



# TRANSCOMMUNICATOR

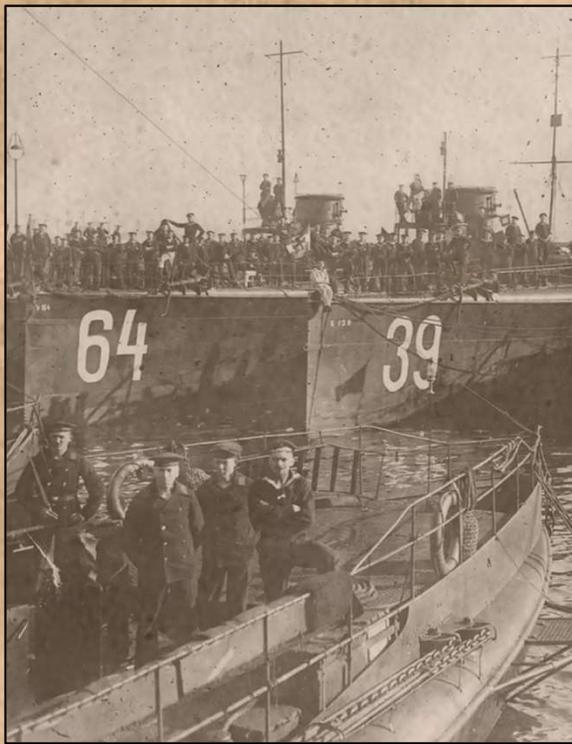
## 4th EDITION

Est. 1987

Wednesday, December 07, 2022

Price 6d

# THE CSEL NEWSLETTER





# CSEL OPENING: INFLUENTIAL LEADERSHIP

DON MYRICK

FLTCM, USN

USTRANSCOM CSEL



We have had quite a busy fall and this winter will prove to be no different. USTRANSCOM has accomplished so much in the past several months. From Humanitarian Assistance/Disaster Relief support, transitioning to assuming the Global Bulk Fuel Management and Distribution mission from Defense Logistics Agency, and hosting the annual National Defense Transportation Association Fall meeting, the list continues. Huge thanks to all within the globally dispersed USTRANSCOM enterprise for your continued focus and support toward mission success.

Recently, General Van Ovost released the updated USTRANSCOM strategy (which can be accessed [here](#)), and I ask each of you to become familiar with every aspect as we are expected to “provide the Nation with options to deter aggression below the threshold of war and present our competitors with multiple dilemmas to give them pause.” Our mission is to conduct, “globally integrated mobility operations, lead the broader Joint Deployment and Distribution Enterprise (JDDE), and provide enabling capabilities in order to project and sustain the Joint Force in support of national objectives.” Within the Department of Defense, we are directed to be lethal, resilient, sustainable, survivable, agile, and responsive by way of integrated deterrence, campaigning, and building enduring advantages. If you have not already done so, I recommend reviewing the National Security Strategy, National Defense Strategy, and National Military Strategy. These strategies provide insight to our current state, where we are headed, and clarity for your readiness.

CSEL Newsletter  
4th Edition  
07 Dec 22

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# CSEL OPENING

(Continued)

The Joint Force needs you in our efforts to maintain integrated deterrence. This national priority is the first line of defense in keeping our homeland protected and is ever evolving. Integrated deterrence is where we “seed doubt.” If our adversaries see us as an unmatched power, then we have already won. We can only do this through resilient global logistics posturing and strengthening relationships with allies, partners, and the commercial industry. Day-to-day, you are an ambassador of USTRANSCOM and our objectives. Continuous growth is important not only for you as an individual but a necessity for your service, our enterprise, and your area of responsibility. We must continually strive to alter the course of our adversaries' objectives while evolving to current and future challenge.

*Together, We Deliver!*

*Donald O. Meyer*



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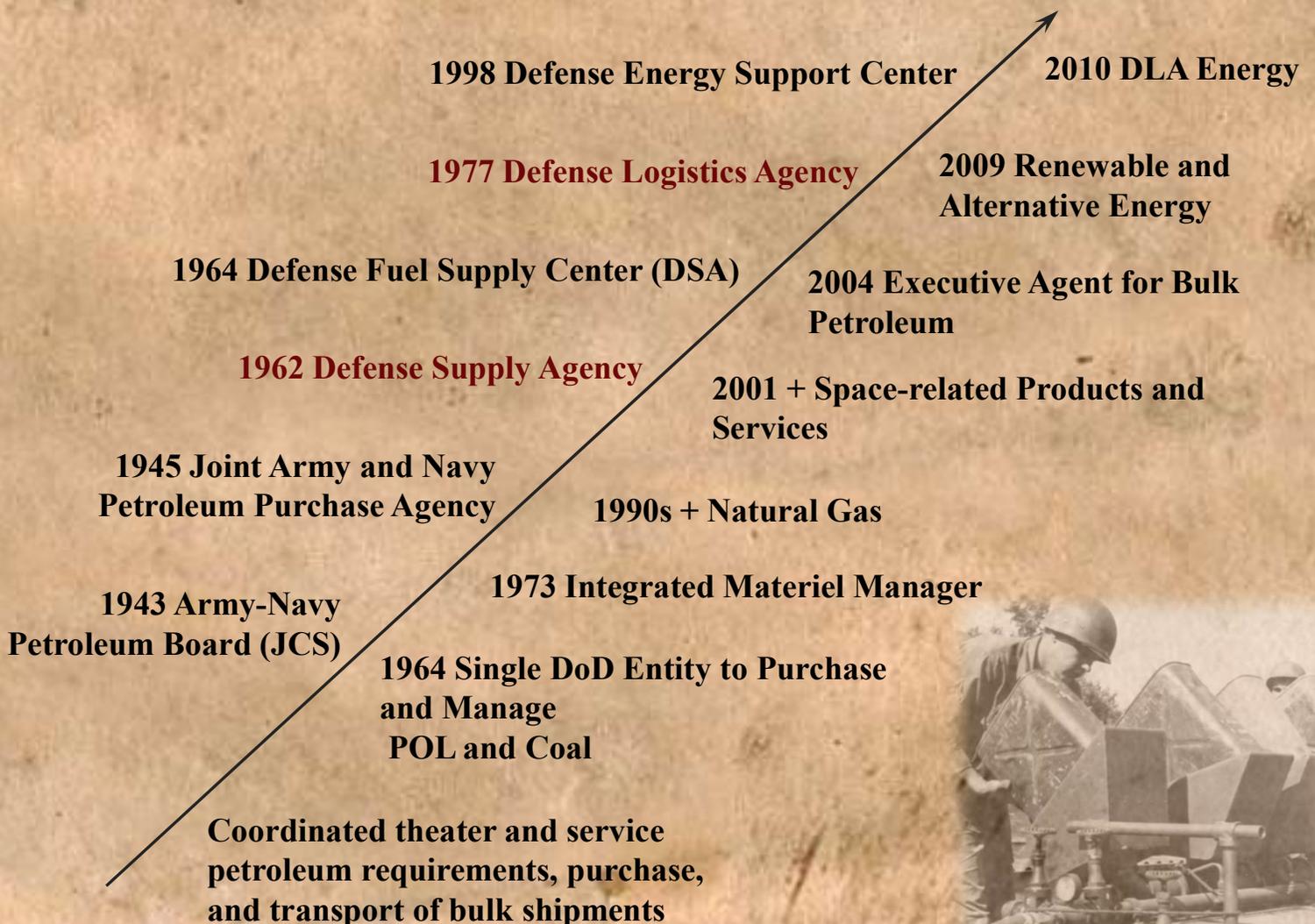
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# The History of: DLA and Bulk Fuel Management





# Success takes help, failure happens alone

By Gen. Jacqueline Van Ovost  
Commander, U.S. Transportation Command



Our strategic environment is evolving rapidly, and we will be operating at a pace and scale that we haven't seen before. To secure our advantage, we must invest in our greatest asset – our people.

As leaders, we must encourage innovation, which will allow us to take disciplined risks, and we must inspire others to stay hungry, ensuring we can thrive in any challenge.

This starts with trust, and the baseline of trust is inclusion. When we demonstrate that each member of the team is valued, we give people the confidence to speak up and add their unique perspectives to help solve our complex problems.

After all we are not competing against each other. In this time of strategic competition, we have a common goal and can't let talent wither against the wall. To remain ready for whatever comes our way, we must empower our teams to be competitive and resilient.

By taking the time to make enduring connections with our people and prioritizing them, we build resilience and a culture of development, and in turn, team success.

For the first six years of my career, I shied away from making connections because I was determined I could make it on my own. My obstinance and short-sightedness caused me to miss opportunities for growth.

Then the light came on; success takes help and failure happens alone. Since then, I have come to learn that the three most important people in my life are those who came before me, those who walk beside me, and those who are behind me.

Even as senior leader I look up to those before me, those who paved the way and encouraged me. I look to those beside me, my peer mentors who share in similar experiences and can offer advice, or support. And when I hit a rough spot, I glance behind me to see those who are driven and passionate about their career goals. They inspire me to keep going.

No matter rank, experience, culture, or background, each of us are all three of these to someone, too. Recognizing this allows us to motivate each other to build and hone the critical skills required to compete and win. When we offer a hand-up, not a handout, and treat each other with dignity and respect, it's then we can fully leverage one another's unique talents to achieve mission success and deliver for our nation.



# Junior Teammate Perspective: From a Corporal

By: Cpl James L Jennings

I am Corporal James Jennings and I have been assigned to USTC since December 2021. Once I arrived at Scott AFB, I did not know what to expect as I have never worked directly with the Air Force or stationed at an Air Force base. My experience thus far has been amazing, I was welcomed by my leadership and co-workers who immediately made me feel like I was a part of the team. I transferred from Joint Base Lewis-McChord and worked in the patient administration section at Madigan Army Medical Center as an Admissions and Dispositions clerk.

As a 68G (Patient Administration Specialist), a portion of our job is to track Air Evacuation missions, ensuring patients make it from the flightline to the facility. As a young 68G, Advanced Individual Training (AIT) teaches us about Trac2es, which is the main system that we use to track and create Air Evacuation missions. It is stressed that working in this field is a privilege and a great opportunity, and I have always wanted to be a part of the process but did not have an opportunity until now.

Here at USTC I am part of the Transportation Patient Movement Requirements Center Americas (TPMRC-A) team, and it has been the most fulfilling stint of my military career so far. TPMRC-A is the headquarters of Air Evacuation in America and working here has allowed me to fully understand the process of Air Evacuation and how every small detail affects the big picture. While being stationed here I have accomplished many personal and military goals. I was given the opportunity to attend the Basic Leaders Course (BLC), a course required to be eligible for promotion to Sergeant (SGT) and ample time to further my civilian education. Even though I have only been stationed here for a year it has been full of amazing experiences and opportunities.



Most recently, I was given the opportunity to go TDY to Joint Base Charleston with Fleet Master Chief Myrick and his staff. During our trip we were given a tour of the C-17 which is a jet we transport patients on regularly here at TPMRC-A. This was great insight for me as I was able to see all the work that goes into getting the plane in the air, not to mention, transporting the patients. While our time was short, the most important lesson I took away from the trip was the way Fleet Master Chief Myrick was able to interact with others and how he handled himself as a senior leader. He greeted everyone with the same uplifting energy no matter the rank or time of day. Working in a joint environment is a great opportunity for anyone and has equipped me with tools to utilize moving forward in my military career.

## Air Mobility Command

### COMPONENT & SUBORDINATE COMMAND SPOTLIGHT



As U.S. Transportation Command's air component, Air Mobility Command's mission is to provide rapid global mobility – right effects, right place, right time. Our commitment to serve allows us to deliver hope, assure sustainability, and project lethality all around the globe. Through this commitment AMC realizes our vision as Air Mobility Warriors—projecting decisive strength across contested domains and delivering hope, always.

Established in 1992 and headquartered at Scott AFB, Illinois, AMC is the lead major command for the Mobility Air Forces and for the execution of rapid global mobility, though our air mobility history goes back more than 80 years.

AMC's total force is made up of just over 50,000 active-duty personnel and DoD civilians, 33,000 Guard and 26,000 Reserve personnel.

We provide unrivaled airlift, air refueling, mobility support and aeromedical evacuation where it is needed, when it is needed. We're the best in the world at what we do. The demands of global operations are just too big for anyone else to deliver at pace, at scale and at tempo like we do.

The airlift core mission set includes the C-130 Hercules, the C-17A Globemaster III and the C-5M Super Galaxy. Their combined versatility gives us the capability to deliver cargo anywhere in the world in a day, whether via paved runway, dirt strip, or the middle of nowhere via airdrop. Our air refueling mission is supported by three refueling aircraft including the KC-135 Stratotanker, KC-10 Extender, and KC-46A Pegasus—making possible for U.S. and allied aircraft to respond anywhere at any time in the world.

On average a mobility aircraft departs from somewhere around the globe every four minutes; 24 hours a day, seven days a week, 365 days a year.



## COMPONENT & SUBORDINATE COMMAND SPOTLIGHT (Continued)

The Global Air Mobility Support System, or GAMSS, was established in 2013 as a core capability that provides necessary command and control, maintenance reporting, and support functions that enable us to move the mission.

Within a moment's notice, AMC is ready and capable to provide global response for aeromedical evacuation. Any AMC aircraft is capable to support our AE medical teams, which have both medical and aircraft training. This allows medical teams the ability to interact with both aircrew and aircraft functions and patients. The MAF is integrated through our Command-and-Control infrastructure which handles the immense capacity of our air mobility enterprise. The 618th Air Operations Center's mission is to plan, task, execute, and assess global air mobility operations by providing multi-domain command and control of mobility forces to successfully execute their missions. This is a nonstop global function.

Over the past year, AMC has come off the heels of significant operations. In 2021, during Operation Allies Refuge, we evacuated more than 124,000 people in the largest noncombatant evacuation operations in history. Among the hundreds of awards for this effort that included the Bronze Star and Gallant Unit Citation, the Air Force presented 96 mobility Airmen with the Distinguished Flying Cross. AMC also supported U.S. Transportation Command's efforts to provide aid to Ukraine after Russia's unprovoked invasion earlier this year. During these operations, AMC learned we can do big things quickly and sustain them. AMC has recently been focused on developing a winning scheme of maneuver for the joint force. In August 2023 AMC Airmen will showcase that maneuver during Exercise Mobility Guardian. The event will span multiple locations across the Indo-Pacific and involve multiple major commands and joint partners.

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"I'm not interested in being the best Air Force on the planet. I'm interested in being the most lethal force the world has ever known. Exercise Mobility Guardian will be the crown jewel where we demonstrate a winning scheme of maneuver."

– Gen. Mike Minihan, AMC Commander



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"We support the Air Force's Agile Combat Employment model, but we also support every other service's agile employment concept. We support the Navy's Distributed Maritime Operations, we support the Army's Multi-Domain Operations, and we support the Marines' Expeditionary Advanced Base Operations. We support them all, because AMC is the joint force maneuver."

– Chief Master Sgt. Brian Kruzelnick, AMC Command Chief

# How the DCD moves!

By: YN2 Gerardo Carranza

## THE DCD



Identified by the Department of Defense, the Defense Courier Division (DCD) (formerly known as the Defense Courier Service) comprised of 187 personnel (active military and civilian) stationed at 17 stations globally. Furthermore, 11 staff members are all assigned at HQ USTRANSCOM within TCJ3-C. Operational 24 hours and 7 days a week, DCD is responsible for executing the Defense Courier mission to provide secure, timely, and efficient end-to-end global distribution of classified and sensitive material for the United States and its allies.

## Global Movements with Defense Couriers

The DCD serves 2,400 customers ranging from the National Security Agency, Department of the Air Force, Department of the Army, Department of the Navy, and other government entities, such as Defense Logistics Agency, Department of State, and the Department of Justice.

DCD supports nine Combatant Commands (CCMDs) with requirements in the Atlantic and Pacific fleets while also supporting maritime assets. On average, the Defense Couriers escort 3,000 pieces of classified material to the right place at the right time. Classified material is transported via multi-modal, airlift, surface, and vessels also known as deployed units depending on the type of material and the situation. Each station has its Area of Responsibility (AOR) maintaining situational awareness of all materials being moved within their CCMD. Ensuring proper communication channels, couriers turn over classified materials to the DCD station in charge of the AOR and vice versa.



USTRANSCOM and CCMDs are the primary resource for the Department of Defense to conduct its courier global mission. Challenges encountered by the DCD include maintaining healthy manning capacity and the duration of time need to meet training requirements for members to be fully mission capable. Providing the couriers the training, materials and communication systems required to execute the mission culminates into global operational effectiveness.

# USTC Humanitarian and Disaster Response Mission

By: TSgt Anna M. Daily

The efforts to aid in Humanitarian and Disaster Relief (HADR) by the United States Transportation Command (USTRANSCOM) are invaluable. Response during hurricane disasters alone can be critical to large regions affected by power outages and flooding, along with catastrophic loss of lives and property. The operations and planning needed for these missions requires coordination of several agencies including USTRANSCOM, the Federal Emergency Agency (FEMA), and United States Northern Command (NORTHCOM), among others.

One of the most destructive hurricane seasons in recent years was in 2017. That year, three major hurricanes, Harvey, Irma, and Maria, destroyed homes and displaced families. According to FEMA, the damage was estimated at \$265 billion. The Department of Defense (DoD) and its agencies bounced into action, particularly in Puerto Rico and the Caribbean. The Army Corps of Engineers worked on power, the United States Navy (USN) provided medical support with the USNS Comfort, and troops and supplies were made available daily. To read more about the accelerated response efforts, please follow this link: [www.defense.gov/News/News-Stories/Article/Article/1330501/dod-accelerates-hurricane-relief-response-efforts-in-puerto-rico/](http://www.defense.gov/News/News-Stories/Article/Article/1330501/dod-accelerates-hurricane-relief-response-efforts-in-puerto-rico/).

Today, collaboration during disaster relief efforts and other humanitarian emergencies is just as important. Recently, our commander, U.S. Air Force General Jacqueline D. Van Ovost participated in an annual Senior Leader Logistics Symposium to discuss the importance of providing logistics support during disasters. During the symposium, General Van Ovost spoke of the evacuation in Afghanistan, responding to Haiti's earthquake, as well as how entities such as China and Russia could create unwanted challenges globally. As learned in Lisa M. Caldwell's coverage of the General's visit, a Humanitarian Assistance and Disaster Relief Logistics Handbook will be in the works to focus on the Western regions. You can read more about the symposium in the article: "Van Ovost: USTRANSCOM is Postured to support safety, prosperity of Western Hemisphere."

Caldwell, Lisa M. "Van Ovost: USTRANSCOM is Postured to support safety, prosperity of Western Hemisphere" [ustranscom.mil](http://ustranscom.mil), release#: 20220616-1, 2022.



# Enabling integrated deterrence; Combatant Command perspectives

By: Erik Anthony

Senior enlisted leaders from five different Combatant Commands gathered at the National Defense Transportation Association (NDTA) – U.S. Transportation Command Fall meeting, to address how each command plays a role in enabling integrated deterrence.

The panel discussion, moderated by Fleet Master Chief Donald Myrick, Senior Enlisted Leader, U.S. Transportation Command (USTRANSCOM), addressed multiple layers to integrated deterrence.

“The threats of the modern era are global vice regional,” said Sergeant Major James Porterfield, Senior Enlisted Leader, U.S. Northern Command (USNORTHCOM). “The world as we look at it now – there are no longer regional threats, there are no boundaries. Our adversaries have global reach and have the ability to strike us in our homeland at any given time, which causes us to think in a different perspective within all domains.”

“Our way of fighting had to adapt and had to change as we look at peer competition – we believe integrated deterrence is the way to do that,” said Sergeant Major Howard Kreamer, Senior Enlisted Leader, U.S. Strategic Command (USSTRATCOM).

Deterrence now relies on integration across all domains, across all regions, across the spectrum of conflict, across the U.S. government and integration with Allies and Partners.

“The idea of integrated deterrence brings together the entire force, which includes interagency, all our Allies and Partners, the private sectors, nongovernmental organizations and academia to counter cross-cutting threats,” said Command Sergeant Major Benjamin Jones, Senior Enlisted Leader, U.S. Southern Command (USSOUTHCOM).



## Enabling integrated deterrence; Combatant Command perspectives (Continued)

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Myrick added that the military can't posture its way out of future fights.

"We better be ready now and in the future. To that end, cyber domain mission assurance has got to be a priority," said Myrick. "The complexity of future operations requires us to treat data as a strategic asset."

Integrated deterrence also requires the Department of Defense to more effectively coordinate, network and innovate.

"We're no longer solely focused on a whole of government approach, because it's very myopic and focuses singularly on one set of parts," said Master Gunnery Sergeant Scott Stalker, Senior Enlisted Leader, U.S. Space Command (USSPACECOM). "We're now focused on a whole of society, which includes our commercial partners."

Stalker added that after gaps and needs are identified, there is tremendous value in releasing creativity within the commercial sector.

"We should not so much be telling them (industry) specifically what they need to build, rather we need to talk about the environment and what the commander needs to complete their mission, so that we can unleash industry to create things," said Stalker.

Myrick went on to describe the crucial role the commercial industry plays in USTRANSCOM's mission.

"As I sit here and look out at the audience, I'm reminded that TRANSCOM's ability to deliver an immediate force tonight and a decisive force when needed is inextricably linked to our commercial partners," said Myrick. "The Joint Deployment and Distribution Enterprise (JDDE) is dependent upon the capacity, the networks, and the expertise that industry contributes. I think that's one of the unique things about how we operate."



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"Cyber domain mission assurance has got to be a priority, -- The complexity of future operations requires us to treat data as a strategic asset."

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# Defense Personal Property Management Office (DPMO)

By: Kristen Johnson Barnat

Strategic Communications Planner for the DPMO

USTRANSCOM is often known for its work in moving military equipment and supplies to aid in strategic mobility capabilities for DOD's warfighting efforts. However, the command's Defense Personal Property Management Office (DPMO) has a bit of a different objective. The DPMO, in conjunction with the various Military Departments, runs the Defense Personal Property Program (DP3), and is charged with overseeing all the shipment and storage services needed for a permanent change of station. The DPMO team enables readiness by ensuring our military force is set to tackle their next assignment by helping service members, DOD civilians, and their families safely relocate their belongings.

The DPMO creates the DOD-wide policies and regulations impacting approximately 325,000 household goods and 68,000 privately owned vehicle shipments per year. The team develops materials to inform and assist customers on the moving process while also managing the online system (Defense Personal Property System, or DPS) used to schedule moves, track shipments, and file claims.

One of DPMO's most recent significant accomplishments includes launching an online information portal on the Military OneSource (MOS) website. The *Moving Your Personal Property* webpage is designed to provide support throughout the moving experience with access to educational materials, customer service contacts, scheduling tools, and more. Besides featuring personal property information, the MOS website offers an array of relocation tools from finding housing, to getting your family settled into a new community, making it a one-stop-shop for all relocation needs.

*Continued on next page.*



# Defense Personal Property Management Office (DPMO)

(Continued)

Currently, the DPMO team is busy pursuing a reform effort called the Global Household Goods Contract (GHC), which is set to usher in a new era for the DP3. The GHC will fundamentally change how USTRANSCOM will do business by having a single move manager synchronize the disparate activities and processes of the hundreds of moving companies packing and shipping personal property worldwide. Among other things, it will help by:

Improving communication through modern, digital management tools for customers and the moving industry.

More efficiently and effectively utilizing trucks, storage, and routes resulting in more options for scheduling a pack out, pick-up and delivery; shorter transit times; and on-time deliveries.

Simplifying the claims process in the event of loss, damage, or inconvenience.

Having a contract with formally defined standards to enable DOD to provide meaningful oversight and fix accountability through a robust quality assurance surveillance plan, lacking in today's program.

“Restructuring DOD’s relationship with the moving and storage industry is vital to generating quality service and capacity to meet peak demand, meet our customer’s expectations, improve industry accountability, and align responsibility within the Department,” stated Brigadier General Joel Safranek, Director of the DPMO. “Our customers deserve the best relocation service the enterprise can provide them, and we are extremely excited for what the future holds.”

While GHC is a significant quality of life reform and remains one of the command’s main focus areas, the team continues working other initiatives to solve issues and provide today’s customers with a quality moving experience.

“Our improvement efforts impact the entire moving portfolio from moving personally owned vehicles to shipping and storing household goods,” explained Colonel Marshanna Gipson, Deputy Director for Operations of the DPMO. “In 2023, we will unveil a wide range of changes from instituting a new policy on gun safe weight allowances to revamping the performance scoring process used to evaluate and select moving companies.”

If you are looking for more information about the DPMO and its offerings, use the QR code for a direct link to the MOS Moving Your Personal Property webpage.



# United States Transportation Command: An Evolving Mission for 35 Years

By: Dr. Joseph Mason, Command Historian



As stated in the command mission, “USTRANSCOM conducts globally integrated mobility operations, leads the broader Joint Deployment and Distribution Enterprise (JDDE), and provides enabling capabilities in order to project and sustain the Joint Force in support of national objectives.” The command is now 35 years old, and the current mission has grown in response to changes in the national military strategy.

The concept of a single manager for transportation can be traced back to World War II when separate Navy and Army logistical systems duplicated efforts. The creation of the Department of Defense in 1947 aimed to eliminate unnecessary overlap between the services. This effort included establishing the Defense Supply Agency in 1962 to manage the end-to-end global defense supply chain, which has evolved into the Defense Logistics Agency.

Total mobilization of the economy in World War II also required a whole-of-government approach. As we are seeing again, petroleum products were so important that in 1941 President Roosevelt established a new cabinet-level agency, the Petroleum Administrator for War, to manage oil production, U.S. imports and exports, and the allocation of bulk fuel for military and civilian uses. The Army and Navy created a petroleum board to liaise with the Petroleum Administrator; conduct coalition planning; coordinate theater and service petroleum requirements; and purchase and transport bulk fuel shipments. Present-day DLA-Energy traces its origins to the Army-Navy Petroleum Board.

The Unified Command Plan (UCP) provides operational instructions and command and control to the Armed Forces and is updated periodically to reflect changes in national military strategy. In 1987 President Reagan ordered the Secretary of Defense through the UCP to establish the United States Transportation Command (USTRANSCOM). Initially, the command’s mission was to provide global air, sea, and land transportation to meet national security needs in wartime only. Following Desert Shield and Desert Storm, when the new command proved its efficacy, USTRANSCOM’s mission expanded in 1992 to be the single manager of transportation for DOD in peace and war. Over the next several years, USTRANSCOM received additional responsibilities, including providing common user air refueling and global patient movement. In 2003, the SECDEF designated the Commander, USTRANSCOM as the Distribution Process Owner (DPO) to serve “as the single entity to direct and supervise execution of the Strategic Distribution system” to “improve the overall efficiency and interoperability of distribution related activities - deployment, sustainment and redeployment support during peace and war.” This was the most dramatic change to USTRANSCOM’s responsibilities since the command received its peacetime mission in 1992.

# United States Transportation Command: An Evolving Mission for 35 Years

(Continued)

Other missions and authorities followed as USTRANSCOM supported contingency operations after 9/11. In 2004, USTRANSCOM became the portfolio manager and acquisition authority for procuring for DOD logistics information technology systems, carrying out research projects and obtaining services to transform the DOD supply chain. In 2006, SECDEF designated the command as the mobility joint force provider to identify, recommend and supervise implementation of global sourcing solutions. In 2011, a revised UCP inactivated U.S. Joint Forces Command (USJFCOM) and reassigned the Joint Enabling Capabilities Command (JECC) and Defense Courier Service to USTRANSCOM. In 2017 USTRANSCOM revised its DPO authorities as the Joint Deployment and Distribution Enterprise Coordinator (JDDC), by which it oversees globally integrated mobility operations and provides enabling capabilities to project and sustain the Joint Force in support of national objectives. That year USTRANSCOM also became the DOD's single manager of the Defense Personal Property Program.

Throughout its 35 years, USTRANSCOM's top priority has been warfighting readiness, honed through training, exercises, and advocating for tomorrow's capabilities including sealift recapitalization, bulk fuel, aerial refueling, patient movement, resilient command and control, and decision advantage. The focus on readiness paid off during the Afghanistan non-combatant evacuation as well as ongoing support to U.S. European Command.

The ongoing planning with the Office of the Secretary of Defense, Joint Staff, services, combatant commands, and DLA for Global Bulk Fuel management and delivery is projected to add another Unified Command Plan mission for USTRANSCOM, as DOD evolves for the potential to deploy and support forces against a near-peer adversary in a contested environment. With the most capable and ready air, land, and sea strategic mobility forces in the world, USTRANSCOM will continue to support the United States and its allies, in peace and war.



# Don't Run Alone

By: CH (LTC) Mark Sedwick

As we approach the holiday season, I find myself reflecting on my upcoming transition to civilian life after wearing the cloth of my country (Coast Guard and Army) for almost 30 years. It's almost impossible to comprehend that in just a few months I will transition to a different uniform consisting of a black shirt, clerical collar, black shoes, and dress slacks as I return to civilian ministry as a parish pastor. I've deliberately taken the time—disciplined myself—to reflect on what a blessing and privilege it has been to serve our great country as a military member.

I've also been a proud member of a different organization: Wear Blue Run to Remember, which honors military members and their families. The motto of our organization is, "For the Fallen; For the Fighting; For the Families." Wear Blue was founded by Lisa Hallett, a gold star spouse who received a knock on the door in 2011 at her home near Fort Lewis, Washington. In just an instant Lisa went from being a wife and mother to a widow and single parent. Lisa Hallett and other gold star family members in Tacoma, Washington began to assemble on Saturday mornings to run as a way of healing and building resiliency. These gold star family members would dedicate their miles to their fallen loved ones. In the ensuing decade, Wear Blue has spread to military communities around the world as gold star families, military members, veterans, and retirees assemble each Saturday to commemorate and honor the fallen who gave their last full measure of devotion on that particular week in previous years.

*Continued on next page.*



## The Gold Star Lapel Pin

It is designated for survivors of service members who lost their lives during any armed hostilities in which the U.S. is engaged, dating back to World War I. This includes service members who lost their lives while deployed in support of military operations against the enemy or during an international terrorist attack.



## Don't Run Alone

(Continued)



During road races such as the Marine Corps Marathon, Wear Blue has established a Blue Mile. As runners approach the Blue Mile, they encounter American flags displayed on both sides of the racecourse. After passing the American flags, runners are confronted by cardboard photos of fallen military members. It's remarkable that at each Blue Mile I have experienced as a participant in multiple road races, the reaction of all runners is the same: upon seeing the first of many photographs of fallen military members, the runners cease all talking. In fact, for the entire Blue Mile, all one hears is the footsteps striking the pavement. The overwhelming majority of these runners are civilians—but it doesn't matter—they recognize that they are traversing sacred ground. The Blue Mile builds that bridge, it forges that critically important relationship between the 99 percent who don't serve and the one percent who do.

The Blue Mile always serves as a cathartic experience for me and allows me to acknowledge my grief and deep, personal loss for those military members I served with and came to love who gave their last full measure of devotion. I encourage you to seek and identify your Blue Mile as we approach the holiday season. Where is your sacred ground? Have you allowed yourself to acknowledge your grief and deep, personal loss for your loved ones who have departed this earth? If you need help in your journey of faith through the Blue Mile, please reach out to me, your family members, your colleagues, or perhaps to Behavioral Health professionals to help you navigate and successfully finish your race. And remember; you don't run alone!



# U.S. TRANSCOM RECOGNITION 3rd QUARTER AWARDS

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**Junior Service Member**  
CPL James L. Jennings  
TCSG

**CIV CAT I**  
Ms. Olivia D. Bender  
TCJ2

**Service Member**  
IT2 Zachary A. Thompson,  
JECC

**CIV CAT II**  
Ms. Nilani G. Singler  
TCJ2

**Senior Service Member**  
MSgt Joseph L. Dewese  
TCCS

**CIV CAT III**  
Mr. Curtis R. Norman  
TCJ3

**Company Grade Officer**  
LT Justin T. Morgan  
TCJ2

**Field Grade Officer**  
Maj Benjamin T. Hedges  
TCJ3

**Volunteer**  
TSgt Melissa R. Richardson  
JECC

# TRANSCOMMUNICATOR

## 4th EDITION

TO STAY CONNECTED BETWEEN EDITIONS FOLLOW US ON SOCIAL MEDIA!



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### TRANSCOM Trivia

**Question:** What were the three major hurricanes named from the 2017 hurricane season mentioned in this newsletter?

- A. Eli, Gerardo & Isabel
- B. Bob, Kevin & Stuart
- C. Cass, Jason & Lyndsey
- D. Harvey, Irma & Maria

**Answer Submission:** Email submissions to TSgt Makayla Sirianni at Makayla.r.sirianni.mil@mail.mil no later than 28 Feb 2023.

### Edition 3 Results

**Question:** Who is credited as being the first to popularize the concept of awarding medals?

**Answer:** Alexander The Great

**Correct Answer Shoutouts:** James Lemasters; Terry Lewin (TCAQ)

### Content Creators Wanted

Do you have ideas about what you would like to see the CSEL highlight next?  
Contact TSgt Makayla Sirianni (makayla.r.sirianni.mil@mail.mil) if you are interested in joining the team.