



UNITED STATES TRANSPORTATION COMMAND TRANSPORTER

February 2016



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Scott AFB, Illinois
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USCG commandant visits

Admiral Paul F. Zukunft, U.S. Coast Guard commandant, left, meets with Gen. Darren W. McDew, USTRANSCOM commander, and USTRANSCOM leadership Jan. 29. Zukunft came to discuss collective ways the command can work to accomplish the missions of the USCG. For over two centuries, the U.S. Coast Guard has safeguarded our nation's maritime interests in the heartland, in the ports, at sea, and around the globe, playing a key role in the Department of Defense global logistics enterprise. *Photo by Neil Samson, TCPA*

Gen. McDew releases command vision

By Gen. Darren W. McDew
Commander, USTRANSCOM

We live in an increasingly complex world, with growing uncertainty and risk. From natural disasters, to epidemics, to acts of war, when things go wrong in that uncertain world ... all eyes turn to you, the professional men and women of United States Transportation Command. I am awed by your ability to deliver national objectives on behalf of the United States and I am committed to ensuring we remain a world-class organization always capable of answering our Nation's call. Let's work together to ensure we remain as great tomorrow as we are today. It is an honor to serve as your commander and I look forward to the impact we will make, for ... Together, We Deliver.

Ensure today's readiness... Advocate for tomorrow's capabilities... to always provide the president with viable national security options and maintain our ability to rapidly project forces anywhere on the globe at the time and place of our country's choosing. We must ensure we have the personnel, platforms, systems, and training to provide this unique capability on behalf of our nation. We must advocate for the right investments today in our cyber-enabled air, sea, & surface fleets to ensure we can deliver the nation's objectives tomorrow.

Advance cyber domain capabilities... to ensure our ability to operate freely in an increasingly contested cyber domain. We must broaden our scope to active-

ly evaluate our command and control, weapon system, and infrastructure vulnerabilities, while identifying and advocating for the critical capabilities, policies, and procedures that will enable mission accomplishment.

Evolve for tomorrow... to fully embrace our role as a global combatant command delivering national objectives in tomorrow's dynamic security environment. We must build on our successes to remain cost-conscious and transparent with our customers. We must challenge our assumptions, accurately forecast trends that will define the future operating environment, and develop the technologies and ideas that maintain our competitive advantage in transportation and logistics.

Champion an innovative, diverse, and agile workforce... to thrive in an increasingly dynamic environment. We must lead the way in expanding our foundational expertise, and identifying and removing cultural, procedural, and policy barriers so we continue to recruit, develop, and retain the best talent America has to offer. Only by doing so will we gain the agility to meet the complex demands of tomorrow.

Our commitment... "USTRANSCOM stands ready to deliver the Nation's objectives. We will advocate for and address all challenges and vulnerabilities to ensure we can deliver an immediate force tonight and a decisive force when needed. We promise!"



New lieutenant colonel

Lt. Col. Christopher R. Stephens recites the Oath of Office during his promotion ceremony, Jan. 4, as Gen. Darren W. McDew, commander, US-TRANSCOM, administers the oath. *Photo by Bob Fehringer, TCPA*

The Call of God

By Chaplain, Lt. Col. Trenton E. Lewis

Have you ever been in doubt about the call of God on your life? Do you hear the voice of God repeatedly calling you as He did Samuel in 1 Samuel 3:7? Do you recognize God's call to you to serve others in your own corner of the world?

Some people run from the call, not because they do not recognize who is calling, but because they feel apprehensive and unworthy of the call. Moses felt unworthy, "I am nobody," was his reply to God when commissioned to go lead God's people out of Egypt (Exodus 3:11, Good News Translation (GNT)). Moses' sense of inadequacy and his apprehensive disposition led him to make excuses about his ability to do as God was calling him to do (Exodus 4:1, 10, GNT).

The good news is, our sense of inadequacy is not the criteria by which God measures and determines our usefulness for accomplishing His purpose. The call of God is personal: "Nobody else can do what (God)

wants you to do, that's why (He) created you." God, since the fall of Adam, has used imperfect humans to declare His glory and salvation plan for other imperfect humans.

God is after a faithful and positive response from you when He calls. God mightily uses those who comply with His call. "And God wrought special miracles by the hands of Paul: so that from his body were brought unto the sick handkerchiefs or aprons, and the diseases departed from them, and the evil spirits went out of them" (Acts 19:11-12, King James Version (KJV)).

Today, with love as your weapon of choice and in your own corner of the world, God commissions you to assist in turning "the world upside down" (Acts 17:6 KJV). Those who accept their commissioning will find that love will triumph over evil.

In this month in which love is at the core of what we express to those beloved, will you commit to affirmatively responding to the call of God to share your love beyond your familiar circles? As I have shared many times, only through love can you fulfill the will of God. May God bless and keep you during this month of love writ large by Valentine's Day.



Chaplain Lewis leaves USTRANSCOM at the end of February as he moves on to United States Army Garrison Redstone Arsenal, Alabama, where he will be the garrison chaplain.

Chaplain, Maj. Leslie Forbes-Mariani is the new command chaplain. She comes to TRANSCOM from 15th Sustainment Brigade 1st Armored Division, Senior Chaplain Samoan Christian Service, Fort Bliss, Texas. *Photo by Bob Fehringer, TCPA*

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TCCC Guest Column: ‘Losing Our Sea Legs’

By Gen. Darren W. McDew
Commander, USTRANSCOM

Twenty-five years ago today the United States completed the largest deployment of combat power since World War II. That effort represented the ultimate show of national resolve in the face of aggression by projecting a decisive combat force, around the globe, to crush the world’s fourth largest army in just 100 hours.

The sheer size and complexity of that deployment was staggering. The material moved was four times more than the D-Day invasion and six and a half times more than the peak of Vietnam. It was also the farthest the United States had ever deployed forces.

We all remember the news clips showing helicopters rolling off massive airplanes, but as a career Air Force officer, I must tell you the reality is almost 95 percent of all cargo went by ship. The mere 5 percent moved by air required near full mobilization of commercial industry and maxed out our military airlift fleets. Indeed, sealift transported more than 2.1 million tons of cargo, which included everything from 2,000 main battle tanks to millions of Meals Ready to Eat.

We often credit the decisive victory of the “100-hour ground war” to the professionalism, strategy and technological edge of our combat forces.

I submit to you, however, our overwhelming success was due in large part to the 10,000 U.S. mariners who sped 220 shiploads of decisive U.S. combat power throughout the buildup known as Operation Desert Shield. Without those mariners and vessels, our ability to project decisive force and demonstrate our national resolve would have been a mere fraction of what was required to ensure the swift victory the world witnessed. Simply put, moving an army of decisive size and power can only be accomplished by sea.

Unfortunately, our ability to project a force the way we did 25 years ago is no longer guaranteed. This should shock you. It shocks me.

As a country, we have collectively worked to maintain a strong maritime industry that supports our needs.



Gen. Darren W. McDew

From enacting the Cargo Preference Acts of 1904 and 1954 to the Jones Act of 1920, and from a 1989 National Security Directive to the Maritime Security Act of 1996, we have sought to delay the day when U.S. national security interests could no longer be supported by a U.S. mariner base springing from our commercial sealift industry.

In the 1950s, there were more than 1,000 U.S. ships engaged in international trade. Each of these vessels employed and trained a pool of U.S. mariners we could rely on in a time of war to sail our forces to the fight. Today, there are only 78.

Just as the number of U.S. ships have declined, so too has the amount of American mariners who, unfortunately, must follow the available jobs. While the decline in American

mariners gets some attention, often lost in the discussion is the reality that the mariners who move international trade and those who transport wartime cargo come from the same dwindling pool of U.S. mariners. If that U.S. mariner base gets too small, we will have to rely on other countries to deploy our combat power.

As we look back over the last 25 years, sealift has deployed a decisive force across the globe twice. Looking at the possibilities the next 25 years may present, many would agree the global security environment is only getting more contested.

The current environment in the Middle East and Korea are certainly enough to justify those concerns. When you add the complexities of further Russian aggression and China’s ambitions in the South China Sea, it is clear the United States must maintain the flexibility to deploy a decisive force at the time and place of our choosing.

As a military professional and senior leader, I think about and plan for what the future may hold, and I would tell you we must prepare for the real possibility we will not enjoy the uncontested seas and broad international support experienced in 1991. If either of those possibilities becomes reality, and if we remain committed to responding to security incidents around the globe, the only way of guaranteeing we decisively meet our national objectives is with U.S. ships operated by U.S. mariners.

That leaves us with a critical question. As a nation, are we resolved to retain the ability to deploy overwhelming U.S. power, a decisive combat power, at the time and place of our choosing?

It is time now for that national discussion.

This column originally appeared in the Virginian-Pilot.



The USTRANSCOM Commander’s Innovation Showcase Award sits on the flight line in front of C-5M Super Galaxy and C-17A Globemaster III aircraft Jan. 6, 2016, at Dover Air Force Base, Delaware. The 436th Maintenance Squadron’s Production Team won this award for the fourth quarter of 2015. U.S. Air Force photo by Senior Airman Zachary Cacia

USTRANSCOM, DLA join forces for rapid global logistics response

By USTRANSCOM Public Affairs

U.S. Transportation Command and the Defense Logistics Agency have joined efforts to provide even greater logistics responsiveness to regional combatant commanders during times of crisis.

USTRANSCOM commander Air Force Gen. Darren W. McDew and DLA director Air Force Lt. Gen. Andrew E. Busch signed a formal memorandum of agreement for the integration of Joint Task Force-Port Opening and DLA Support Teams. The MOA became effective Jan 15.

USTRANSCOM's JTF-PO is a joint expeditionary capability to rapidly establish and initially operate and clear a port of debarkation and conduct cargo handling and movement operations to a forward node, facilitating port throughput in direct support of combatant commander requirements. The task force can rapidly establish and conduct either airport or sea port operations as well as open distribution centers.

The JTF-PO (APOD), or aerial port of debarkation, comprises contingency response airmen from the USTRANSCOM's Air Force component, Air Mobility Command, and rapid port opening element soldiers from the command's Army component, Military Surface Deployment and Distribution Command. JTF-PO (APOD) is ready to deploy 12 hours after notification.

The seaport task force, or JTF-PO (SPOD), or seaport of debarkation, is made up of SDDC soldiers and sailors from USTRANSCOM's Navy component, Military Sealift Command, and is ready to deploy 36-96 hours after notification.

The DST is a deployable organization that will bring added and complementary capability and expertise to JTF-PO operations. Most of the DST team is Department of Defense civilians. The DST consists of subject matter experts in distribution, fuel, multiple classes of supply and expeditionary contracting with the goal of sustaining follow-on forces when the port opening mission is complete.

In addition, the DST deploys with the JTF-PO initial joint assessment team to determine the laydown for DLA operations.

When the units deploy together, USTRANSCOM will have operational control of the JTF-PO and DST. The DST will continue to report administratively to DLA for manning, training



U.S. Navy Cmdr. Greg Eaton, Defense Logistics Agency support team leader, speaks during an update brief during exercise Turbo Distribution 15-7 July 22 at Joint Base McGuire-Dix-Lakehurst, New Jersey. The DST joined the exercise to help validate the integration of the DLA team as part of U.S. Transportation Command's Joint Task Force-Port Opening. Photo by Air Force Staff Sgt. Gustavo Gonzalez

and equipping.

"We have seen the importance of USTRANSCOM commander's authority to rapidly deploy assigned forces globally such as the JTF-PO over the past decade," said Lt. Gen. Steve Lyons, deputy commander of USTRANSCOM. "This has included successfully opening the supply chain in West Africa during Operation Unified Assistance efforts to stem the tide of the Ebola virus."

In fact, lessons learned from this operation reinforced the value of coordinating across the logistics enterprise to save lives, alleviate suffering and provide the required joint effects for the supported commander.

Soon after, the USTRANSCOM commander and DLA director agreed to link what had been independent, but related, capabilities.

The organizations leveraged a Turbo Distribution exercise in July, validate the concept. Such joint training will continue annually under the memorandum.

"The DSTs can move quickly and bring tremendous capability to combatant commanders by coordinating vital logistics lifelines," said Lyons.

Tom Shively, DLA liaison at U.S. Transportation Command, summed up the integration. He said, "We are proving again DLA and USTRANSCOM are unrivaled partners for end-to-end distribution, and by working together in this way, we can provide more effective support to combatant commanders, the military services, the DOD and our nation."

Operations and Plans directorate reorganizes

By USTRANSCOM Public Affairs

U.S. Transportation Command's Operations and Plans directorate, or J3, is reorganizing to keep pace with changing requirements and to remain agile when the pace of change accelerates.

Air Force Maj. Gen. Giovanni Tuck, J3 director, said the reorganization is based on USTRANSCOM's Operations Blueprint, an integrated roadmap for planning and executing the command missions.

"Ours is a global command, and we need to make sure we our best organized to adopt this global view," Tuck said.

The general pointed out that many decisions on how to meet conflicting requirements across regional combatant commands only converged at his level, often too late for the best solutions on the best utilization of limited mobility resources. In other words, action officers within each J3 division will be able to have a full picture of competing requirements as they come up with transportation solutions.

"Now, more than ever, is the time to align ourselves to take advantage of new processes and tools, and drive the ability to make globally-informed decisions down where they should be made," he said.

The reorganization will combine J3's East and West divisions into a single division focused on global future operations, merge all planning into a single division to align ongoing support for ongoing combatant command operational plans with USTRANSCOM's Operation Plan In Concept Form 9000, and stand up a new Sustainment division that will fuse J3 operations expertise and J4 logistics expertise for an integrated view of worldwide sustainment operations.

"The new organizational structure allows us to use new and soon-to-arrive automated tools to synthesize planning and operations globally at the division level," said Tuck. "We will now have opportunities to influence globally-focused planning outcomes from the start."

J3 stood up its new Sustainment division and consolidated planning into the Support division on Jan. 19. The current East and West Divisions will merge into a single Future Operations Division on Feb. 9. There will be other changes that align with these dates and future milestones.

"We're excited about the opportunities ahead of us and look forward to laying out more details about our new organizational construct," said the general.

USTRANSCOM, commercial partners deliver Afghan A-29s

By Neil Samson, TCPA

For more than 28 years, U.S. Transportation Command (USTRANSCOM) has embraced the collective ethos, "Together, we deliver." In adhering to that ethos, a collective effort of USTRANSCOM land, sea, and air military and commercial assets were responsible for the recent successful delivery of four A-29 Super Tucano airplanes to the Afghan Air Force at Hamid Karzai International Airport.

The delivery symbolized the next chapter for the Afghan Air Force pilots and maintainers who successfully graduated in December after a year of stringent training with the 81st Fighter Squadron, Moody Air Force Base, Georgia. It also heralded the delivery of sustained partnership with another air force.

While the U.S. Air Force led the flight and maintenance training of these Afghan airmen, USTRANSCOM worked behind-the-scenes through the Defense Transportation System to get the A-29's shipped to Afghanistan. "The A-29 has limited flight time and no air refueling capability, these aircraft must get as close as possible to the final destination in Afghanistan," said Bill Lindquist, USTRANSCOM Enterprise Readiness Center (ERC) Business Management Branch. "The A-29 Super Tucano is a 'light air support' aircraft capable of conducting close air support, aerial escort, armed overwatch and aerial interdiction."

"Through the USTRANSCOM Enterprise Readiness Center, this is the first DTS shipment of its kind to take place," said Lindquist. "Normally, the company that manufactures the A-29, a Brazilian aviation company, is the primary shipper, but ERC controlled the shipment of the aircraft and personnel from the beginning of the journey until final delivery in Afghanistan."

The journey of the Super Tucano's began in Jacksonville, Florida, where they were manufactured. After A-29 production, they were flown to Moody



NORFOLK, Virginia - (Dec. 20, 2015) Maritime logistics experts load four A-29, Super Tucano attack/training aircraft onboard Military Sealift Command container ship, MV Cape Race, at Norfolk Naval Station on Dec. 20, 2015. The four A-29 Super Tucano attack/training aircraft were loaded for delivery to the Afghan Air Force. U.S. Navy photo by Visual Information Specialist Brian Suriani

Air Force Base, Georgia in 2014 for Afghan pilot and maintenance training. Upon completion of training, the aircraft were flown from Moody Air Force Base to Norfolk Naval Air Station, Virginia, where they awaited the arrival of a Military Sealift Command (MSC) ship, that would embark towards Rota, Spain.

While the A-29's were flown to Norfolk, Lindquist said Air Mobility Command assets airlifted support equipment, crew and pilots to Naval Station Rota, Spain.

"After looking at the requirement, it was clear that sealift, executed by Military Sealift Command, was the best way to transport the aircraft to Europe (and) Spain for onward movement," said Col. Marty Chapin, USTRANSCOM Operations and Plans deputy director.

"Upon arrival in Rota, Surface De-

ployment and Distribution Command (SDDC) led the unloading and transportation of the A-29's to the aerial port using specially-modified cranes and harnesses for this type of unloading."

According to Chapin, all four aircraft were safely secured on-board the MSC-chartered ship and were meticulously maintained and kept clean while in transit.

"From Rota, special assignment airlift mission aircraft would escort the A-29's as they flew across Europe and the Middle East to Bagram Air Field, Afghanistan," said Chapin. "The last, short stretch of the journey would be from Bagram to Hamid Karzai International Airport."

The aircraft will be added to the Afghans' inventory in the spring of 2016. Designed to operate in high temperature and in extremely rugged terrain, the A-29 Super Tucano is a highly maneuverable 4th generation weapons system capable of delivering precision guided munitions. It can fly at low speeds and low altitudes, is easy to fly, and provides exceptionally accurate weapons delivery. It is currently in service with 10 different air forces around the world.

The A-29 program is one of the U.S. government's overall global 'Building Partner Capacity' efforts and immediately supports the development of an indigenous air force in Afghanistan.

Building this capacity is not only an effort to support international partners in developing airpower capabilities, but it is delivered through the collective efforts of military transportation service components and its commercial partners to capitalize on air, land, and sea assets.

Through these sustained collective transportation efforts, USTRANSCOM works to build a network of military and commercial global logistics ambassadors, providing full-spectrum solutions and enabling capabilities to distribute and deliver.



Inspector General team

Left to right - Senior Master Sgt. Teresa Vanderford, assistant inspector general, Chief Petty Officer Deirdra Battle, administrative assistant, Capt. Anthony J. Lesperance, inspector general, Deborah A. Anthony, chief, Assessments & Audits and Kathryn Russel, deputy inspector general.

Photo by Bob Fehringer, TCPA

TRANSCOM History

Valentine's Day Memo

By Peg Nigra, TCRC

On Feb. 14, 1992, Secretary of Defense Richard B. Cheney signed a memo, "Strengthening Department of Defense Transportation Functions," that expanded U.S. Transportation Command's mission and authorities to "provide air, land, and sea transportation for the Department of Defense," in peacetime as well as in time of war. The "Valentine's Day Memo," as it has been nicknamed, became the command's peacetime single manager charter and ended five years of debate on the command's mission and authorities.

Established in 1987, US-TRANSCOM appeared to be the long sought-after answer to DOD's fragmented transportation system. For the first time, the United States had a single point of contact for Defense Transportation System (DTS) customers and an advocate for the DTS in DOD and Congress.

It soon became apparent, however, during the command's first big test, Operations Desert Shield and Desert Storm 1990-1991, that USTRANSCOM lacked key authorities. Congress and the president had intended to form a wartime and peacetime, fully-operational unified transportation command. Unfortunately, US-TRANSCOM's Implementation Plan hobbled the new command by allowing the services to retain their single-manager charters for their respective transportation modes and limited the authorities of the USTRANSCOM commander primarily to wartime.

How did this happen?

According to the command's first historian, Dr. James K. Matthews, the answer hit close to home. US-TRANSCOM's Deputy Commander, Navy Vice Adm. Paul D. Butcher (1990-1991), told Dr. Matthews that it



Brig. Gen. Fredric N. Buckingham, vice commander, 21st Air Force, Military Airlift Command, right, greets Gen. Hansford T. Johnson, commander-in-chief, U.S. Transportation Command and commander-in-chief, Military Airlift Command, during Operation Desert Shield.

was he, as a rear admiral (upper half) and on the Chief of Naval Operations staff, who added the wartime phrasing to the Implementation Plan during the document's final coordination at the Joint Chiefs of Staff (JCS) level. At the time, Adm. Butcher said, he believed he was acting in the best interests of the Navy, but in hindsight, it was "one of the dumbest things" he had ever done in his career.

In late 1989, Air Force Gen. Hansford T. Johnson, USTRANSCOM's second commander, set into motion the USTRANSCOM Functional Review to guide the command into the 21st century. The review recommended a three-phase plan that included assigning the transportation component commands--Military Airlift Command, Military Sealift Command, and Military Traffic Management Command--to USTRANSCOM in peace and war and creating a single charter for all common-user lift assets. The

review was put on hold during Operations Desert Shield and Desert Storm.

Despite its success during the first Persian Gulf War, Gen. Johnson believed that in order to smooth the transition from peacetime operations to wartime footing, USTRANSCOM needed to have the same roles, responsibilities, and authority in peace as it had in war. Asked by Army Gen. Colin Powell, Chairman of the Joint Chiefs of Staff, to revitalize the Functional Review, Gen. Johnson briefed the JCS and told them that, if approved as is, the new USTRANSCOM reorganization plan and peacetime charter "would reduce cost, improve service, and most importantly, facilitate the transition from peace to war."

In January 1991, Gen. Johnson received JCS approval to proceed with its proposed reorganization plan. USTRANSCOM's peacetime single manager charter, on the other hand, ran into opposition during the coordination phase at the Office of the Secretary of Defense (OSD) level. Gen. Johnson, with the support of Gen. Powell, refused to accept an OSD-proposed charter that would continue to limit USTRANSCOM's role to crises and war. Secretary Cheney supported Gen. Johnson's argument.

With his signature on the "Valentine's Day Memo," Secretary Cheney approved the command's peacetime charter. Under it, the Service Secretaries assigned the transportation component commands to the US-TRANSCOM commander under his combatant command in peace and war. The charter also made the US-TRANSCOM commander the DOD single-manager for transportation, other than Service-unique and theater-assigned transportation assets. With its new authorities, Secretary Cheney said USTRANSCOM would now be capable of "effectively and efficiently" transporting the nation's military forces into the 21st century.

Ask The Historian

By Peg Nigra, TCRC

BF asked: Where do all the wonderful framed pictures come from? And the displays are fascinating. Who does all this?

Thanks for the compliments, BF. The USTRANSCOM Research Center is responsible (and accountable), with the exception of the displays in the East Lobby, for all the framed items and displays in the USTRANSCOM buildings.

Our pictures are a mixture of signed and limited edition prints, posters, maps, and operational pho-

tos. We use these images to represent historical and current military and commercial transportation, military history, and current operations.

The displays you see around the USTRANSCOM buildings have ties to military and commercial transportation. The displays in the East (front) lobby of Building 1900E highlight the command's mission, assets, and people. The first floor hallway is devoted to the history of USTRANSCOM. The center lobby is a mixture of military transportation from World War II and the Berlin Airlift. Also on display in the center lobby is the silk rug given to the command from Azerbaijan in 2011. Our commander at the time, Air Force

Gen. Duncan J. McNabb, visited that country and others in Central Asia to develop and expand the Northern Distribution Network.

The time capsules from the 10th and 20th Anniversaries are on display in the first floor Plaza entrance. The 1997 time capsule is a camel-back trunk from the 1890s. The 2007 time capsule is a joint modular intermodal container, or JMIC.

The display in the second floor breezeway represents historical military transportation. Look out those windows onto the Transportation Plaza and you'll see artifacts representing current military transportation.

USTRANSCOM workers keep holiday spirit alive

By Bob Fehringer, TCPA

While all that remains of the holidays for many are credit card bills and light strings still clinging to some gutters, the goodwill spread by a team of U.S. Transportation Command workers will have a tremendous impact for years to come.

Each year a team of USTRANSCOM contractors, civilians, and their family members participate in "The Spirit of Christmas" and adopt families in the local area to help provide them much needed food, clothing, household items, and gifts for Christmas.

According to contractor Bill Howard, organizer of the event, "The Spirit of Christmas" has been helping families since 2004. This is the 12th year for us."

Since then, more than 24 families, located throughout Belleville, Illinois have had their best holiday thanks to the generosity of people and a local business.

"This was an exceptional year for the Spirit of Christmas," Howard said. "We had yet another record number of volunteers that went above and beyond in providing toys, clothes, and much needed household items. It is so rewarding to see our team give so much."

"Additionally," Howard contin-

ued, "Weekends Only, in Fairview Heights, responded to our needs. They provided an entire apartment with furniture that included bedding for a family that was sleeping on the floor. This was the 10th year the business has been participating in the Spirit of Christmas and they continue to provide more each year."

The program is not sponsored by any military organization and the team provides donated items based on a wish list submitted by the sponsored families.

"It is unbelievable but each year this effort continues to grow," Howard said. "We are already looking forward to 2016."



TRANSCOM Show starts a new year

Maj. Gen. David G. Clarkson, left, USTRANSCOM chief of staff, and Senior Master Sgt. Ryan Hutchison, right, USTRANSCOM command first sergeant interview Gen. Carlton D. Everhart II, Air Mobility Command commander and Chief Master Sgt. Shelina Frey, AMC command chief master sergeant, Jan. 8, during the first episode of 2016 for "The TRANSCOM Show." The show allowed senior leaders to engage the workforce in a "non-formal" environment highlighting AMC's programs and how they benefit USTRANSCOM.

Photo by Neil Samson, TCPA

Base Notes

Opportunities around Scott AFB

Scott Spouses' Club Scholarship Program

The Scott Spouses' Club Scholarship Committee will offer scholarships for outstanding military dependent high school seniors and continuing education military spouses. These scholarships will offer financial assistance for college. Family members of all ranks of active duty, retired, or deceased members of any branch of the U.S. Armed Services may apply. Scholarship applications are available at www.scottspousesclub.com. Postmark due date is March 1, 2016. Contact Leslie Butikofer, SSC Scholarship Chair, for additional information at scholarships@scottspousesclub.com.

JA Tax Center

From Jan. 25 through April 15, 375 AMW/JA will open the Tax Center for E-1 to E-5 members who need help filing their taxes. We will provide self-service kiosks with access to the filing program on Military OneSource (MOS). Staff and volunteers will be available to answer questions and assist members in using the MOS website. The Tax Center will be open by appointment only. To make an appointment, email 375amw.ja-legaloffice@us.af.mil.

Register to vote, voting assistance available

Ensure your voter's registration information is up to date. Go to www.fvap.gov to complete or update your Federal Post Card Application Voter Registration form using the online assistant. Voting assistance is available to service-members and their voting age dependents at this Web site

or by contacting the Installation Voting Assistance Office at 618 256-VOTE [8683] or vote-02-02@us.af.mil.

Fitness Center renovations

The Fitness Center is currently undergoing renovations. The renovations include upgrades to the plumbing, flooring, as well as adding a new HVAC system. Please be advised that during this time some of our rooms and equipment may not be available. Date of completion is scheduled for approximately June 30, 2016. We apologize for any inconvenience this may cause. For more information, call 256-1218.

St. Clare Science Fair - Feb. 25

Team Scott servicemembers (any branch, any rank) are wanted to volunteer as judges for the St. Clare Science Fair in O'Fallon, Ill., Feb. 25 from 8:30 a.m. to 3:30 p.m. Volunteers will judge various science projects and listen to formal presentations. Science background not required. If you are interested in volunteering, please contact 375 AMW/PA at christine.spargur@us.af.mil.

Toastmasters

Please come out and visit the SAFB Toastmasters each Tuesday at 11:30 a.m. at the Scott Education Center (next to the main office). Friends and guests are welcome. It is a good, fun-filled hour with great conversation, creative topics of discussion, and career and personal speech development to enhance anyone's communications skills.

Recognitions

4th Quarter 2015 Award winners



Military winners present at the ceremony included: **Service Member** - Petty Officer 2nd Class Carleigh Cook, TCJ2; **Junior Service Member** - Pfc. Yinzhu Jin, TCSG and **Field Grade Officer** - Maj. Guy Meyer, TCJ1. *Photo by Neil Samson, TCPA*



Civilian winners present included: **Civilian Category I** - Daphne Cunningham, TCJ3 and **Civilian Category III** - Michael Willoughby, TCJ2. *Photo by Neil Samson, TCPA*

Junior Service Member

Pfc. Yinzhu Jin, TCSG

Service Member

Petty Officer 2nd Class Carleigh Cook, TCJ2

Senior Service Member

Master Sgt. Nikki Purvis, JECC

Company Grade Officer

Capt. Emily Jarding, TCSG

Field Grade Officer

Maj. Guy Meyer, TCJ1

Civilian Category I

Daphne Cunningham, TCJ3

Civilian Category II

Brian Westerman, JECC

Civilian Category III

Michael Willoughby, TCJ2

Volunteer

Tech. Sgt. Tymika Logan, JECC

Arrivals

Petty Officer 2nd Class Lenoris Dixon, TCJ3
 Petty Officer 1st Class Derek Saylor, TCRA
 Petty Officer 2nd Class Aerial Johnsonlugo, TCJ6
 Petty Officer 2nd Class Yubond Tu, TCJ3
 Chief Petty Officer Tijuana L Bragg, YNC
 Petty Officer 2nd Class Rim Vuth, TCJ3
 Lt. Cmdr. Jimmy Stork, JPSE
 Petty Officer 2nd Class Johnathan Kuehn, JCSE
 Lt. j.g. James Graves, TCJ2
 Senior Master Sgt. Cynthia Boots, TCSG
 Master Sgt. Stephanie Ewert, TCJ2
 Staff Sgt. Seth Johnson, TCJ3
 Karen Glockner, GPMRC
 Joe Jeffries, JECC
 Chassity Murray, TCJ1
 Geoffrey Phillips, TCJ6
 Dorothy Sherwood, TCJA
 Ashley Teebbe, TCJ8
 Katelin Wiegmann, TCAQ

Departures

Petty Officer 2nd Class Kelvin Marshall, TCJ3
 Cmdr. Michael Havens, TCJ5
 Chief Petty Officer Thomas Buelow, TCJ2
 Petty Officer 1st Class Chetah Rahejah, TCJ2
 Senior Chief Petty Officer Jimmie Harbin, TCJ3
 Lt. Cmdr. Marcos Hernandez, TCJ5
 Capt. Matthew Pinson, TCJ2
 Sgt. Calvin Brown, TCJ3-C
 Sgt. Matthew Voyce, TCJ3-C
 Master Sgt. Crystal Oakman, TCJ6
 Audrey Davis, TCJ6
 Tech. Sgt. Hollious Holt, TCSG
 Karla Babb, TCAQ
 Leslie Christoferson, TCAQ
 Audrey Davis, TCJ6
 Robert McCalmont, TCJ5/4
 Leroy Niehaus, TCJ3
 Kayle Palmisano, TCJ3
 William Rachal, TCAQ

Tamara Schuette, TCAQ

Dr. Jay Smith, TCRC

Valorie Wright, TCJ8

Heidi Yocum, TCCS

Promotions

Lt. Col. Michael Bruens to colonel, TCJ5/4

Capt. Quentin McCart to major, TCJ2

2015 Navy League Award Winners

Petty Officer 2nd Class Carleigh Cook, TCRA

Petty Officer 2nd Class Justa Smith, TCJ3

Sgt. Joel Gonzalez, TCJ1

Editor's note

Ranks of all services are written in the Associated Press Style format, which is the journalism standard for uniformity of printed material in any form of the news media.

We realize individual branches have their own style, but that is used for individual-service-oriented material.



Dr. Smith Is History

Gen. Darren W. McDew, commander USTRANSCOM and Dr. Jay Smith, command historian, read Smith's retirement certificate during his retirement ceremony Jan. 22. Smith retired after 34 years of government service.

Photo by Neil Samson, TCPA