements and coordination authority with all major commands (MACOMS). In this capacity, AAACO will continue to provide responsive and proactive support to the airborne/airlift community, tailoring its charter to meet the requirements of the field on an annual basis.

MAJ Arch Loren Christian is the Air Delivery Staff Officer (Rigger), CACOA, Fort Leavenworth, Kansas.

Informing the Field - Airdrop Manuals



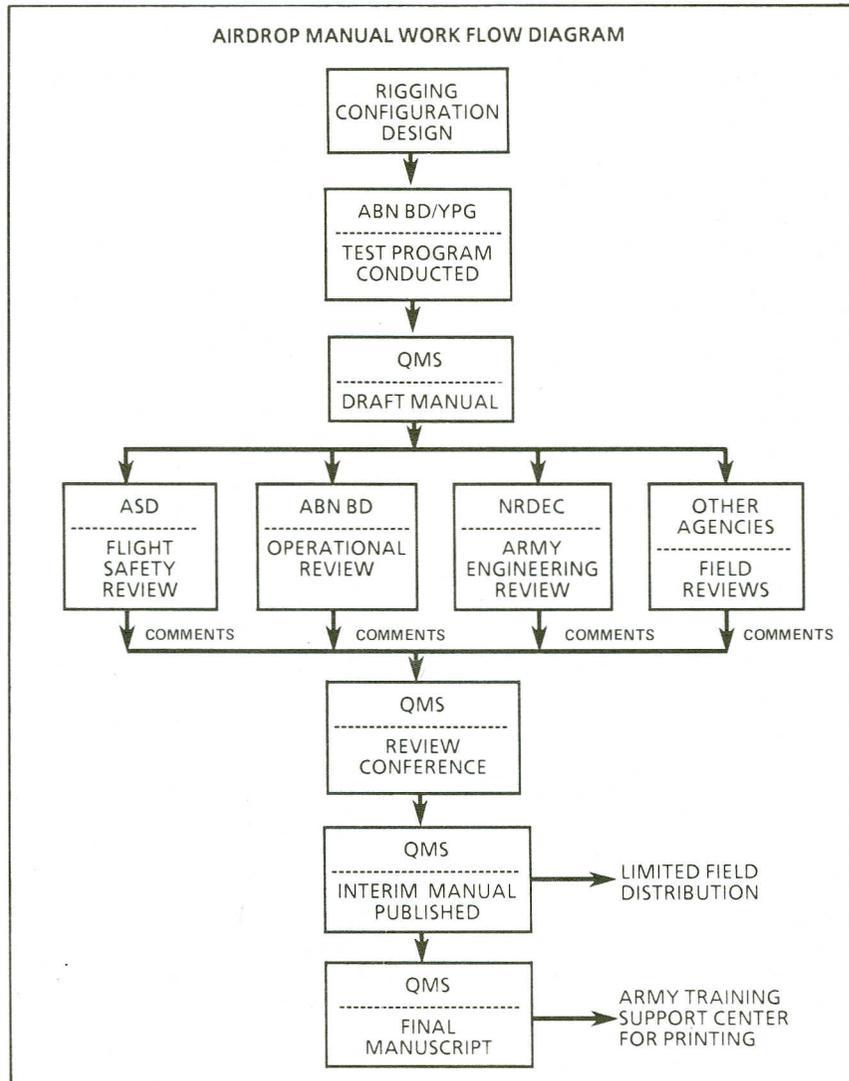
"Where is our manual?" is a question often heard from the field.

Theodore J. Dlugos

AR 70-47, Engineering for Transportability, states that TRADOC, in coordination with the U.S. Air Force, will "Publish approved rigging procedures for airdrop of Army and other service equipment as appropriate." The Airborne Department, United States Army Quartermaster School, as the U.S. Army proponent for airdrop, executes this TRADOC responsibility. The information disseminated by the QM School is the culmination of a long process of design, development, testing and analysis that involves numerous agencies. The roles of these agencies are described as follows.

The Commander, Military Traffic Management Command (MTMC), as the Army Transportation Agent, maintains and publishes a current listing of Army, Air Force, and Marine Corps equipment certified for transport in U.S. Air Force Military Airlift Command (MAC) aircraft.

The Army Materiel Command's (AMC), Natick Research, Development and Engineering Center (NRDEC), determines airdrop acceptability. NRDEC is also designated by AR 70-47 as the only agency with authority to issue official certification for systems, equipment and munitions (SEM) items to be airdropped from fixed wing aircraft. Design of different airdrop rigging configurations comes primarily from NRDEC, especially developmental and high weight materiel. Rigging configurations can also come from Yuma Proving Ground (YPG), the United States Army Airborne and Special Opera-



tions Test Board (USAASOTB), or be suggested by the user or civilian contractor.

U.S. Air Force Aeronautical Systems Division (ASD).

In addition to approval of rigging configuration design by U.S. Army agencies for survivability of the materiel and associated equipment, approval is also needed from the ASD. ASD approval applies to flight safety and conformance to U.S. Air Force procedures.

After the design of rigging procedures is completed, the airdrop item must be tested. Airdrop testing is normally conducted at either YPG (developmental testing) or the USAASOTB (operational testing). The priority for airdrop equipment to be tested is primarily based on the needs of the XVIII Airborne Corps, the U.S. Army's biggest airdrop user.

The U.S. Army Quartermaster School Airborne Department,

has an airdrop manual developer assigned at the USAASOTB. After USAASOTB personnel validate the designed rigging procedures, the actual manual development begins. The QMS airdrop manual developer directs the rigging of the trial airdrop load for its third and final test drop. During this final rigging, photographs are taken for inclusion into the rigging manual, along with step-by-step procedural notes. These notes are forwarded along with the photographs to the USAQMS, Airborne Department. There, the preliminary draft is assigned to an Airborne Department writer and developed into a coordinating draft manual. This coordinating draft is edited and editorial comments incorporated, then mailed for field

review technical comments. After the field review technical comments are collected, a subject matter expert (SME) panel consisting of NRDEC, USAASOTB, U.S. Army Troop Support Command (TROSCOM), USAF, and USAQMS representatives determine which comments to include into the draft manual. Corrections are made by the QMS writer, and the manual is sent to the QMS Directorate of Training and Doctrine (DOTD).

DOTD prepares the manual into camera-ready copy/mechanicals (CRC/M) for submission to the U.S. Army Training Support Center (ATSC) for printing and eventual distribution and resupply to the field.

QMS development of airdrop field manuals is based on the

TRADOC 18 month development cycle from start to submission to the contract printer. In order to expedite rigging procedures to the field, the QMS prints black and white copies of the final draft rigging procedures and distributes them to the field as interim manuals, while the CRC/M are being developed and printing for the final manual is completed at ATSC. This enables the QMS to have procedures in the field approximately 9-12 months (depending on manual size) after manual development starts. The final manuals are distributed to the field approximately 20-21 months after development starts.

Theodore J. Dlugos is the Chief, Training Support Division, Airborne Department, U.S. Army Quartermaster Center and School, Fort Lee, Virginia.

Airdrop Review and Malfunction Analysis

Donald R. Lynn

The Quartermaster School hosts a two day meeting called the Airdrop Review and Malfunction Analysis Board on a quarterly basis. There are usually 75 to 85 attendees from the branches of the armed forces at each meeting. The board reviews and analyzes reported malfunctions that occurred during personnel jumps and equipment drops the previous quarter. The attendees are divided into five or six groups, and each group analyzes a portion of the malfunctions. Each malfunction is scrutinized to determine its possible cause(s) and a solution to prevent future occurrences. As the group analyzes the various malfunctions, one member records the

information. When each group completes its analysis, each malfunction is discussed by all board members.

This information is compared with reports from previous Boards, looking for trends or potential problems. This information is reported to the airborne community immediately under a new Airdrop Incident Advisory Reporting procedure. (See For Your Information, page 41.)

Reports of malfunctions and the board's analysis are compiled and printed by the Airborne Department, QMS, in the Quarterly Airdrop Review and Malfunction Analysis (QAR&MA) publication. Other information included in the

QAR&MA publication includes items of interest briefed by guest speakers at the Malfunction Review. This material, along with other news pertinent to the airborne community is printed in the "Hot Poop" section. Points of contact are included with these releases in case more information is needed. Additionally, each unit within the armed forces that deals with airdrop submits a monthly report of the number and types of drops they conducted. This data, along with other related data (i.e., accident reports) is compiled and printed in the QAR&MA. The publication is mailed to more than 600 units worldwide in hopes that by "passing the word" the malfunction rate within the armed forces may be minimized.

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AIRDROP DEVELOPMENTS

Norm Bruneau

FM 100-5, Operations, states that: "Army forces must be prepared to fight their battles at the end of long, vulnerable lines of logistical support and must anticipate high consumption rates for all types of supplies. They may have to fight outnumbered against an enemy with significantly shorter supply lines."

The development of new Army airdrop equipment systems has been driven by the realization that airdrop is a viable way to provide logistical support in just such situations. The following is a brief look at new airdrop developments.

Airdrop development can be categorized by two approaches:

1) To increase our current airdrop capabilities through equipment modification or new system design.

2) To increase Air Force aircraft survivability through the design of Army airdrop systems that work lower and faster. Increased aircraft survivability translates to increased chances for delivery to ground forces.

Both approaches are predicated on the requirements of wartime. After those needs have been defined by the combat developer (Quartermaster School), the materiel developer (Natick or Belvoir Research, Development, and Engineering Centers) is responsible for airdrop hardware design and developmental testing with the Test and Evaluation Command. Operational testing of the final system configuration is done by the Airborne and Special Operations Test Board and is closely monitored by the combat developer to ensure

that the new equipment meets the stated requirements and qualifies for type classification as a standard airdrop item.

Development of the following systems uses the first approach, increasing current capabilities as guidance.

- The 60,000-pound Capacity Airdrop System (60K Airdrop) is a multi-phased program

designed to increase our current 35,000-pound airdrop capability to 42,000-pounds now, and eventually to 60,000-pounds. The C-130 aircraft has recently been certified for 42,000-pound airdrop (42K) and will use the new 42K Low Altitude Parachute Extraction (LAPE) System (type classified Oct 87), and the 42K Low Velocity Airdrop (LVAD) System (scheduled type classification Jul 88).

The C-141 aircraft is now certified to airdrop 38,500 pounds during peacetime training and 42,000 pounds during war. The future C-17 aircraft (operational - 1992) is being designed to LAPE and



LVAD up to 60,000 pounds. The 60K systems currently under development will take maximum advantage of the C-17's capability to airdrop more tonnage per sortie.

- The Airdrop Controlled Exit System (ACES) will allow for the airdrop of linked platforms; thereby, allowing the use of shorter drop zones and reduced dispersion for airdrop loads on the drop zone. The ACES is being tested now and has successfully demonstrated that it can deliver various combination loads (i.e., prime mover, howitzer, ammunition) in two, three, or four linked platform configurations. The system is rated at a 42,000 pound capacity and indications are that the same linked platform hardware will be capable of 60,000-pound airdrop from the future C-17 aircraft. A realistic 60,000-pound linked load could conceivably consist of a 5-ton truck, a 155mm howitzer, and a platform of 155mm ammunition. A type classification decision for the 42,000-pound ACES is scheduled for FY 89 and the 60,000 pound version milestones are dependent on availability of the C-17 for system testing.

- Recent success has been enjoyed in expanding the capabilities of the standard Type V airdrop platform. At the request of the Quartermaster School, Natick Research, Development and Engineering Center modified the Type V rigging procedures and demonstrated that certain critical combination loads; i.e., HMMWV, 105 Howitzer and ammo, or HMMWV, VULCAN and ammo, can be airdropped on a single platform. Such a capability decreases rigging time and reduces load dispersion on the drop zone.

- Belvoir Research, Development and Engineering Center is also involved in decreasing the airdrop rigging effort. Belvoir is currently conducting a market investigation as part of the Air Transportable Lifting Devices (ATLD) program to identify a device, or crane, that is C-130 transportable and can lift up to 42,000-pounds for rigging operations at intermediate staging bases. Currently, airdrop units can only rig the larger loads at home stations where the heavy drop rigging facilities utilize installed overhead cranes.

- To facilitate the rapid derigging of loads on the battlefield, the Heavy Drop Derigging System program was initiated by Natick. It entails an improvement of the current airdrop universal drive-off aid and development of a new quick release tiedown device.

These developments increase or improve our current airdrop capability and capacity. The following programs will improve our capability through increased aircraft survivability. On 9 May 1985, the Army (Training and Doctrine Command) and the Air Force (Military Airlift Command) signed a Memorandum of Agreement (MOA) on Airdrop Altitude and Airspeed. Essentially, the MOA cited that lower aircraft altitudes and higher airspeeds were the key to reducing air delivery aircraft threat exposure time on the battlefield. The Army and Air Force jointly agreed to develop aircraft and airdrop systems that worked lower and faster.

- Development of the Enhanced Container Delivery System (ECDS) resulted from this joint MOA. It will allow multiple 2,200-pound supply

containers to be dropped from 300 feet above ground level at 250 knots airspeed as opposed to our current 600 foot, 150 knot system. ECDS is being developed in two phases. Phase I entails a simple modification that will allow our current CDS to be airdropped from 300 feet at 150 knots, and is expected to be in use by FY 89. Phase II will be a 300 foot system that will capitalize on the faster 250-knot airdrop capability of the future C-17.

- The Low Altitude Retro-Rocket System (LARRS) program combines parachute and retrorocket technology to airdrop platform loads from lower altitudes. Loads in the 20,000, 42,000, and 60,000 pound ranges will be extracted from the aircraft and stabilized by a single parachute. Retrorockets will decelerate the load to provide a soft landing without the use of airdrop cushioning material. The 20,000-pound LARRS version is expected to be type classified in FY 93.

This review of ongoing developments is by no means all encompassing. Airdrop requirements reflect the changing needs of the field, and airdrop system development seeks to respond to those requirements by exploring a wide range of options, in order that the future Army can fight "at the end of long, vulnerable lines of logistical support."

Norm Bruneau is a Military Analyst (Airborne), Directorate of Combat Developments, U.S. Army Quartermaster Center and School, Fort Lee, Virginia.



AIRDROP DOWN UNDER -

Australian American Personnel Exchange Program

CPT Brian Hill

Since 1970, the Airborne Department, U.S. Army Quartermaster School has participated in an Officer Exchange Program with the Air Movement Training and Development Unit-Army Component (AMTDU-AC) of the Australian Defense Force. The Air Movement Training and Development Unit is a joint Australian Air Force and Army unit responsible for developing procedures and training per-

Quartermaster captain qualified as a parachute rigger and airdrop load inspector. He must also be air transportability planning certified, and have considerable practical experience in the rigging field. During his two year assignment he is stationed at the Royal Australian AFB, in Richmond, some 35 miles west of Sidney. At AMTDU-AC, the officer is employed as either Senior Instructor (Army) Training, where his typical

The Australian officer selected to serve at the Airborne Department, located in Fort Lee, VA, is always a senior captain from the Royal Australian Corps of Transport, with experience in the airdrop field. The Australian Army does not have an equivalent of the U.S. Army Quartermaster Corps and airdrop tasks are divided between the Transport and Ordnance Corps; the Transport Corps is responsible for the actual rigging of airdrop loads, Ordnance Corps is tasked with the mission of packing parachutes and maintaining aerial delivery equip-



Cpt. Brian Hill acts as drop zone safety officer during a recent exercise at Ft. Pickett, Virginia.

sonnel in tactical and strategic air movement and for tactical airdrop. The exchange assignment is one of a number that were established in the early 1970's respective to strengthen defense ties and increase mutual understanding of the military postures of the United States and Australia.

The U.S. officer selected for the personnel/exchange program must be a Senior

duties include supervising all training in airdrop, airdrop rigger and strategic mobility, or he fills the position of Senior Project Officer (Army) Research and Development where he designs, develops, and tests new airdrop systems. An officer employed in the project area works with U.S. Army, U.S. Air Force captain (C-130 pilot) who is also part of the personnel/exchange program.

ment. At the time of his selection for the exchange program the Australian officer is normally assigned to either AMTDU-AC or the 1st Air Transport Support Regiment.

The length of time the Australian officer spends in the exchange program is two years and four months, slightly longer than that of his American counterpart. During that extra time, the Australian exchange officer attends the Aerial Delivery and Materiel Officer Course, and the Airdrop Load Inspector Certification Course at the

Airborne Department. There is an overlap of assignments during these months; one exchange officer continues to work at the Airborne Department while his replacement undergoes training. Upon successful completion of those two courses, the incoming officer assumes the duties of Chief, Airdrop Branch, Airborne Department. The outgoing officer, having broadened his airborne/airdrop experience considerably during his two years with the U.S. Army returns to Australia on promotion to Major. There, he becomes the Officer Commanding, AMTDU-AC, in order to best utilize the skills and knowledge developed during the exchange.

These skills are particularly important given that Australia purchases aircraft and airdrop equipment from the United States to include: the C-130, Type V platform, UH-60

helicopter. However, not many major items of equipment used/airdropped by the Australian Army are similar to those of the U.S. Army. The Australian exchange officer is responsible for developing rigging procedures specific to Australian equipment and for training personnel in the use of U.S. airdrop equipment. (The U.S. Army and Air Force exchange officers are also involved in these tasks.) The technical proficiency that the exchange officer gains regarding all aspects of aerial delivery; from parachute rigging to the maintenance of airdrop items is one of the major benefits of the exchange program for the Australian Army. In addition, the professional development of the exchange officer is also enhanced by his exposure to an Army substantially larger than the Australian forces. Although the exchange program was established to pro-

mote understanding between and mutual benefit to the U.S. and Australia, the need to maintain the assignment is constantly under review. Prior to each selection of new participants for the exchange, both countries re-examine the program. The current exchange is the 9th in succession and both incumbents find that they benefit from the opportunity of serving with the Army of another nation. With Australia continuing to purchase and utilize U.S. airdrop equipment, it is hoped the reciprocal gains made by the individual officers and the two nations as a whole continue to be realized and that the program continues through the 1990s.

CPT Brian Hill is an officer of the Royal Australian Corps of Transport, currently taking part in the Australian/American Airdrop Exchange Program. He is the Action Officer, Airborne Department, U.S. Army Quartermaster Center and School, Fort Lee, Virginia.

QM Riggers In The Korean War

Captain William J. Dawson, Jr., of the 8081st Quartermaster Aerial Supply Company stood shivering in the cargo hold of an Air Force C-119 "Flying Boxcar". He decided to go into the cabin to warm up. When he opened the door, he saw the crew took up all four seats, and "flyers" getting their "flight time" occupied the floor. Before closing the door, Dawson held his watch up to the dim cabin light and noted the time: 0730 hours.

He had been awake four hours, helping prepare a cargo of water and C Rations for air-drop to the 502d Tactical Control Group, an Air Force unit directing close air support against communist positions north of Seoul, capital of South Korea. Dawson thought back to his unit's first aerial supply mission. It occurred during October 1950, about a month after American and Republic of Korea (ROK) forces went on the offensive following the long retreat south from the 38th Parallel after the surprise invasion from communist North Korea in June. The withdrawal ended along the Naktong River, where American and ROK units established a defensive perimeter around the port of Pusan. In those early days, as in World War II, flying Quartermasters learned their job as they did it. Since then, the 8081st had conducted more than a hundred airdrops and parachuted all classes of supplies, including an M-2 Treadway Bridge. Now, over a year and a half later, the fighting had stabilized north of Seoul, near where it had begun.

Despite having to fly two hours from Japan in the predawn darkness and cold of January 1952, Dawson was proud to be a Quartermaster, going about the business of sustaining the fighting ability of the ground troops and boosting their morale. Dawson and the dropmaster had provided for the latter by attaching a cache of news magazines to the bundle of rations. Soldiers were always happy for some way to break the routine of frontline service.

Now at 0758, after the dropmaster and his assistant had released all the cables and safeties and checked the load for the last time, a bell overhead rang loudly. That was the signal for the drop. The pilot pulled the nose of the C-119 up sharply and opened the throttle all the way. As Dawson turned he saw the bundles slide down the sharply inclined floor along dual tracks of rollers. In just a few seconds, all the cargo was clear of the aircraft and falling earthward.

Dawson and the dropmaster ran to the open end of the hold and noted that all the bundles were hanging safely from one parachute each, gently swaying in the early morning light and heading toward the huge T-shaped panel on the ground below that marked the drop zone.

Flying 110 miles-per-hour at an altitude of eight hundred feet, the C-119 soon would be vulnerable to groundfire from communist forces at the front. Dawson breathed with relief when the pilot leveled the aircraft off and began to turn back toward Japan. As he and the dropmaster gathered in the static lines that had opened the parachutes, Dawson watched the first bundles land.

This flight, he thought, had been free of trouble, no groundfire and no failed parachutes. All that remained was to try to get comfortable for the ride back to Ashiya Air Base. He knew he could not get too relaxed, because by 2300 hours, tomorrow's operational orders would have arrived. Then the whole job would begin again.

Captain Dawson's experience was typical of Quartermaster rigging during the Korean War, the first conflict in which the Corps was officially responsible for aerial supply. During World War I and the interwar years, the Army considered and experimented with supply by air, but it wasn't until World

War II that Quartermasters conducted their first combat airdrop operations.

Even then, improvisation of equipment and procedures to suit frontline conditions remained the standard, and training consisted of learning the job as it was done.

In the European Theater, the

Army utilized airdrop operations only when overland lines of communication were blocked, or when airlanded supplies could not be delivered. One notable example of this type of support occurred in 1944, during the Battle of the Bulge. There, flying Quartermasters and the Army Air Forces Troop Carrier Command kept the surrounded

101st Airborne Division in Bastogne supplied with rations and ammunition.

The Army utilized aerial supply more extensively in the Pacific. While war time supply operations of any kind are difficult, they proved especially so in the Pacific Theater. Great expanses of ocean, patrolled by the Japanese navy, separated jungle-covered islands. Any line of communication on the islands had to be cut through dense growth and Army units often became isolated, sometimes by enemy action. During the Allied campaign in New Guinea, the Australian army used aerial resupply to sustain its forces. From that example, the Sixth U.S. Army saw the need for a trained Quartermaster Corps air-supply unit and organized the Provisional (Quartermaster) Air Supply Company, early in 1943. Later redesignated the 11th Cargo Resupply Squadron, it was the first U.S. Army unit designed to conduct routine aerial resupply missions. From its creation till the recapture of the Philippines in 1945, this unit airdropped over twenty-five hundred tons of supplies to the Sixth Army.

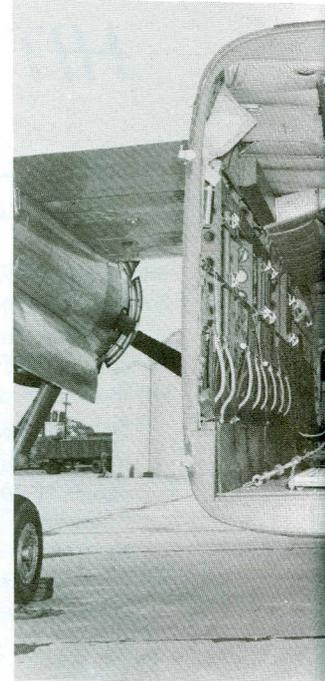
During the post-war years, the Corps supply-by-air responsibilities changed greatly. The National Security Act of 1947 legislated an independent U.S. Air Force, creating some initial confusion about the delineation of aerial supply functions between the Army and newly formed Air Force. By late spring of 1950, a series of Department of Defense orders, and interservice agreements had defined the situation to a great extent. As the result of Department of the Army recommendations, the Quartermaster Corps became responsible for most of the

aerial support previously performed by the Air Force or Infantry. These included storage, maintenance, training functions and field operations. (See Figure 1.)

However, by the sudden onset of the Korean War, the Corps had begun few of these tasks. More important, few Quartermasters were jump-qualified, and no Quartermaster air-supply unit had been organized.

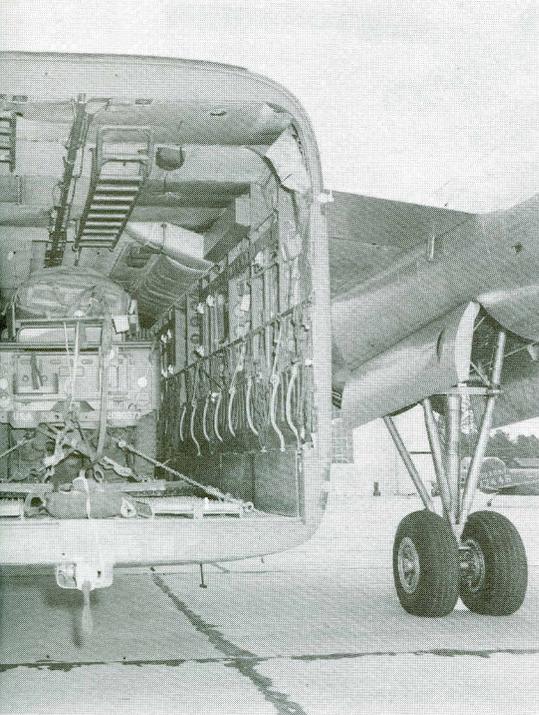
The immediate needs of war brought action. While American and ROK forces fought hard to preserve their hold on the Pusan perimeter, the Army hastily organized the 8081st Quartermaster Aerial Supply Company (originally the 2348th Quartermaster Airborne Air Supply and Packaging Company) at Fort Campbell, Kentucky. Composed equally of personnel drawn from the 11th and 82d Airborne Companies, and Quartermasters from Fort Lee, Virginia, the 8081st trained briefly and then shipped out for Japan. It arrived on September 2, 1950 and continued on-the-job training. Its mission was to draw, store, pack, lash, and eject supplies to airborne and other troops. Combined with a breakout from the Naktong River line, the Eighth U.S. Army conducted an amphibious landing

The distinctive squared fuselage of the C-119 gave rise to its nickname: "The Flying Boxcar"



Reassignment of Armed Forces Airborne Functions as a Result of Department of Army Ad Hoc Committee Report		
FUNCTION	RESPONSIBILITY PRIOR TO APPROVAL OF RECOMMENDATION	RESPONSIBILITY AFTER APPROVAL OF RECOMMENDATIONS
PURCHASE	AIR FORCE	AIR FORCE
DEPOT STORAGE AND ISSUE	AIR FORCE	ARMY (QMC)
DEPOT MAINTENANCE	AIR FORCE	ARMY (QMC)
REQUIREMENTS, FUNDING, BUDGET DEFENCE	ARMY (QMC)	ARMY (QMC)
ORGANIZATIONS A. RESUPPLY COMPANY	AIR FORCE	ARMY (QMC) T/O & E 10-407 (CONTROVERSIAL) QUARtermaster AIR SUPPLY AND PACKAGING COMPANY
B. DIVISION PARACHUTE MAINTENANCE COMPANY	ARMY (INFANTRY) T/O & E 7-27T	ARMY (QMC) T/O & E 10-337 QUARtermaster PARACHUTE MAINTENANCE COMPANY
C. DEPOT MAINTENANCE COMPANY	AIR FORCE	ARMY (QMC) T/O & E 10-417 QUARtermaster AIR EQUIPMENT MAINTENANCE COMPANY
TRAINING RIGGER SCHOOL	ARMY (INFANTRY)	ARMY (QMC)
RESEARCH AND DEVELOPMENT	AIR FORCE	AIR FORCE (EXCEPT ITEMS WHICH ARE NORMALLY QM ISSUE)

Figure 1



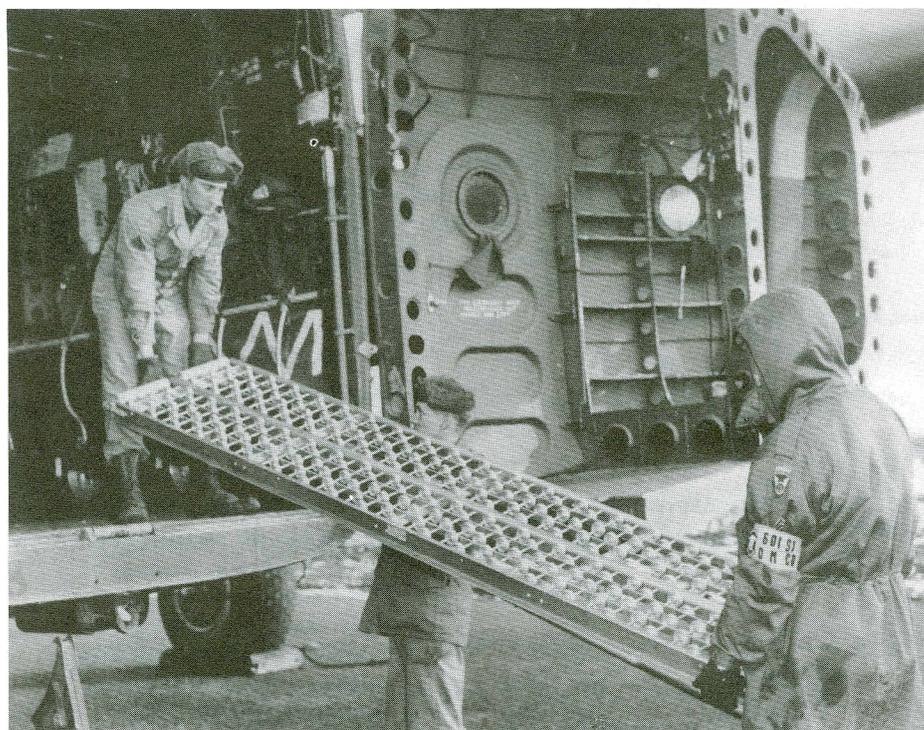
Americans withdrew, a blown bridge near the village of Kot'o-ri blocked their path, and the Marines radioed for help. The 8081st, and Air Force 62d Troop Carrier Squadron responded, dropping eight sections of M-2 Treadway Bridge totaling sixteen tons, to the troops trapped at the gorge. One section landed behind Chinese lines, another was damaged, but the remainder were successfully assembled, allowing the Marine and Army troops to escape south. During the two weeks of the withdrawal from the Changjin Reservoir, Army and Air Force air-supply units had been the

sole source of support for this combined arms force in excess of divisional strength. The 8081st had parachuted 1,571 tons of supplies in the most noteworthy airdrop of the war.

During the United Nation (UN) counteroffensive from south of Seoul in late January 1951, the 8081st continued aerial supply missions. Near the end of March, the 187th RCT prepared for another airborne assault. The plan was similar to that of the Sukch'on-Sunch'on operation. The 187th, reinforced by two Ranger companies, was to land at Munsan-ni and block

near Seoul at Inch'on in mid-September. Soon the North Koreans were retreating northward. To try to cut North Korean lines of communication north of their capital at P'yongyang, the 187th Regimental Combat Team (RCT) carried out an airborne assault behind enemy lines at Sukch'on and Sunch'on October 20. The 8081st provided aerial supply from Kimpo Airfield outside Seoul. The mission included the airdrop of 105-mm. howitzers, 90-mm. towed anti-tank guns, 3/4-ton trucks, and jeeps from C-119s in what was the first successful heavy-equipment airdrop in U.S. Army history.

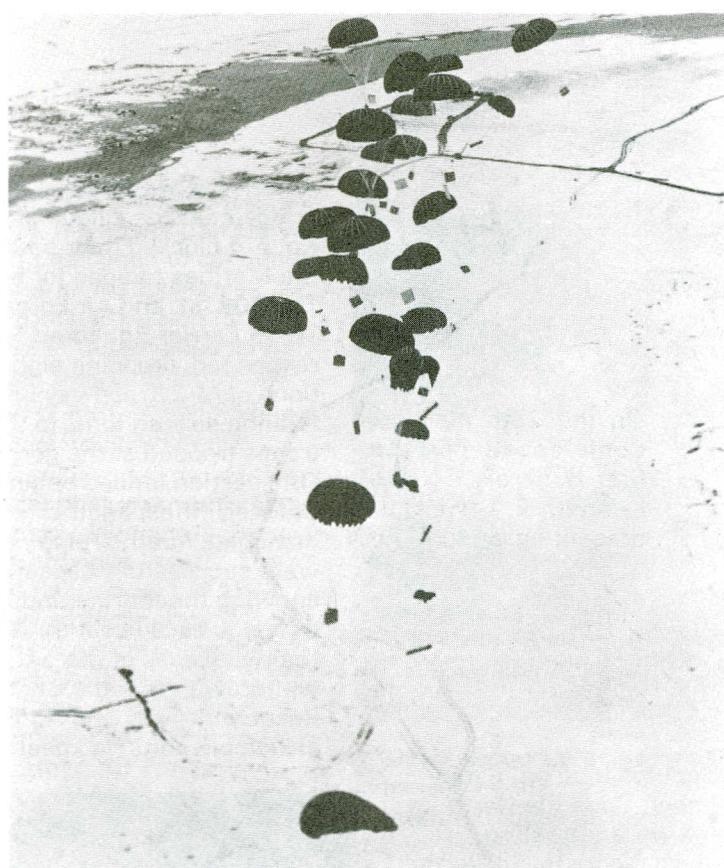
Riggers of the 601st QM Company load a rolling platform used for cargo drops into a Flying Boxcar.



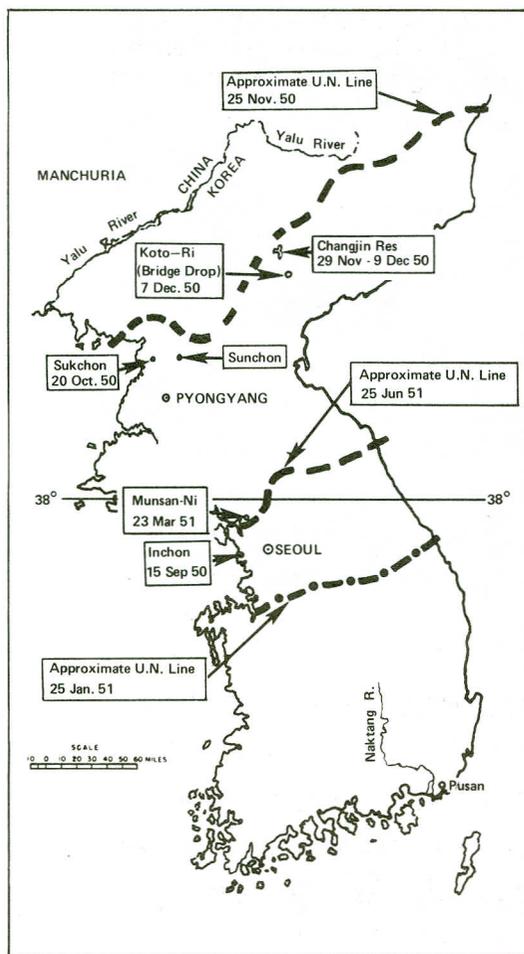
Soon thereafter, the 8081st redeployed to Japan and continued its air resupply mission and training. In late November, some 300,000 Communist Chinese troops entered the war. Aided by winter weather and using night tactics, they sent American and ROK forces staggering back toward the 38th Parallel, cutting off elements of the 1st Marine Division and the 7th Infantry Division in the area of the Changjin Reservoir in central North Korea. As the

In October of 1950, the 8081st provided aerial support to the 187th Regimental Combat Team as it carried out an assault behind enemy lines at Sukch'on. 105-mm. howitzers, 90-mm. towed anti-tank guns, 314 trucks and jeeps were dropped from C-119s in what was the first successful heavy equipment airdrop in U.S. Army history.

the retreat of Communist Chinese forces north of Seoul. The drop took place on the 23d, but this time there were problems. Sixty-five percent of the heavy cargo chutes used by the 8081st had been recovered from Sukch'on-Sunch'on, but the 187th's parachute maintenance detachment had not been able to maintain or repair them properly. As a result, some parachutes failed during the January drop, destroying several jeeps and field artillery pieces on impact. Moreover, the Communist forces withdrew rapidly, preventing the success of the American assault.



A C-119 drops needed supplies unto a snow covered dropzone in Korea.



Korea 1950 - 51

In June, three months after the Munsan-ni jump, fighting stabilized slightly north of the 38th Parallel, staying there through the peace negotiations that ended in the truce of July 1953. With dependable lines of communication available during this period, there was less need for aerial supply. The 8081st continued airdrop operations, but tonnage fell off sharply prior to its last mission in August of 1952. By the end of the Korean War, the 8081st conducted about 150 major drops, used cargo parachutes, and supplied UN forces with 14,000 tons of rations, weapons, ammunition, gasoline, medical supplies and general equipment. What were the lessons learned?

Most important, airborne logistics added a new dimension to warfare. By opening a "vertical supply line," ground forces enjoyed greater tactical flexibility. Small unit commanders knew if they outran their logistical support, or enemy action separated them from it, aerial supply was only a radio message away. As an example,

tactical units during the Korean War were aggressive in river crossings, because supply by air was dependable. Further, the Army's global commitments increased greatly during the early Cold War years; vertical supply added strategic flexibility by allowing the possibility of rapid deployment and sustainment. Working hand-in-hand with the Air Force, the 8081st demonstrated that effective joint operations could rescue or support ground forces. Also, the failure of heavy-cargo chutes in the Munsan-ni operation underscored the importance of parachute maintenance. Since 1953, the Army has digested the Korean air-supply experience, and now, vertical supply is a vital part of AirLand Battle doctrine.

Britt J. McCarley is the Assistant Command Historian/Archivist, U.S. Army Quartermaster Center, and School Fort Lee, Virginia.

HONORARY COLONEL OF THE REGIMENT

CPT Robert M. Bayless

On the 25th of February 1988, during ceremonies marking the annual General Officers Conference at Fort Lee, Virginia, Major General Joseph E. Pieklik (Retired) was installed as the first Honorary Colonel of the Quartermaster Corps (Regiment) (HCOR). Lieutenant General Kenneth E. Lewi, the senior Quartermaster officer on active duty, presided at the occasion, presenting General Pieklik with the Regimental colors.

Major General William T. McLean, the Quartermaster General, established the position of Honorary Colonel to enhance the Quartermaster Corps' participation in the United States Regimental system. During his 3 year appointment, the HCOR will represent past and present Quartermaster Soldiers worldwide at such functions as change of command ceremonies, dinings-in, organizational days, award ceremonies and graduations. The HCOR will also assist the Quartermaster General in promoting the esprit of the Corps, bringing its proud historical traditions to the present. General Pieklik's first duty as HCOR was to preside over the 1988 induction ceremonies for the Quartermaster Corps Hall of Fame.

General Pieklik's military career spanned 33 years of active service, from his enlistment as a private on the 8th of December 1941, to his retirement at the rank of Major General in August of 1975. Upon completion of basic training February, 1942 at Camp Lee, Virginia, he served as a basic training instructor and Platoon Sergeant until accepted to OCS. He was commissioned a Second Lieutenant in December, 1942. During his career he held numerous significant command and staff assignments, outlined briefly below:

1943	Company Command
1946	Supply Depot Commander, Italy
1948	Deputy QM, Mil District
1950	Detailed with U.S. Navy, USS Coral Sea
1951	Asst. Prof. of Mil Science, Indiana University
1954	Post Quartermaster, Camp Fuji, Japan
1955	Staff Officer, Far East Command
1957	C, Systems and Data Processing, Phila, PA
1964	Cdr, 543d QM Gp, Ft Bragg & Vietnam
1967	Cdr, Cbt Svcs Spt Sys Agency, Ft Lee, VA
1969	Cdr, U.S. Army Material Cmd, Germany
1971	Cdr, U.S. Army Tank-Automotive Cmd

General Pieklik is available to speak to your organization upon request. All units and organizations desiring the participation of the Honorary Colonel may send their request to:
Commander, U.S. Army Quartermaster Center and Fort Lee, ATZM-SGP, Ft Lee, VA 23801, ATTN: S. Ellis, or, for more information, call AUTOVON 687-3475/3565, commercial (804) 734-3475/3565.

QM UNIT REORGANIZATION -

The Force Improvement Plan

MAJ Sarah Satterfield

In recent years the Quartermaster force structure, like the overall Army force structure has gone through considerable turbulence. In April 1983, TRADOC initiated the Logistics Unit Productivity Study (LUPS). Its purpose was to increase unit productivity by increasing per capita output, and concurrently decreasing the logistics force structure shortfall. In June of 1983, TRADOC issued a force redesign initiative, named "The Army of Excellence," or AOE, which resulted in the elimination of soldier services in the field. Finally, during the Quartermaster Functional Area Assessment of July, 1984, the Vice Chief of Staff (VCSA) directed that we re-examine our force structure with the intention of offering minimal soldier services.

Using LUPS as a foundation, the Quartermaster School (QMS) undertook this task, developing the Force Improvement Plan (FIP), which considers both AOE space constraints and the VCSA's guidance to restore essential soldier services deleted by the original AOE design.

In July 1985 the Director of Combat Developments, Quartermaster School, briefed the TRADOC Commander on FIP; his guidance led to the development of the TOEs incorporated in the COMMON TOE update of April, 1986. Under the original AOE, only first priority services, Graves Registration and Airdrop, were resourced. FIP addresses **Petroleum Supply, Petroleum Pipeline and Terminal Operation, Repair Parts, Graves Registration, Heavy Materiel, Supply Direct Support, Supply General Support, and Field Services**, with the intent

of increasing each unit's capabilities, generating personnel savings, and reducing the unresourced shortfall. All eight units are at echelons above division.

Changes to three of these units; **Petroleum Supply, Petroleum Pipeline and Terminal Operating**; and the **Repair Parts Company**, occurred on a primarily internal basis, not affecting any other unit. In the case of the **Petroleum Supply Company**, which provides Class III General Support to both Divisional and Non-Divisional units, FIP led to the doubling of issue and storage capabilities through the use of productivity enhancing equipment. This will result in an 81% increase in the receipt and issue of fuel, and a 68% augmentation of storage capacity. Personnel strength increases from 189 to 202 personnel at ALO1

The improved **Petroleum Pipeline and Terminal Operating Company** operates petroleum terminals and pipelines for the storage and distribution of bulk petroleum products as did the H-series unit. Major changes include deleting local delivery and increasing the unit's pipeline from 60 to 90 miles, an increase of 50%. Storage capacity remains constant at 500K gallons of fuel product and unit strengths decrease from 185 to 170 personnel.

Numerous modifications occurred within the **Repair Parts Company**, which provides general support repair parts. A new Class IX planning factor and the development of a workload allocation were among these changes. Previously, there was one Repair Parts Unit per five Maintenance companies, regardless of workload. Reevaluation of

the unit indicated that the improved unit would have the capability of processing 102 tons per day, and that allocation of each company should be based on demands produced by the workloads of maintenance companies, not merely on their existence. Further, under FIP, there will only be one size of this company where there were previously two. Both the Communication Zone (COMMZ) Unit, with a prior personnel strength of 271, and the Corps unit, with a prior strength of 251 will decrease to 186 personnel.

The remaining five companies have interwoven missions. Modifications to any one resulted in functional realignments among the rest. The QM FIP called for substantial mission transfers as illustrated in Figure 1.

The first of the companies that transferred missions amongst themselves is **Graves Registration (or GRREG)**. It will now establish, operate, and maintain a temporary cemetery and four collection points in the Corps and COMMZ areas.

Under FIP, GRREG capability will be consolidated in the Corps units, GRREG missions will be transferred from the Field Service companies (Non-Divisional) cutting down on double handling of remains and effects. Personnel strength will increase from 101 to 159 personnel. GRREG units will also be assigned to Corps rear areas, and will be operating one rather than two cemeteries. Further, the increase in collection points from one to four will assist in the processing of remains; the improved unit will be capable

of processing 175 remains per day in the Corps, with an allocation of one unit per 145K troops, and 200 remains per day in the COMMZ unit with an allocation of one unit per 166K troops.

The **Heavy Materiel Supply Company (HMSC)** undergoes a doctrinal change; it will now deprocess equipment for combat units only. After having received equipment from

mission, and having transferred its Class IV to that unit. The HMSC will now be capable of processing 1400 tons per day, an 83% increase. There will be two versions of this company, a Corps unit which will have a personnel decrease from 183 to 169, and a COMMZ unit whose strength will increase from 183 to 195 based on greater anticipated workload in the COMMZ unit.

Exchange and Bath (CEB) to the Field Service Company. Under FIP, the Supply Company (DS) mission will be to receive, store, and issue Classes I, II, III, IV, and VII supplies and water in support of 18.5K nondivisional soldiers. There will only be one version of the TOE for this unit where there were previously two different TOEs. Strength is reduced to 144 personnel from 188 and 284 in the prior format.

The **General Supply Company** is redesignated a **Supply Company (General Support)** more properly identifying the unit wholesale mission. Its mission will now be to receive, store, and issue Classes I, II, II(P), and IV supplies and to operate a bakery as required. As mentioned previously, the Class VII mission has been transferred out of, and the Class IV mission to this unit from HMSC. Bakery assets are consolidated from Field Service and Supply and Services Units, and bread products will be issued at Class I points with augmentation on an as required basis. The Supply Company (GS) will be capable of processing 467 tons per day and total unit strength decrease from 202 to 140 personnel.

The Petroleum Supply Companies are the first scheduled to convert under FIP, in FY 89, followed by the Supply (DS) and Graves Registration Companies in FY 90. The remaining five units do not convert to their new TOE configuration until FY 93.

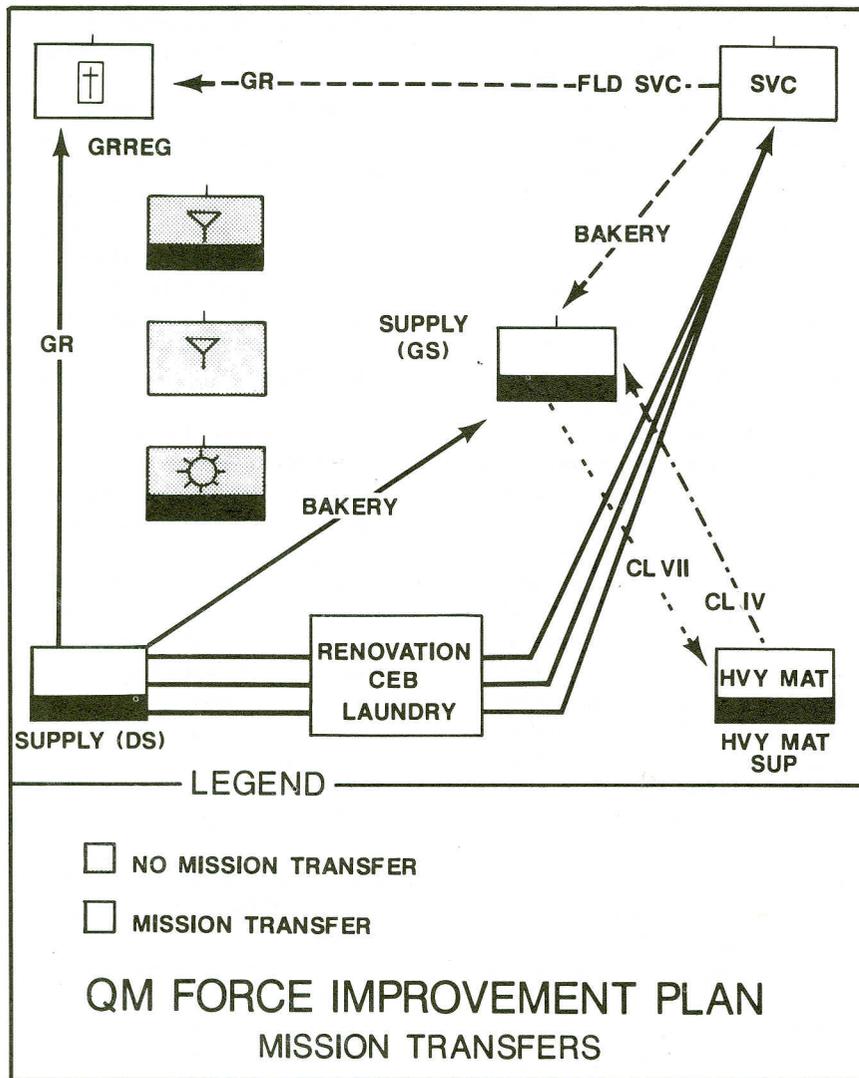


Figure 1

HMSC, mechanics in non-combat units will then be required to deprocess it themselves. The improved HMSC's mission is to receive, store, issue, and perform in-storage maintenance for all types of Class VII supplies, having received the Supply Company's (GS) Class VII mis-

The **Supply and Service Company** is to be revised along functional lines becoming a **Supply Company (DS)**. All services/functions are to be transferred; GR to the GRREG Company, Bakery to the Supply Company (GS), Laundry to the Field Service Company, and Clothing

MAJ Sarah Satterfield is the Branch Chief, Supply Branch Concepts & Studies Division, Directorate of Combat Developments, U.S. Army Quartermaster Center and School, Fort Lee, Virginia.

TRAINING INITIATIVES FOR

CPT Raymond D. Nelson

Sixty-eight percent of all Quartermaster (QM) soldiers are not on active duty. During the next conflict, be it in Europe, South West Asia, Korea or Central America, the majority of soldiers supplying food, fuel and critical supplies will be members of the Army Reserve and National Guard. If the U.S. Army is to succeed in any major encounter with an enemy force our Reserve Components (RC) must be well trained and fully capable of sustaining our soldiers on the battlefield. It is the QM School's responsibility to ensure that QM Reserve soldiers receive the training materials needed to develop proficiency and remain current in 5 Officer, 4 Warrant Officer and 14 enlisted specialties. To do this the School has developed specially configured training packages. Other unique initiatives are being developed and utilized to enhance RC training.

In 1987 the Directorate of Training and Doctrine (DOTD) established a special branch to manage RC actions. The RC Branch develops and monitors initiatives and training materials from their inception through fielding. This streamlined and efficient process allows training packages to be developed faster and with fewer resources. In this time of lessening financial resources, continuing to improve and evolve the RC Training Strategy will become difficult. The DOTD and other departments in the QM School have begun to effect a plan to ensure continued quality training to RC Officers, Warrant Officers, Enlisted soldiers and units.

An RC QM Officer's training begins exactly like that of his active duty counterpart, with the 17 week comprehensive Officer Basic Course (OBC) at Fort Lee. After OBC, the RC officers serve with different types of QM units across the country. As a 1LT or Captain, an RC officer may attend the 20 week Officer Advanced Course (OAC) taught at the Quartermaster School, or opt for the specially designed RC Advanced Course. The RCOAC is intended for those officers who, due to other commitments, can not come to Fort Lee for the 20 week resident course. The RCOAC branch qualifies officers through a curriculum consisting of four progressive phases. The I and III phases are correspondence courses. Training which must be conducted in the field occurs during phases II and IV. Each of these consists of a two week Active Duty for Training (ADT) period. An officer who completes the RCOAC is qualified for a particular specialty: 92B, Supply Management, 92F, Petroleum, or 92G, Subsistence. There is no RC course for 92D, Airdrop Systems.

Quartermaster Warrant Officer training will undergo major revisions beginning when the QM technical certification course is revised and expanded in October of 1988. Quartermaster Warrant Officer Candidates will progress through a four phase course formatted like the RCOAC, with two correspondence and two ADT phases. The first ADT period will be conducted at Fort McCoy, Wisconsin, and the course will be concluded by an ADT technical phase at Fort Lee. Warrant Officers may use up to two years to com-

plete this technical course. Currently, Senior and Master Warrant Officer courses are being designed. These courses will offer the RC Warrant Officer progressive advanced training throughout his career.

The most comprehensive training program is that developed for the RC Enlisted soldier. Specially designed courses are available in every QM MOS (except Parachute Rigger) at the entry level. In addition, Basic and Advanced Non-Commissioned Officer courses are available for most MOSs and additional courses are currently under development. These courses are vital in training RC soldiers to support the fighting force. Although RC soldiers attend Basic and Advanced Individual Training after enlisting, they are likely to change their MOSs during their career. It's not unusual for personal relocation or unit redesignations to result in a requirement for training in additional MOSs. With this in mind, the QM School has developed an extensive number of Specially Configured Packages (SCPs.) SCPs are MOS courses taught at the QM School which have been reconfigured for easier use by the RC. They consist of up to 120 hours of instruction taught during evenings and weekend drills and two weeks of classes taught during ADT.

All of the QM School SCPs may be taught by a local Reserve Forces (RF) School. Currently there are 90 RF Schools across the country. These schools, composed of RC Officers and soldiers, play a vital part in RC readiness by providing quality training. Recognizing this, the QM School's RC Branch pays

THE RESERVE COMPONENT

numerous visits to schools teaching QM subjects. These liaison visits provide feedback on curriculum development and content, as well as additional insight into the training needs of RC soldiers. In addition, training departments within the QM School conduct instructor training courses for RF School instructors. The Directorate of Evaluation and Standardization visits these classes to ensure that they comply with QM School guidance. The QM School also assists the Louisiana National Guard in the instruction of RC NCOs at Fort Beauregard. This training has resulted in increased MOS skills and better trained, more capable NCOs.

This year, the QM School received new direction in training development with a tasking from General Thurman. Instructed to develop training assistance for RC QM units, the DOTD and RC Branch have designed a program with the goal of raising MOS proficiency in QM units. As soldiers become better trained and qualified in their MOS, unit readiness will improve. The QM School presented its RC Training Strategy to the commanders of the QM School and the U.S. Army

Logistics Center and briefed it during the QM General Officers Conference. It includes renewed emphasis on current RC Training opportunities along with new support initiatives.

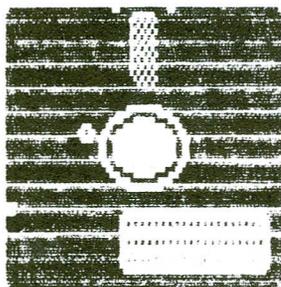
The continued use of Mobile Training Teams (MTTs) is among existing programs being stressed. MTTs are formed by training departments in the QM School to bring specialized training to locations around the world. Last year, MTTs conducted training programs for more than 25 RC units. An initiative under consideration is establishing contact between the training department and the RC proponent unit, affording RC units the opportunity to utilize Active Army resources for training facilities and Liquid Logistics instructors for training. This will help to point out individual unit training needs. Training shortfalls can then be addressed on an MOS wide or single unit basis, as appropriate. Through this program, unit commanders would have input into training developed to assist the RC.

There are many on-going support programs for the RC at the School. The RC Branch administers all RCOAC and RF

School requests for training materials and maintains a record of which courses are being taught during summer training. The RC Branch may be reached at AUTOVON 687-5167, commercial (804) 734-5167. The Directorate of Evaluation and Standardization has established a 24-hour hotline to collect comments from the field. They are interested in feedback regarding all aspects of available training, courses taught, abilities of graduates of the QM School and other QM AIT training posts, as well as recommended changes to QM training, doctrine, and equipment. The hotline may be reached toll free outside Virginia at 800-554-4570 and inside Virginia at 800-552-4820. When the operator answers, ask for extension 3767.

The QM School recognizes the importance of the Reserve Components to the Quartermaster Corps and the Army. Every effort will be made to continue upgrading training opportunities to ensure well-trained, effective leaders, soldiers, and units.

CPT Raymond D. Nelson is a Logistics/ Training Staff Officer, Directorate of Training and Doctrine, U.S. Army Quartermaster Center and School, Fort Lee, Virginia.



The POL RDT

Automated Determination Of Bulk Petroleum Requirements

CPT Max Harden

Dorsey G. Kimbrell

If your thumb has blisters

from flipping through FM 101-10-1 trying to figure your bulk fuel requirements, then perhaps a new computer applications program may be just what you need. With the Bulk petroleum, oils and lubricants (POL) Requirements Determination Template (POL RDT), a micro-computer based program, you can cut computation time from weeks to minutes.

The Planning Factors Management Division (PFMD) of the U.S. Army Logistics Center (LOGC) is the Army's executive agent for maintaining and controlling planning factors for all classes of supply. Typically, when a Department of Defense Agency or an army field unit needed fuel consumption information, PFMD processed the request through the Logistics Data Bank (LDB) using a mainframe computer, a slow, tedious process. Automated determination of bulk petroleum requirements became a reality in November 1986, a short month after PFMD received the 9th Infantry Division's (ID) request for an automated procedure to assist in projecting ammunition and bulk fuel requirements. This fully automated

program allowed logisticians within the 9th ID to determine, in minutes, bulk fuel requirements for units within the division, to a level of resolution not attainable using other sources.

The success of that first bulk fuel template generated for the 9th ID's war contingency planning, and a previously developed ammunition template, prompted PFMD to produce templates that were more generic. Now, template users are not restricted to units in a specific division. Consumption information for bulk fuels and ammunition can be obtained for 230 units, representing all divisions as well as some Corps units, using the POL RDT.

The POL RDT is extremely easy to learn and use. During its development, PFMD set two ground rules:

RULE #1 The program must fit entirely on one floppy Disk.

RULE #2 Employ the K.I.S.S. (KEEP IT SIMPLE, STUPID) Principle at all times.

Additionally, the user can make copies of the diskette without destroying the program. Each time that PFMD

receives a request from the field for the POL RDT it sends a packet that includes: written instructions, a list of the units available on the template, an example of the printout from the template and the POL RDT diskette itself.

The actual procedure for using the POL RDT is easy. After loading Lotus 1-2-3 (any version) the user is ready to load the POL RDT. Everything needed to implement the program is resident on the disk. The user selects his mode of output, either to the screen, or hardcopy printout. After the method of output is selected, the screen will prompt the user to input those Standard Requirements Codes (SRC) and quantities of units for which he requires information. Up to 44 SRCs in varying quantities can be input.

After all SRCs are entered, the program will ask for the name of the task force, after which the user sets up its profile. The program then prompts the user to select a combat intensity and geographic profile. Once these factors have been entered, the user's job is basically complete. All necessary calculations are performed by the computer, and after about 60 seconds the requested output is ready. Figure 1 shows an example of the hardcopy output.

SRC #: 03057L000 CHEM CO, ABN/AIR ASLT DIV
 STRENGTH: 129
 PROFILE: STANDARD
 INTENSITY: MODERATE
 SRC QTY: 1

LIN	NOMENCLATURE	QTY	E/C	POL	TOTAL CONSUMPTION	TOTAL WEIGHT	TOTAL CUBE
E70064	CMPR RCP LP512EN1	1	SG	MOG	12.00	74.44	1.60
F81880	DECON APPR M17A1	6	SG	MOG	237.60	1473.83	31.77
J30492	GEN SMK ABC M3A3	36	GN	MOG	1296.00	8039.09	173.28
J43918	GEN ST KHLR KK15M2	2	GN	MOG	12.96	80.39	1.73
K24862	HEATER MILH11049	1	HG	MOG	48.00	297.74	6.42
P91756	PUMP BARNES 17570	21	SG	MOG	126.00	781.58	16.85
T05028	TRK UTIL CUCV M1009	3	WV	DSL	20.52	145.20	2.74
T59346	TRK CGO 5/4T M1008A1	2	WV	DSL	12.42	87.88	1.66
T59482	TRK CGO CUCV M1008	1	WV	DSL	3.73	26.39	0.50
V12141	TK PUMP UNIT	5	SG	MOG	27.00	167.48	3.61
X40968	M926 TRK CGO 5T	28	WV	DSL	626.36	4432.12	83.74
X60833	TRK UTIL M151A2	21	WV	MOG	91.35	566.64	12.21
X63299	M816 TRK WRK 5 TON	1	WV	DSL	22.37	158.29	2.99
	<u>GALLONS</u>				<u>CUBE</u>	<u>LBS/MAN/DAY</u>	
	DIESEL 685.40				91.64	37.60	
	JP4 0.00				0.00	NA	
	MOGAS 1850.91	11481.19			247.47	89.00	

Figure 1

A final feature of the program allows the user the capability to perform a "What if?" analysis. After output is provided, the user can elect to compute consumption information for the same SRCs in different usage profiles.

The POL RDT is extremely user friendly, and has received enthusiastic response from the field. PFMD revises the template on a regular basis and a new version series (2.0) will be released during the fall of 1988. Many of the features found on the current version, 1.4, are there because of sug-

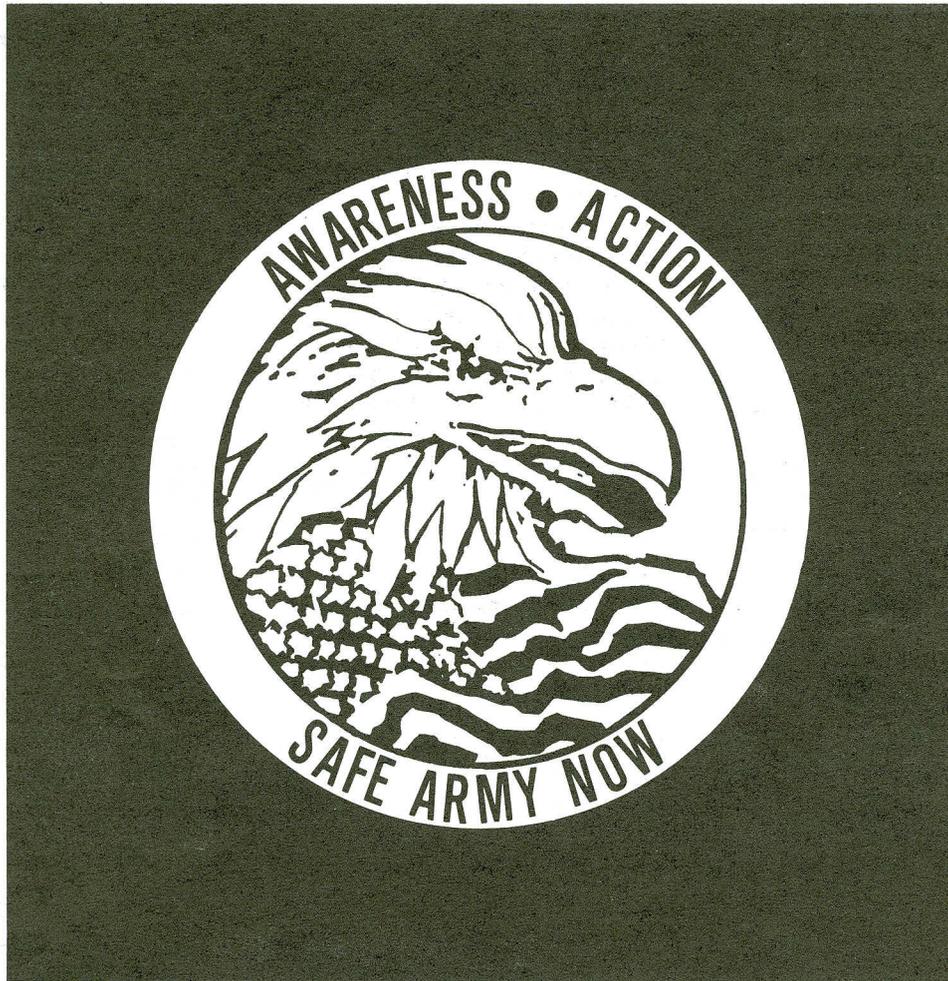
gestions made by users, and feedback to PFMD is encouraged to make the product even better.

So, before you use FM 101-10-1 to determine bulk fuel requirements again, consider using this powerful automated tool. It provides the same information as the field manual, and does so in a fraction of the time. You can request your diskette and user packet by contacting:

Commander
 US Army Logistics Center
 ATTN: ATCL-OPF
 Fort Lee, Virginia
 23801-6000

CPT Max E. Harden is a Petroleum Officer with the Planning Factors Management Division, Operations Analysis Directorate, U.S. Army Logistics Center, Fort Lee, Virginia.

Dorsey G. Kimbrell is a Logistics Research Analyst with the Planning Factors Management Division, Operations Analysis Directorate, U.S. Army Logistics Center, Fort Lee, Virginia.



TACTICAL ARMY COMBAT SERVICE SUPPORT COMPUTER SYSTEM (TACCS)

The following safety precautions must be adhered to when operating the Tactical Army Combat Service Support Computer System (TACCS) in a field or garrison environment:

- (1) Do not place the equipment directly on wet ground, snow or ice for operation.
- (2) If the equipment has been continuously exposed to below freezing temperatures for 3 hours or more, it must be warmed up before use to prevent condensation from affecting the hard disk.
- (3) Two people are needed at all times when lifting the major TACCS components (the logic module, remote logic module and printer.) All components must be handled with care to avoid damage. Do not drop the units, set them down gently.
- (4) When setting up the TACCS, inspect each cable connector for damages, make sure that the connector pins are not loose, pushed back or bent, and the connector shell is not deformed. Route all cables so that people do not trip over them.
- (5) During field conditions, the TACCS must be grounded, otherwise, electrocution can result if the device is operated without proper grounding (the logic module and remote logic module.)

Editor's Notes: This safety message should not take the place of official guidance as outlined in TM 11-7010-213-12.

13TH ANNUAL CULINARY ARTS COMPETITION

MAJ Paul M. Dickinson

On February 28th, 1988, enthusiastic teams began to arrive at their kitchen workshops at Fort Pickett, Virginia, as part of the 13th Annual U.S. Army Culinary Competition. 20 teams, with a total of 123 competitors from dining facilities as far-flung as Korea, Alaska, and Europe were entered in this nationally recognized event.

Many arrived with partially prepared exhibits, but intense 16 hour days filled with practice, preparation and reevaluation of each entry marked the next week and a half before the final presentations. During this time, the competitors shared techniques and expertise while keeping their individual projects secret, raising the overall standard of the Army in the culinary field while competing for personal gold.

The competition, held every year at Fort Lee, Virginia under the direction of the Culinary Skills Division of the Quartermaster Subsistence and Food Service Department is divided into 13 competitive categories, 11 "static" - cold buffet items, decorated cakes, sculptures, breads, and light meals, and two live categories, Garrison Live Cooking and the Field Cooking Competition. Each of the static classes is divided into two levels of entry, Master, open to all, and Novice, for those who have not previously won Gold, Silver or Bronze Medals at nationally recognized competitions.

The Judges for the static events are renown in the culinary world: Hans Bueschkens, President of the World Association of Cooks; Jack Braun,

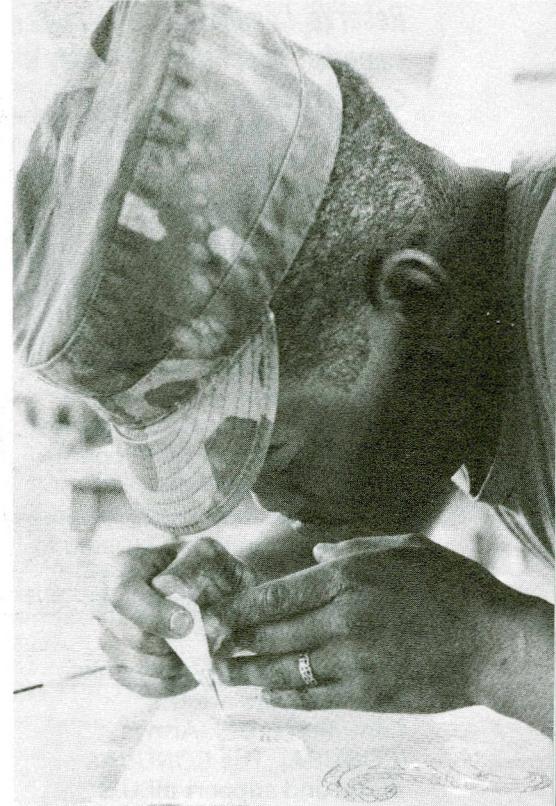
President, American Culinary Federation; Ferdinand Metz, President of the Culinary Institute of America, and USA Culinary Olympics Team Manager; and others of similar standing. In the live classes, judging teams were headed by LTC Poland of DCSLOG, and

Competitors apply all of their skills and abilities to creating the fine details that will make their entries stand out.

Mr. Stephen Posser, Assistant Director of the Culinary Skill Division of the Fort Lee Subsistence and Food Service Department. They assess the entries on many factors: compliance with the rules, presentation, originality, skill of execution, difficulty factor, aesthetic appeal and in the edible classes, taste. This year, for the first time, judging was to an absolute standard, as opposed to prior years when competitors were gauged relative to one another. Application of this rule meant that the first place winner in some categories only received a Silver or Bronze medallion; Army Gold is now recognized as Gold standard even if only one person participated in a given class.

Over 4500 persons, both military and civilian visited this years competition; all were impressed by the profes-

sionalism displayed. In addition to the judging, the Culinary Arts Show also provided an opportunity for the U.S.



Army Culinary Arts Team (USACAT) to demonstrate its considerable expertise, and for the possible selection of new USACAT members from the field of competitors. More than that, it also provided a chance for the 94B to demonstrate his considerable skill, gain valuable technical experience, and last but not least for his customer, as well as the world at large, the 13th Annual U.S. Army Culinary Competition provided a realization of the ability of the U.S. Army Cook.

MAJ Paul M. Dickinson is the Chief, Culinary Skills Division, Subsistence and Food Services Department, U.S. Army Quartermaster Center and Fort Lee, Fort Lee, Virginia. He is a member of the Royal British Army Catering Corps.

READINESS GROUPS - Active Assistance To Reserve Components

CPT Michael C. Papadopolous

Reserve Component (RC) units comprise over 70% of today's

Quartermaster Corps. Contrary to their traditional role as a backup force, RC units will be full partners in the next war. Yesterday's "weekend warrior" has been replaced by a dedicated professional committed to increasing his unit's readiness posture. RC leaders are planning and executing realistic training to enhance their ability to mobilize, deploy and conduct sustained operations on the battlefield. RC Quartermasters are no exception; those units are striving to attain the tactical and technical proficiency demanded by their expanded role.

The main Active Army links with RC units are the Continental U.S. Armys (CONUSA). The CONUSAs assist and support all U.S. Army Reserve (USAR) units and evaluate and assist in the training and readiness of the Army National Guard (ARNG).

The primary mission of each CONUSA is the readiness and mobilization preparedness of units within their geographic area of responsibility. CONUSAs also exercise operational control of mobilization stations and conduct general inspections of both USAR and ARNG units.

Readiness Groups (RGs) are a subordinate command of the CONUSAs. They consist of branch assistance teams organized to support Reserve Component units in their area of operations. RGs provide advice and technical assistance on all aspects of training

designed to improve combat readiness, including doctrine, technique, plans and management, and readiness assessment. Upon mobilization, the prime responsibility of RGs will be to assist the installation commander in charge of post mobilization stations in the training and validation of RCs for deployment.

RG Patrick (RGP), located on Patrick Air Force Base, Florida, is a subordinate element of the Second U.S. Army. RGP supports all RC units in the state of Florida. The Quartermaster Branch Assistance Team (BAT) is one of twelve in the Readiness Group. It is comprised of one officer and a senior noncommissioned officer who provide assistance to the following ARNG and USAR units: 50th Area Support Group (ASG), 50th Supply & Service Battalion (S&S), 53rd Support Battalion (SPT BN), 149th General Supply Company (GS), 853rd S&S Company, 873rd Water Purification Detachment and the 318th and 322d Tactical Water Distribution Teams. The bulk of these QM units belong to the Florida ARNG (FLARNG); normally USAR units form the majority of the Combat Service Support (CSS) force structure. The QM BAT assists in all aspects of unit operations. The planning and execution of doctrinally sound, realistic and effective training accounts for most of their time.

The QM BAT assists supported units weekdays and during weekend training assemblies. During the week the BAT works with a full-time staff comprised of Active Guard Reserve (AGR) members on

Active Duty to fill a critical MTOE slot, and civil service technicians who also fill critical slots. In an average company, these slots are filled with a training NCO, a supply sergeant, and a unit clerk. Full-time staffs are proportionate to the size of a unit and its mission. On weekends, the BAT works with the entire unit. They meet with unit leaders and soldiers, observe training, and discuss any plans or recommendations with the commander and his staff. The BAT also attends scheduled Field Training Exercises (FTX) with supported units.

The vehicle which drives the internal planning of a unit's long and short term training is the Mission Essential Task List (METL). In developing the METL, commanders can request the assistance of BATs. They consider all of the following: Unit mission, wartime mission guidance as issued from wartime headquarters, the most current Annual Training Evaluation (FORSCOM Form 1-R), and ARTEP and inspection results. Since training time is limited, it is essential to keep METLs at manageable levels, basing them on tasks critical to a unit's wartime mission. The BAT also helps to prioritize METL missions/tasks. This allows the commanders and unit leaders, assisted by the BAT to determine training for weekend drill, Annual Training, or post-mobilization. Another part of improving readiness postures is the Training Readiness Assessment Criteria (TRAC) developed by the Second U.S. Army. TRAC provides unit com-

manders a workbook containing a post-mobilization basic task list based on a unit's ARTEP missions and tasks. Beginning at the section level, leaders assess each task and determine how much time is needed to bring that section to the required level of proficiency during post-mobilization. The BAT in conjunction with unit commanders, consolidates section and platoon results as part of a readiness assessment of the entire unit.

Another major area of responsibility for BATs involves mobilization preparedness of RC units. The RC Unit Commanders Handbook (RCUCH) for mobilization and deployment planning (FORMDEPS) directs units to maintain a mobilization file. This is a plan to assemble personnel, load equipment, move to the mobilization station and prepare for post-mobilization training. BAT team members coordinate with their supported units updating alert procedures, logistical requirements and movement plans.

When a file is in place, BATs conduct a mobilization file review to ensure that the file will sustain mobilization.

The support BATs provide to RC units is allocated according to a unit's priority of deployment and training status. The Second U.S. Army prepares and publishes a training assistance catalog and RG Patrick provides a supplement which outlines the areas of expertise and capabilities available within the RG. Each MACOM distributes the two documents to its RC units. The BAT and unit leaders review all training documents and inspection results over several months, planning the assistance for the next training year accordingly. The unit completes the required forms, and forwards their training requests to the MACOM for a joint review by USAR, FLARNG and the RG. Based on this review, the RG allocates BAT man-days of assistance to each unit and prepares their assistance plan. The training plan is implemented each October 1st for

the next training year. RG conducts a review and analysis (R&A) of the plan on a quarterly basis, evaluating and adjusting it accordingly.

The assistance BATs provide to RC units is not limited to these specific areas, but extends to the supply room, orderly room and motor pool. BATs direct their attention toward any identified weakness in order to rectify it and increase unit readiness. Through this process, the RG hopes to optimize the resources and enhance the ability of RC units to mobilize, deploy and conduct sustained operations on the battlefield as part of the total Army.

CPT Michael C. Papadopolous is the Chief, Quartermaster Branch Assistance Team, Readiness Group Patrick, Patrick AFB, Florida.

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LOGISTICS APPLICATIONS OF AUTOMATED MARKING AND READING SYMBOLS-TACTICAL (LOGMARS-T)

The Logistics Applications of Automated Marking and Reading Symbols-Tactical (LOGMARS-T) is an automated system used to track and collect data via machine readable bar codes affixed to most items, such as supply cartons, tools, and equipment. The automated equipment and software are used to read these bar codes and feed the bar code information into the host computer, the Tactical Army Combat Computer Services Support System (TACCS.) With all the data being fed to a centralized computer, there is an instant access to crucial supply information required for quick decisions on turn-ins, requests, and inventories. The punch card, which was never suited for the field environment, can finally be eliminated.

The U.S. Army Quartermaster School, Supply Department, Unit Supply Training Division, Unit and Organizational Supply Branch (76Y10 AIT), Fort Lee, Virginia, started teaching the LOGMARS-T system in January of 1988. The training is 95 percent hands-on, with the student soldiers being required to set up the hardware, select the correct Custom Application Module (CAM), conduct an inventory, print a hard copy of the inventory, and prepare new bar code labels. The LOGMARS-T system is presently being extended to direct support units, battalions, and companies. This program has a direct and positive impact on the Army's material readiness.

PRECONFIGURED UNIT LOADS

Preconfigured Unit Loads (PULS) were created to help offset the austere logistics structure in the Light Division. The initial concept called for the assembly of PULS to take place at the CONUS wholesale base for shipment to an undeveloped theater in support of a deployed Light Division after D + 4. The U.S. Army Quartermaster School, in concert with AMC and the 7th Infantry Division (Light), developed component lists for three types of PULS: A Class IV barrier PUL (5660-01-224-8542) - all supplies necessary to emplace 100 meters of hasty barrier material; an admin PUL (7520-01-224-8543) - a stockage of admin and housekeeping supplies designed to support a BN size element for approximately 15 days; and a chemical defense equipment PUL (4240-01-224-8541) that would replace MOPP gear and selected Chemical related Class IX for 25 soldiers.

The PULS concept is currently being incorporated into all appropriate doctrinal literature, and will receive additional publicity in the coming months. It is also the current strategy to incorporate prepackaging into GS supply doctrine for all Divisions for items such as Class IV barrier material.

QUARTERMASTER PICKS UP MAP SUPPLY FROM ENGINEERS

An Interim Operational Concept is under development at Quartermaster School (QMS) wherein a Quartermaster proponent general support (GS) unit will stock and distribute standard maps and map products. ("Standard Maps and Map Products" include all maps or related items available by number from Defense Mapping Agency (DMA) catalogs.) An augmentation platoon will be developed for attachment to selected General Supply (GS) (TOE 42-118L) companies to perform this mission, and added map supply training will be provided at QMS for some CMF 76 personnel. In closely related development, DMA is leading a study to determine if maps can be provided with National Stock Numbers (NSN) in addition to, or instead of current map catalog numbers. Overall aim of both moves is to integrate maps into the normal flow of Army supply.

SUPPLY

ADOPTION OF THE ANNUAL UNIT SUPPLY UPDATE CONCEPT

DA DCSLOG recently implemented a decision to publish the unit Supply Update on an annual basis. The Update provides policy and procedures for system managers who control supplies at the retail level. The Update was previously published and distributed biannually. The new cycle of distribution will be January to January with Update 12 being published and distributed in January 1989.

Adoption of this recommendation will benefit the soldier/user by reducing turbulence in policy/procedure, enhancing credibility of the document. In addition, a direct cost savings of \$250,000 will be realized by the Army as publishing, galley proof and distribution costs are reduced accordingly. Service schools which use this publication as a basis for course curricula will also be affected. A significant reduction in costs relating to production and distribution of training materials can be anticipated annually. Adoption of the annual update concept will ensure that SQTs will reflect current policy/procedure before being released to the field. Milestones modifying the developmental schedules of proponent SQTs (MOS 76C, 76P, 76V, and 76Y) have been forwarded for approval. When approved SQTs would be validated and administered to the soldier in the field using the same Unit Supply Update.

SUPPLY EXCELLENCE AWARD

This program was officially established on 2 January 1985 and implemented during the 1st Quarter of FY 86. The award is designed to provide a structure for, and recognition of, group and individual supply initiatives and operations. Its implementation will improve supply operations while recognizing those exceptional CMF 76 personnel in the field.

The third year of the program began with the transmittal of FY 88 guidance to all major commands. The guidance was sent via message 301918Z Jun 87, DALO-SMP-S, SUBJECT: FY 88 Guidance for Implementation of the Chief of Staff, Army, Supply Excellence Award.

Evaluation of the Army National Guard units took place in November 1987. Army Reserve units were evaluated in March 1988. Evaluations for the Active Component units began in February 1988 and concluded in May 1988. Winners and runners-up will be announced in June; winning unit representatives are scheduled to receive their awards in August 1988.

F Y I

Effective 4 April 1988, the Petroleum and Field Service Department will be known as the Liquid Logistics and Field Services Department. The following office symbols are provided to assist you in obtaining information:

- ATSM-LLS Liquid Logistics and Field Services Department
- ATSM-LLS-A Advanced Liquid Logistics Division
- ATSM-LLS-B Basic Petroleum Logistics Division
- ATSM-LLS-F Field Services Support Division
- ATSM-LLS-L Laboratory Training Division
- ATSM-LLS-P Proponent Office
- ATSM-LLS-W Water Division
- ATSM-LLS-AD Administrative Branch
- ATSM-LLS-O Operations Branch
- ATSM-LLS-SP Supply Branch
- ATSM-LLS-D Development, Evaluation, and Validation Division

SLING LOAD OPERATION

The Basic Petroleum Logistics Division has incorporated sling load operations as a practical exercise. This block of instruction enhances realistic training for the 77F with the actual equipment; i.e., sling loading a 500-gallon collapsible drum to isolated areas to refuel aircraft with the forward area refueling equipment (FARE) system. The practical exercise has improved proficiency of the 77F in aircraft refueling.

DELETION OF MOS 41J, OFFICE MACHINE REPAIRER

All recruitment and training for active Army Office Machine Repairers (MOS 41J) has been cancelled. Soldiers classified in MOS 41J will be reclassified as directed by TAPA (AR 600-200 applies). Training for Army Reserve Components will be phased out at Fort Lee within the next six months. Personnel in the Reserve Components will be reclassified at the direction of the Office of the Chief, National Guard Bureau (NGR 600-200 applies) and Office of the Chief, Army Reserve (AR 140-158 applies) as appropriate. Position coding changes, to include duty position titles, MOS codes, and/or standards of grade authorization (SGA), will be accomplished during the July-September 1988 Management of Change (MOC) window in all MTOEs and TDAs in effect 1 October 1989.

LIQUID LOGISTICS & FIELD SERVICES

LAUNDRY AND DECONTAMINATION DRY CLEANING SYSTEM (LADDS)

The Laundry and Decontamination Dry Cleaning System (LADDS) is being tested as a replacement for the currently fielded Trailer Mounted Laundry. It will also have the capability to perform clothing and selected equipment decontamination. The proposed drycleaning process maintains a closed-loop, reusing and regenerating the drycleaning solvent. This eliminates water from the laundry process, replacing it with a limited resupply of drycleaning solvent. LADDS is scheduled for initial fielding 2d Quarter FY 90.

DRIVER TRAINING FOR PETROLEUM SUPPLY SPECIALISTS (77F)

A five-week 77F Driver Training course was established at Fort Dix, NJ, in October 1986. The course is designed to accommodate a student load of 36 77F soldiers per week. Petroleum Supply Specialists receive classroom and behind the wheel training on 2 1/2-ton trucks with Tank & Pump Units, 5-ton Cargo Trucks, 5-ton Tractors with M131A5 Petroleum Trailers, HEMTTs, and 1/4-ton Trucks. An outgrowth of the course was the creation of a new Additional Skill Identifier (ASI) of H7 for petroleum vehicle operators. This training will provide units with qualified drivers, augment operator maintenance and enhance safety programs.

QUARTERMASTER SAFETY MESSAGES

All 77L personnel are reminded that fumes from petroleum products and chemicals utilized in the laboratory are toxic, and the following safety procedures must be followed:

- Mobile laboratories must be purged a minimum of 10 minutes before entry, after a shutdown period of two or more hours.
- Base laboratories must turn on all exhaust fans while personnel are working.
- The two man rule must be observed at all times.

F Y I

SUBSISTENCE OFFICER COURSE (92G)

The QMS conducts a six week course to provide commissioned officers with an advanced understanding of subsistence supply and usage in the Army. The course prepares the officers for a staff assignment in food management. This course is a follow-on course to the Quartermaster Officer Advanced Course but can be taken by other personnel requiring the subsistence and food service management training. For information contact CPT Rogers, AUTOVON 687-1375 or Commercial 734-1375.

FIELD KITCHENS ARE OUTFITTED FOR TRAY-PACK FEEDING

The DA Deputy Chief of Staff for Logistics has directed that all trailer-mounted field kitchens have the capability of opening, handling, serving, and transporting tray-pack foods. An upgrade program to outfit MKTs is in process. All fielded MKTs are scheduled to have tray-pack feeding capability by the fourth quarter of fiscal year 1988. New production MKTs will be equipped for tray-pack feeding during manufacture. Upgrade equipment items will be force issued to all units with MKTs.

94B GARRISON TRAINING FACILITY

The Subsistence and Food Service Department opened its large garrison training facility on 4 April 1988, Building P-8402, Fort Lee, Virginia. This training facility will be operated by 94B students under the supervision of 94B instructors. Training in this environment will allow students to demonstrate their ability to solve actual and potential real work problems as they relate to dining facility operations.

SUBSISTENCE

DISPOSAL OF FIELD KITCHEN WASTE

It is vitally important that waste products from field kitchens be disposed of properly. Inadequate waste disposal procedures may lead to impaired readiness due to disease, and trash on the battlefield can give away unit locations. T-ration modules contain plastic trash bags. In forward deployed units which receive prepared rations in meal carriers or insulated food containers, all kitchen waste should be packed in trash bags and sent back to the preparing unit. The unit providing food service support should separate organic waste as provided in local SOPs and burn all remaining flammable waste, if possible, in a field expedient incinerator as described in FM 21-10, Field Hygiene and Sanitation. Waste which cannot be burned should be transported to the sanitary landfill site. Coordination of the transportation of waste is the responsibility of the logistics officer. Trucks which transport rations should NOT be used. Food service personnel should NOT handle garbage. Food advisors and food service officers should ensure that commanders and logistics officers are aware of the proper procedures for waste disposal.

SAFETY MEASURES FOR THE M-2 BURNER UNIT

The fuel tank on the M-2 Burner unit may require special attention. If there are signs of dragging or bumping of the tank, take preventive maintenance action as indicated below:

- Take quarter inch diameter washers (NSN 5310-00-639-7554) and place under the four fuel mounting brackets and above the frame.
- Replace the four screws and tighten.
- Check for generator binding, as it must slide forward slightly at replacement time.
- Place quarter inch washers under the air shutter bracket, in order to release the tension and allow for the free movement of generators.
- Reference TM 10-7360-204-13 & P, dated 29 August 1986. Remember that safety is paramount when operating this piece of equipment.

FYI

PARACHUTE RIGGERS TO RECEIVE NEW FAMILY OF SEWING MACHINES

Parachute Riggers will soon begin to receive the first shipment of a new family of sewing machines to replace the variety of models that have been in use for several decades. The Defense General Supply Center has contracted with the Consolidated Sewing Machine Company of Maspeth, NY, for five types of machines. Delivery of the light/heavy duty machine, FSN 3530-01-186-3079, began in the April/May 1988 time frame.

C-17

Development of the Air Forces new airlifter, the C-17, is continuing. Current plans call for the fielding of a mini-squadron by the end of FY 1992. The C-17 will be capable of performing intratheater as well as intertheater airlift missions. It will be capable of conducting all types of airdrop operations including low altitude parachute extractions. The C-17 will be capable of airdropping loads weighing up to sixty thousand pounds on a single platform or 110 thousand pounds on multiple platforms.

AIRBORNE DEPARTMENT MOBILE TRAINING TEAMS

In the past, the Airborne Department has provided mobile training teams to assist units in the field. While mobile training teams provide a cost effective method of training at unit locations, they severely tax the instructor resources of the Airborne Department to conduct resident training. Recent reductions in instructor manning, coupled with an increase in the number of students attending resident training, now preclude the department from supporting mobile training. At this stage, it is not possible to predict when the current situation will change. Units wishing to be considered for mobile training team support may still submit requests to the U.S. Army Quartermaster School through the Directorate of Training and Doctrine, ATTN: ATSM-DTO, Fort Lee, Virginia 23801-5000.

AIRBORNE

AIRDROP INCIDENT ADVISORY PLAN

As a result of the CG, XVIII Airborne Corps' request for a more timely airdrop incident reporting system, the Army Airborne Airlift Coordinating Office (AAACO) with input from the USAQMS; USAIS: JFKSWC; XVIII Airborne Corps; and TROSCOM developed an Airdrop Incident Advisory Plan. The 31 December 1987 final approved plan provides procedures to report airdrop incidents not related to air item malfunctions. Incidents reported under this plan will be used with other reports to determine trends that may cause death or injury to personnel, or destruction to airdropped equipment. Through proponent analysis, a probable cause will be sought and a corrective action recommended. For further information contact: Commander, Combined Arms Combat Development Activity, ATTN: ATZL-CAI-A, Fort Leavenworth, Kansas.

WAIVER FOR NON-STANDARD AIRDROP

As the result of an incident of the main cargo parachutes falling off a M998 during flight, authorization is granted to change the parachute restraint in FM 10-517 as follows:

- On loads requiring two G-11s, secure parachute restraint to tiedown clevises bolted in platform side rail clevis holes 22 and 22A.
- On loads requiring three G-11s, install the first parachute restraint in the same manner as described above. Install the second parachute restraint through the rear carrying handles IAW FM 10-500 and secure to tiedown clevises bolted in platform side rail holes 24 and 24A.

DELETION OF AIRDROP ALTITUDE WIND RESTRICTIONS

In December 1987, a message was sent out eliminating wind restrictions at drop altitude. This information was originally sent out by HQ MAC by message 101435Z Dec 87.

Career Notes

NCOES - Non Commissioned Officer Education System

CSM Charles E. Webster

Combat Service Support is a critical part of combat power on the Airland Battlefield, greatly increasing the responsibility of Quartermaster noncommissioned officers. Modern warfare will make unprecedented demands for the resources we provide.

Fuel consumption will be dramatically higher than it has ever been, Class IV barrier material critical as maneuver forces seek to impede enemy movement, repair parts for high-tech weapon systems, must be located as close to the user as possible, and airdrop operations will become essential to the maintenance of extended communications lines.

Professional development for NCOs is the sum of all training, education, and experience provided to soldiers by the Army that better enables them to carry out their missions. A key element to professional development is the Non Commissioned Officers Educational System (NCOES). NCOES provides progressive, continuous training throughout the career development of enlisted soldiers. Tactical and technical skills are instructed in an integrated system training at four levels-primary, basic, advanced, and senior. The objectives of NCOES are:

- 1) To train NCOs to be trainers and leaders of soldiers who will work and fight under their supervision.
- 2) To provide tactical and technical job training for NCOs.
- 3) To improve collective mission proficiency through individual NCO proficiency.

How important is NCOES? General Vuono, Chief of Staff, thinks it important enough to state he will keep the program even if it means slowing modernization and reducing strength. (Address to students at the Sergeants Major Academy, Fort Bliss, Texas.) If that does not impress upon you the significance of NCOES, the fact that the Army is moving toward increasing military education as mandatory elements for promotion should. NCOES instruction is broken down as follows:

- **Primary.** The primary level of NCO training prepares selected E4(P) and E5 soldiers for leadership responsibility. The Primary Leadership Development Course (PLDC) is available to selected soldiers from any branch. It is a non-MOS specific, field-oriented leadership course built around basic soldier skills. The fluid Airland Battlefield means that CSS units are likely to be subjected to enemy action as never before. PLDC provides Quartermaster NCOs leadership and tactical skills in preparation for this challenge. PLDC is a four-week course conducted in NCO academies worldwide. Unit commanders select and schedule soldiers for attendance according to AR 351-1. Completion of PLDC is required for promotion to Staff Sergeant (effective 1 July 1986) and is a prerequisite for selection to attend the Basic Noncommissioned Officers Course (BNCOC) (effective 1 October 1986.) Personnel officials are considering a proposal to lower the requirement threshold by making PLDC graduation a requirement for promotion to sergeant beginning in 1989.
- **Basic.** The basic level of the NCOES prepares sergeants for duties as staff sergeants. BNCOC provides MOS-related and common core tasks that enhance training received during PLDC. Quartermaster BNCOC is held at Fort Lee, Virginia and focuses on training squad and section leaders. The Total Army Personnel Agency (TAPA) manages selection using an automated system. This assists TAPA in nominating the best-qualified soldiers to attend training. Unit commanders have the option to approve, substitute for, or defer a candidate. BNCOC course lengths vary according to MOS. Officials are considering a suggestion to make BNCOC attendance a requirement for promotion to sergeant first class in 1991.
- **Advanced.** Advanced level training prepares staff sergeants and sergeants first class for duties as platoon sergeants or equivalent positions. The Advanced Noncommissioned Officers Course (ANCOC) stresses MOS-related leadership skills. Knowledge of subjects required for training and leading soldiers at the platoon or comparable levels is also emphasized. The heart of ANCOC is the 168 hour common core. The core is an integral part of all 42 ANCOCs

GRADE	TRAINING	LINK TO PROMOTION
E9 E8	SMC	REQUIRED for promotion to CSM (Proposed for promotion to SGM)
E7	ANCOC	REQUIRED for promotion to MSG
E6	BNCOC	(Proposed for promotion to SFC)
E5 E4	PLDC	REQUIRED for promotion to SSG (Proposed for promotion to SGT)

NCOES and NCO Career Progression

offered Armywide and was developed by the United States Army Sergeants Major Academy. A Department of The Army (DA) selection board chooses students annually, and TAPA controls class scheduling. Soldiers can attend ANCOC either temporary duty (TDY) en route or TDY and return. To reduce excessive moving, individuals assigned to short-tour areas are deferred until their permanent change of station (PCS.) Additionally, any NCO selected for promotion to sergeant first class who has not been selected to attend ANCOC will be automatically scheduled for attendance. ANCOC for Quartermaster NCOs is at Fort Lee, Virginia. Course lengths vary by MOS. Sergeants first class with a date of rank of 1 April 1981 or later must be graduates of ANCOC in order to be eligible to compete for promotion to master sergeant.

- Senior. The Capstone of NCO training is the Sergeants Major Course (SMC.) The SMC prepares master sergeants for both troop and staff assignments. The selected soldiers are trained to assume positions of great responsibility throughout the Army and in certain Department of Defense positions. The 22-week course is taught at the U.S. Army Sergeant Major Academy (USASMA), Fort

Bliss, Texas, A DA Selection board chooses students annually for both resident and nonresident status, and TAPA schedules classes. Two resident classes are conducted annually; PCS status is required. Soldiers in the Zone for selection may request consideration for attendance at the U.S. Navy Senior Enlisted Academy, or the U.S. Air Force Senior NCO Academy as an alternate to the SMC. Another alternative, the SMC corresponding studies program closely parallels the resident course and has a two-week resident phase at the USASMA. The DA Selection board chooses only the best qualified soldiers for both the SMC and the corresponding studies program. In the

interest of further linking NCOES and progression through the NCO ranks, NCOs selected for Command Sergeant Major (CSM) are required to complete the SMC (resident or corresponding studies program) prior to receiving their appointments. The Army is considering requiring a SMC diploma for promotion to sergeant major; however, the decision has been delayed until it can be determined if the new Sergeants Major Academy facility can train the necessary number of senior NCOs required for the annual promotion flow to sergeant major.

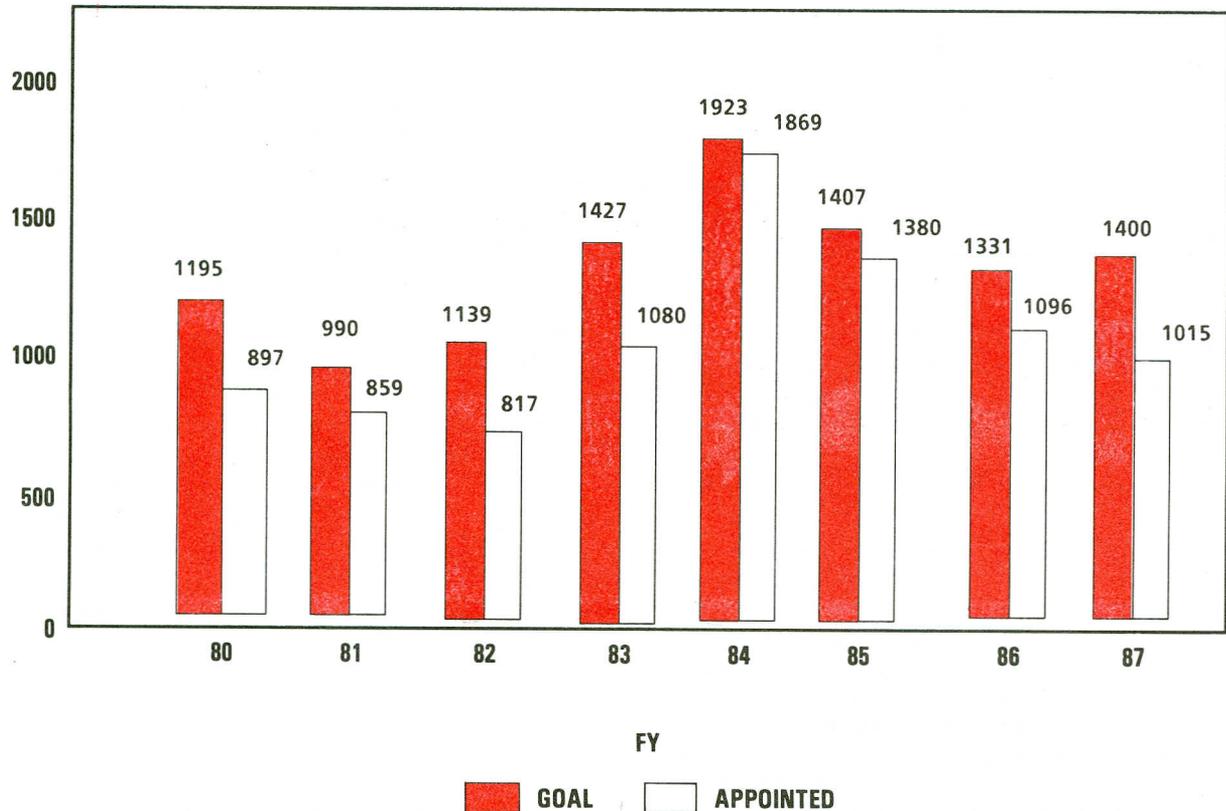
Times have changed, demands are greater. The Quartermaster NCO is faced with significant challenges. Increased automation, complex equipment and sophisticated logistics systems require top efficiency within our ranks. Future actions, like the Quartermaster Force Improvement Plan, will mean more automation and equipment, with less personnel. That means the Quartermaster NCO must lead smart. The NCOES is the key to your success.

CSM Charles E. Webster is Command Sergeant Major, U.S. Army Quartermaster Center and School, Fort Lee, Virginia.

ARMY WARRANT OFFICER RECRUITING NCO TO WARRANT OFFICER TRANSITION

CW4 Hilliard Haynes

APPT



In spite of reductions in the ranks of some warrant officer specialties, the Army still needs to acquire new warrant officers to compensate for those who leave active duty to retire or for other reasons. The Army appoints Warrant Officers to meet its requirements for specialists in specific technical and administrative career fields. In the Quartermaster Corps those MOSs are: 920A, Property Book Technician, 920B, Repair Parts Technician, 921A, Airdrop Systems Technician, and 992A, Food Service Technician.

Prospective warrant officers are recruited primarily from the pool of highly qualified NCOs who meet the mandatory prerequisites for appointment outlined in the DA Circular 601 series. These circulars also list other categories of personnel who are urged to apply, given that they meet the necessary requirements. The 601 series circulars are published on an annual basis, and announce Army warrant officer requirements for the upcoming year. They also provide information on all MOSs open for procurement, eligibility

requirements, application procedures, where to send applications for processing, and they show examples of documents to be submitted as part of the application package.

Since 7 January 1987, HQ U.S. Army Recruiting Command (USAREC) has employed recruiters to provide the Active Army and U.S. Army Reserve with qualified warrant officer candidates from within the ranks. Candidates submit their application packets to USAREC in Fort Sheridan, IL, through these recruiters, who then function as POCs for the candidates, tracking their applications through the review and selection process. After receiving the applications, the recruiters forward them to the appropriate MOS proponent for a technical review. After the MOS proponent ensures that a candidate meets its minimum requirements, the applications are sent to USAREC, where a formal selection board is conducted on a monthly basis. The board consists of CW3s or higher representing the proponents for the MOS being boarded. The board reviews the application, as well as the total personnel files of each candidate. Personnel selected by the board are then notified of school dates and location on an average of 90 days after submission of their applications.

Once selected, the application packets of all selectees are forwarded to HQ, U.S. Total Army Personnel Agency, Alexandria, VA, where the application information is added into the DA computer data base on each selectee. Packets are then given to the appropriate warrant officer career manager. The career manager prepares a Request for Orders (RFO), directing the selectee to: a) Warrant Officer Entry Course, b) Warrant Officer Technical Certification Course, and c) an ultimate assignment as a warrant officer, based on Army requirements. The RFO contains specific assignment instructions. Generally speaking, CONUS based personnel attend their training

in a TDY and Return status. Overseas based personnel attend in a PCS status.

What now? What is the training like? Where do I leave my family? How long is the training?

All selectees must go through a six week, BNOC/OCS-like training, reviewing basic soldiering, leadership, and common task skills. This training is conducted at Fort Rucker, AL. Personnel are required to live in the barracks and the training day is intense, long, and physically and mentally demanding. Other living arrangements should be made for family members during this phase. This phase of training also requires all personnel to pass the Army Physical Fitness Training (APFT) test prior to graduation. All personnel (Active, NG, and USAR), 40 years of age and older are required to have a copy of the "over 40" APFT clearance results upon entry into the program.

After successful completion of the entry phase, personnel report to their respective proponent locations for the Warrant Officer Technical and Tactical Certification Course (WOTTCC) training. For Quartermaster personnel, it is Fort Lee, VA. The WOTTCC phase (QM) is nine weeks long. This phase of training is similar to the entry course phase with the addition of intense technical training for each specific MOS. Physical training is still an important part of the program. Another APFT must be passed prior to graduation. Students still reside in the barracks. More study time is available, and during this phase, students participate in social functions with officers, and with students of the QM Senior Warrant Officer Technical Certification class. This is all part of the transition from NCO to Warrant Officer.

After successful completion of this phase, students graduate and are appointed as

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WARRANT OFFICERS, a long awaited event. Newly designated Warrant Officers will be appointed as WO1s, for five years. Those who were E8/E9s at the time of selection may be appointed as CW2 if they accept appointment for six years.

After appointment, officers who were CONUS based return to their respective duty stations for outprocessing, take leave, and then proceed to their initial duty assignment as warrant officers. OCONUS based officers, take

leave and then report to their assigned duty stations for initial assignment.

There you have it. Why not consider a career as an Army Warrant Officer?

CW4 Hilliard Haynes is the Quartermaster Warrant Officer Branch Manager, Warrant Officer Division, U.S. Army Total Army Personnel Agency, Alexandria, Virginia.

Joint Officer Assignments

MAJ Raymond L. Rodon

(Title IV, Public Law 99-433)

DOD reorganization Act of 1986

Title IV to Public Law 99-433, passed by Congress on 1 October 1986 and made amendment by the President on 4 December 1987, is the latest consideration regarding professional development for officers. The Joint Officer Personnel Policy emphasizes joint operations between the Services, with specific requirements which stand as major influences on career progression. In order to understand the implications of this policy, all officers should first familiarize themselves with the personnel management terms which have evolved as part of the program.

JOINT DUTY ASSIGNMENT (JDA) Assignment in a multi-service or multinational command or activity that involves the integrated employment of land, sea and air forces of at least two of the three military departments. All assignments in the Office of the Secretary of Defense (OSD), the Joint Chiefs of Staff (OJCS), and Unified Command positions qualify. Fifty percent of the positions in Defense agencies (i.e., Defense Logistics Agency), Military Traffic Management Command, and USA Recruiting Command are also designated Joint Duty positions. Assignments within an officer's own military service are excluded by law. The Secretary of Defense has published a Joint Duty Assignment List (JDAL) as required by law which categorizes the positions critical or non-critical. Those positions designated critical must be filled by a joint specialty officer (JSO) (see definition below). Quartermaster joint duty opportunities are highlighted below:

JOINT DUTY TYPE	GRADE			TOTAL
	COL	LTC	MAJ	
NON-CRITICAL	20	62	42	124
CRITICAL	10	15	0	25
TOTAL	30	77	42	149

These positions are coded only Quartermaster (92). There are other joint positions open to Quartermaster officers with functional areas, especially FA 97, 51, 45, and 53. Logistics Immaterial (O3A) and Branch Immaterial (O1A) positions are also open to Quartermaster officers.

JOINT PROFESSIONAL MILITARY EDUCATION (JPME) - The initial list of military schools whose graduates received credit for joint education included the Armed Forces Staff College, Industrial College of the Armed Forces, and the National War College. During academic year 88-89, this list will be expanded to include 60 seats at the Army War College, and 104 seats at the Command General Staff College. Those officers selected to attend the Air or Naval War College or a school of another service producing a Military Education Level 4, will also receive JPME credit.

CRITICAL JOINT DUTY POSITION - A duty position that can only be filled by an officer designated as a Joint Specialty Officer (JSO).

MAJOR PROVISIONS OF THE LAW AS AMENDED:

The major requirements of the law that impact on the personnel system are listed below.

- Creation of the "Joint Specialty", a new officer classification (JSO).
- Promotion Comparisons: Promotion rates for those with joint duty experience must be at least equal to that of the following populations:
 - JSO to Army Staff
 - Joint Staff to Army Staff
 - JDA to Army Promotion List
- Assignment of 100% of JSO, and 51% of the remainder of JPME school graduates to joint duty assignments upon graduation.
- Authorization for a limited number of officers to complete two joint assignments in lieu of attending Joint

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- Professional Military Education in order to become a JSO.
- Preparation of the Joint Duty Assignment List of positions.
- Specified tour lengths for JDSs remain as stated; provision in the amendment for cumulative "credit" for officers serving joint tours of less than statutory length.
- Joint duty assignment as a prerequisite for promotion to brigadier general.

WHAT'S THE IMPACT ON QUARTERMASTER CORPS OFFICERS?

Questions related to Joint Duty Assignments are posed below and the best answer available today is provided. If you have questions on your status based on the new requirements, call or write your assignments officer.

Do I need JDA credit to be promoted to BG?

Yes. Quartermaster Corps officers must serve, and be given credit for a joint assignment to be eligible for promotion to BG. Currently, QMC does not qualify for the Critical Occupational Specialty (COS) Technical or Scientific waiver which would exempt officers from the joint duty requirement.

How long must I serve in a Joint Duty Position?

By law, field grade officers must serve 3.5 years and general officers must serve 3 years in joint duty assignments. These requirements are law, not policy, thus exceptions will be rare.

What type of assignments can I expect if I graduate from a school that qualifies for JPME credit?

As stated above, 51% of the those graduating from a JPME school must be assigned to joint duty assignments. Positions include, but are not limited to, matters relating to national military strategy, joint doctrine and policy, strategic and contingency planning, joint logistical operations, and joint logistics planning and command.

Should I attend a JPME school if I need troop time or expect to be on a command list?

Remember that your chances of being assigned to a joint duty assignment are 51% upon graduation from JPME. You will be locked into a joint assignment for at least 3.5 years. This could mean a deferral from command or missed field grade troop experience.

Will joint duty credentials enhance my chances of being promoted?

By law, promotion rates for those officers with previous joint duty must be compared to those in the DA staff and the rest of the Army and must be at least equal to the rates of the HQs and DA staff.

Should I become a JSO?

The disadvantage of becoming a JSO is that there is a possibility that JSOs will serve repetitive tours in joint assignments, thus limiting professional development in other areas. Critical Joint Duty Assignments must be filled by a JSO. Joint Duty credit will be mandatory to fill many of the general officer billets. If you desire to be a JSO, you should seek JPME credit and joint duty assignments.

MAJ Raymond L. Rodon is the Chief, Officer Personnel Systems Branch, Office of The Quartermaster General, U.S. Army Quartermaster Center and School, Fort Lee, Virginia.

1LT Vance Eckersley crouched in the shadow of his silent M-1 Abrahams tank. Tomorrow his platoon would take part in a spoiling attack to disrupt an expected enemy attack before it was launched. He knew that the enemy would be vulnerable during preparations for the attack in assembly areas, attack positions, or on the move prior to crossing his line of departure. Spearheading the assault, he felt his platoon would be the critical factor in winning the battle. 1LT Eckersley had gone over the plan for the maneuver with his tank crews in detail. During this rare moment of inactivity during a training exercise, 1LT Eckersley sipped his coffee and reread the letter he received during mail call yesterday... under Force Alignment Plan III you are branch transferred to the Quartermaster Corps....

FAP III

Structural differences between the combat arms and the combat support/combat service support branches are reflected in the number of authorizations per grade level in each branch. The combat arms branches have fewer field grade authorizations than accession requirements; combat support/combat service support branches, the Quartermaster Corps included, are chronically short of field grade officers due to a small lieutenant accession base. Basically, an adequate inventory of Quartermaster captains is not acquired to "grow" the requisite number of majors and lieutenant colonels. While it may not be particularly desirable to forcibly rebranch officers, the nature of the force structure necessitates such action. The Force Alignment Plan (FAP III) and the Branch Detail (BD) program provide two key management tools for realigning the officer inventory to meet company and field grade requirements.

In March 1984, the Chief of Staff Army approved FAP III as a realignment program to meet authorization structures that vary significantly between branches. The FAP III realignment coincides with the Conditional Voluntary Indefinite (CVI) process for Other Than Regular Army (OTRA) officers. Currently, RA officers are not included in the FAP III process.

OTRA commissioned officers who desire to remain on active duty in a career status must apply for CVI extension between 24 and 27 months of active federal commissioned

service. Applications will include a statement that the officer understands they may be required to accept a branch commensurate with the Army's needs in exchange for continued active duty and will list three understrength branch preferences should mandatory branch transfer become necessary.

The first review of applications for CVI status will be based on quality. All files will be order-of-merit listed by the selection board according to performance, potential, and career management division recommendations. The board will decide on a minimum score for acceptance and all applicants not achieving the required score will not be considered for CVI status.

Realignment requirements are dependent upon retention rates, authorizations, year group size, and the projected inventory alignment of each branch. Using Department of the Army planning guidance, the year group inventory is projected by branch to the captain promotion point. The branch's projected inventory is compared to a target inventory needed to fill captain requirements. Currently, overage branches are Infantry, Armor, Air Defense Artillery, and Field Artillery. Shortage branches include Quartermaster, Transportation, Ordnance, Signal and Military Intelligence.

The realignment board includes proponent representatives from the over-and-under-strength branches. During rebranching, the

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board designates a proportional number of officers ranked in the top, middle and lower thirds of the applicant CVI list for transfer from overage to shortage branches. Quartermaster proponent board members consider each officer's preference, performance and education in the branching decision.

At the present time FAP III has only been implemented for realignment of officer assets at the grade of captain. While it is recognized that increased requirements do exist in the Quartermaster Corps at the grade of major (eight years of service), no plan has yet been developed to effect later realignments.

Voluntary branch transfers are authorized for active duty officers. Regular Army officers must have completed three years Active Federal Commissioned Service (AFCS) and OTRA officers must have been accepted into CVI status before they will be eligible for a branch transfer. Officers who want to volunteer for understrength branches submit Officer Assignment Preference Statements, DA Form 483, directly to their Total Army Personnel Agency (TAPA) career management divisions. A volunteer for transfer to an understrength branch has an excellent chance of being selected for branch transfer.

Branch transfer of officers selected for voluntary branch transfer becomes effective when an officer is promoted to captain, or 180 days after approval of the board's recommendation, whichever is later.

In November 1986, the Deputy Chief of Staff for Personnel (DCSPER) approved a Branch Detail Program. Officers selected for the Branch Detail program attend an officer basic course and serve up to four years in a detail branch (IN, AR, FA, ADA.) They later attend an officer advanced course and serve their remaining career in a control branch (QM, OD, TC, SC, MI.) Force

structure requirements are met; however, the process takes place before commissioning and eliminates the uncertainty and consternation of a forced branch transfer.

The accession year group for FY 87 was the first to be eligible for the Branch Detail program. A sufficient number of new lieutenants will be identified to meet realignment requirements when year group 87 reaches the promotion point to captain (FY 91), obviating mandatory rebranching through the FAP III program. Until that time, realignment will continue to be accomplished through voluntary branch transfers and the FAP III program.

Officers branch transferred to Quartermaster, either by the FAP III process or the Branch Detail Program, will attend the Quartermaster Officer Advanced Course when they have completed approximately four years of service. Quartermaster assignment personnel at TAPA attempt to place branch transfer officers in positions where they can serve as supply and service staff officers and company commanders.

CPT Eckersley pointed to the map spread out across the ground. Platoon leaders and sergeants listened intently as he reviewed primary and alternate routes to the pre-arranged refueling point. Three years after his branch transfer, CPT Eckersley was commanding the Quartermaster company that would provide fuel for the offensive action taking place during this REFORGER exercise. The loads in the 5,000 gallon tankers would ensure that the momentum their forces had achieved would continue. CPT Eckersley felt that his unit's ability to sustain the fight would be the critical factor in winning the battle....

Unsure of how to contact the major departments within the Quartermaster School when you have a need for assistance or information about a specific functional area? The following addresses and phone numbers are provided to help you contact the appropriate offices.

Address inquiries to:

COMMANDANT AUTOVON 687-XXXX
U.S. ARMY QUARTERMASTER SCHOOL COMMERCIAL (804) 734-XXXX
ATTN: (APPROPRIATE OFFICE SYMBOL)
FORT LEE, VA 23801

Office titles and symbols are:

AIRBORNE DEPARTMENT (AIRDROP, RIGGER SCHOOL)	2832/2148
ATSM-ABN	
TRAINING AND DOCTRINE DEPARTMENT	3535/3770
ATSM-TD-P	
SUPPLY DEPARTMENT (CLASS II, IV, VII, IX)	1716/5459
ATSM-SUP-SP	
SUBSISTENCE AND FOOD SERVICE DEPARTMENT (CLASS I, FOOD SERVICE)	
ATSM-SFS	2950/2798
LIQUID LOGISTICS AND FIELD SERVICE DEPARTMENT (CLASS III, WATER, FLD SVCS)	
ATSM-LLS	4842/5703
OFFICE OF THE QUARTERMASTER GENERAL (PERSONNEL PROPONENT)	
ATSM-ACZ	
OFFICER	4741/4382
WARRANT OFFICER	4237
ENLISTED	3530/5258
RESERVE/NATIONAL GUARD	3530/5258

Requests for training materials prepared by the Quartermaster School should not be addressed to these offices but should be directed to:

COMMANDANT
U.S. ARMY QUARTERMASTER SCHOOL
ATTN: ATSM-DTO-ET
FORT LEE, VA. 23801

If you are unsure of which department to contact, the Directorate of Evaluation and Standards of the Quartermaster School maintains a 24 hour Hotline for collection of feedback from the field. That number is:

AUTOVON 687-3767
COMMERCIAL (804) 734-3767

CORRECTIONS & ADDENDUM

- "TRAINING PACKETS" (FYI, -MAR 88, PG. 37) Copies of the Combat Field Feeding Video (CFFV), new order number 800-101-0020B, can be obtained through Commandant, U.S. Army Quartermaster School, ATSM-PPS-S, TV, Ft. Lee, Va. 23801-5032. Requester must furnish a 3/4" or 1/2" VHS tape; the CFFV is not available on a loan basis. For information, please contact: AV 687-1885/1484.
- Development of FM 10-400, QM Airdrop and Airdrop Support Units, (FYI, MAR 88, PG 39) previously scheduled to begin late in FY 88, has been deferred till FY90. This decision was made in order that the revision of the FM reflect new TO & Es which should be integrated by then.
- CAREER NOTES. (MAR 88, PAGE 40,) "76C20 to 76Y30 Transformation" contained a paragraph which has been subject to misinterpretation. The paragraph should read:

"The assignment of the newly promoted 76Y soldier should be based on the major duties outlined in AR 611-201. Most often the 76Y30 will be assigned as a unit supply sergeant. There, he will supervise personnel performing the duties of a Unit Supply Specialist (76Y20), and/or an Equipment Records and Parts Specialist (76C20). The commander may assign the soldier to supervise only the 76C20 until he is accepted in the BNCOC, or until the soldier becomes proficient through completion of the subcourse offered by the QM School."

Quartermaster

PROFESSIONAL BULLETIN

The Quartermaster Professional Bulletin welcomes submissions by its readers on all topics pertinent to the past, present or future of the Quartermaster Corps. In order to provide us with the most complete information available on all materials submitted, we ask that you use the following form and enclose a copy of it when you send us any items intended for future publication. If you find that you require more space, use a piece of plain paper and follow the guidelines on the form to provide additional information.

Name: _____

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Address: _____ Phone: _____

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Branch/MOS: _____

Area of Expertise/Skill Identifier: _____

Military Education: _____

Civilian Education: _____

Previous Experience: _____

Title of Article: _____

Author _____

Co-author: _____

(If not the same as submitting party, please provide background data as above for each author)

Topic: _____

Date written/revised: _____

Previous publication: _____

Date _____ Name of publication _____

Approving official: _____ Phone: _____

(If Command/Local Authority requires approval for submission)

Note: Insure material is unclassified

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General Guidelines: When submitting photos or art, please provide clear, original prints or negatives whenever possible. Black and white photos are preferred. All photos and artwork will be kept on file at the Quartermaster Professional Bulletin unless otherwise requested. Please label and provide the following information for each piece submitted.

SUBJECT: _____

Personnel (Name, Rank if known.) _____

Equipment (Nomenclature) _____

Description of events or process represented: _____

Location _____

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City or town _____

Specific Site _____

Date: _____

Exercise: _____

Activity/Organization/Unit _____

Photographer/Artist: _____

QMFL Form 55-88 (OT)
Jan 88

Coming up in QMPB

September 1988: Graves Registration

December 1988: Combat Field Feeding

January 1989: Petroleum Distribution

(Corps Forward)

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The RIGGERS Pledge

✓ I will keep constantly in mind that until men grow wings their parachutes must be dependable.

✓ I will pack every parachute as though I were going to jump with it myself and will stand ready to jump with any parachute which I have certified as properly inspected and packed.

✓ I will remember that the other man's life is as dear to him as mine is to me.

✓ I will never resort to guessing, as I know that chance is a fool's god and that I, as a rigger, cannot depend on it.

✓ I will never pass over any defect, nor neglect any repair, no matter how small, as I know omissions and mistakes in the rigging of a parachute may cost a life.

✓ I will keep all parachute equipment entrusted to my care in the best possible condition, remembering always that the little things left undone cause major troubles.

✓ I will never sign my name to a parachute inspection or packing certificate unless I have personally performed or directly supervised every step and am entirely satisfied with all the work.

✓ I will never let the idea that a piece of work is "good enough" make me a potential murderer through a careless mistake or oversight, for I know that there can be no compromise with perfection.

✓ I will keep always a wholehearted respect for my vocation, regarding it as a high profession rather than a day-to-day task, and will keep in mind constantly my grave responsibility.

✓ I will be sure -- always.