



Newsletter of the Council of Logistics Engineering Professionals



February 2010

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From the President:



Mr. Jim Martin

The Council of Logistics Engineering Professionals will shortly be releasing a document titled **A Logistics Engineering Organizational Evaluation Approach**. Benjamin S. Blanchard headed a team of CLEP professionals who develop this Monograph. Ben is a member of the CLEP Advisory Committee, currently works as a consultant, and is a Professor of Engineering-Emeritus at Virginia Polytechnic Institute and State University. While Ben performed the bulk of the work, he was assisted in this effort by Ralph Harper, Brittany Hill, and James Martin. Ralph L. Harper Jr., D.B.A., CISM is also a member of the CLEP Advisory Committee and is the Academic Online Program Chair for Management at Florida Institute of Technology, Nathan M. Bisk College of Business. Brittany J. Hill is a Junior at the Florida Institute of

Technology majoring in Aviation Management and is planning to pursue graduate study leading to a Master of Science degree in Logistics Management. James L. Martin, C.P.L. is the current President CLEP and is the President of Advanced Logistics Technology, Inc.

This Monograph can be used by organizations in two ways to help them improve their Logistics Engineering capability. First, it could be purchased by an industrial and government organization to use for a self-evaluation. Second, upon request CLEP will perform independent organization evaluations resulting in certifications of organizations at certain levels of maturity based on this document. Organizations may purchase the Monograph from CLEP for \$250. The CLEP evaluations for certification would be based the size of the organization and other criteria.

In both of the above applications the Monograph would aid in the growth of an organization's Logistics Engineering capability by identifying focus areas that could be

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CPSG in-house logistics support expected to save millions

by Chuck Paone
66th Air Base Wing Public Affairs

The Electronic Systems Center (HANSKOM AIR FORCE BASE, Mass.) completed transitioning all sustainment actions for a critical base security system from contractors to a government-organic source Feb. 10, reaping large savings for the government.

All logistics support for the Tactical Automated Security System, known as TASS, will now be performed at the Cryptologic Systems Group, in San Antonio, Texas, part of ESC's 653rd Electronic Systems Wing. The total switch from contractor logistics support to organic support is expected to save the government nearly \$4

million a year, according to Kermit Schol of CPSG. TASS, managed by ESC's 642nd Electronic Systems Squadron at Hanscom AFB, Mass., is a rapidly deployable, integrated electronic intrusion detection system that provides the capability to detect, announce and remotely assess intrusions into a secured area. The early detection and identification of an intrusion prevents or minimizes damage or destruction of mission-critical resources.

The system is considered a force multiplier in that it provides a lot of additional security without adding more personnel for guard and patrol duties.

It has been used around the globe, including

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Calendar of Events

Upcoming Events

Performance Based Logistics and Readiness Summit, March 15 - 17 2010, Sheraton Premiere at Tysons Corner Hotel, Vienna, VA, <http://www.pblevent.com/>

NDIA 26th Annual National Logistics Conference & Exhibition, April 12 – 15, 2010, Hyatt Regency Miami, Miami, FL; <http://www.ndia.org/events/0730/Pages/default.aspx>

Performance Based Logistics 2010, July 26 – 28, 2010, Marriott Crystal Gateway, Arlington , VA, <http://www.wbresearch.com/pblusa/>

ASNE, Fleet Maintenance and Modernization Symposium, September 14-15, 2010, Virginia Beach Convention Center, Virginia Beach, VA, <http://www.asne-tw.org/asne/FMMS10/>

64th Annual Transportation and Logistics NDTA Forum & Expo, September 18 - 22, 2010, Gaylord National Resort/ Convention Center Washington, DC, http://www.ndtahq.com/events_forum_expo.htm

13th Annual Systems Engineering Conference, October 25-28, 2010, Hyatt Regency Mission Bay, San Diego, CA, <http://www.ndia.org/meetings/1870/Pages/default.aspx>

ATTEND THE 2010 LIFE CYCLE LOGISTICS TOOLS WORKSHOP & USER GROUP SYMPOSIUM – March 8-11 2010

The Council of Logistics Engineering Professionals (CLEP) is hosting the 2010 Life Cycle Logistics Tools Workshop and User Group Symposium, with educational support provided by the United States Army Materiel Command Logistics Support Activity (LOGSA). The workshop will be held in Huntsville, AL on March 8 through 11, 2010.

Following on the heels of a very successful event that took place last May, this year's workshop will be extended to a four-day event.

Last year's event was attended by more than 350 attendees who gathered to learn about the LOGSA-developed Life Cycle Logistics Tools, hear about new product improvements and provide user-feedback directly to the product developers of the various LOGSA tools.

Besides seminars and discussions on LOGSA's Tools, several keynote speakers will provide attendees with additional information on how these logistic tools are currently being used or how they are planned to be used throughout the DoD and industry.

This year, due to the popularity of the workshop, the event has moved into the North Hall of the Von Braun Convention Center in downtown Huntsville.

Many logistics professionals from all over the country and world will be in attendance for this popular event, so make plans now to join us.

Details on registration and hotel accommodation information can be found at <http://www.logisticsengineers.org>

DoD Weapon System Acquisition Reform Product Support Assessment

Patrick M. Dallosta, CPL
Vice President, Education
Council of Logistics Engineering Professionals

Dr. Ashton B. Carter, the Under Secretary of Defense for Acquisition, Technology and Logistics signed the “DoD Weapon System Acquisition Reform Product Support Assessment” in November, 2009. The Forward summarizes the Assessment as follows:

“As DoD moves forward with weapon system acquisition reform, attention to product support must be increased, and life cycle management must be better focused to achieve affordable operational Warfighter outcomes. Too often in the past, weapon system product support has been neglected in acquisition and logistics transformation efforts. Therefore, if the Department is going to truly reform the business of delivering weapon system capabilities to the Warfighter, it must also reform the stewardship of the \$132 billion spent each year in product support. Reformed stewardship – driven by improving product support and achieving more cost-effective weapon system readiness outcomes – requires a life cycle management focus, committed leadership, and cooperative efforts from the operational, acquisition and logistics

communities.

This DoD Weapon System Acquisition Reform Product Support Assessment captures the findings and recommendations needed to drive the next generation of product support strategies. During its year-long study, our 65-member pan-DoD and industry team, led by the Office of the Deputy Under Secretary of Defense for Logistics and Materiel Readiness, identified eight principal areas, that, if developed or improved, will make product support more effective and acquisition reform more far reaching:

1. Product Support Business Model
2. Industrial Integration Strategy
3. Supply Chain Operational Strategy
4. Governance
5. Metrics
6. Operating and Support Costs
7. Analytical Tools
8. Human Capital”

Several major findings along with the above areas for improvement are detailed in the Assessment. The findings are categorized in the areas of (1) immature product support processes, to include cross-service alignment and the

business case analysis process, (2) reliance on transactional based systems and processes, as well as organizational challenges, and (3) the inability to determine the cost benefits of performance based-support strategies due to the inability of DoD financial systems to provide cost visibility and the level of fidelity required for validation of benefits against audit standards.

Integrated Product Teams (IPT) are currently working the implementation of the DoD Weapon System Acquisition Reform Product Support Assessment, concentrating in the areas of “Human Capital”, “Governance” and the “Next Generation Business Model”. These activities will have interim reports as well as final reports over the next several months.

The DoD Weapon System Acquisition Reform Product Support Assessment is available at the DAU Defense Acquisition Portal

<https://acc.dau.mil/CommunityBrowser.aspx?id=328610>

MARK YOUR CALENDAR AND SAVE THE DATE

The Council of Logistics Engineering Professionals
In Cooperation With
US Army Materiel Command-Logistics Support Activity

Presents

The
**2010 Life Cycle Logistics Tools
Workshop and Users Group**
March 8 – 11, 2010



Von Braun Center
700 MONROE STREET - HUNTSVILLE, AL 35801

Key Note Speakers Include:

Hon. Claude Bolton Jr., DAU Executive in Residence

Mr. Pat Tamburrino, Asst. Deputy Chief of Naval Operations for
Fleet Readiness and Logistics (N4B)

Mr. Randy Fowler, Assistant Deputy Under Secretary of Defense for
Materiel Readiness, OSD

Mr. Lane Collie, Principal Deputy G-3 for Operations/Executive Deputy
US Army Materiel Command

Get the latest information on life cycle logistics decision support tools, emerging logistics support concepts, policies and lessons learned.

Users Group Training and Workshop Sessions for:

- Systems Planning and Requirements System (SYSPARS)
- PowerLog-J Logistics Data Support System
- Post Fielding Support Analysis tools (PFSA)
- Computerized Optimization Model for Predicting and Analyzing Support Structures (COMPASS/COMPASS-Lite)
- Cost Analysis Strategy Assessment (CASA)

...and more

Visit WWW.LOGISTICSENGINEERS.ORG/Mar10.htm for
Registration and More Symposium Details

LOGSA

Union Logistics in the Peninsula Campaign

By: Bruce P. Schoch

It is often said that you can't know where you are going if you don't know where you have been. The author of this article combines his knowledge of the Civil War's Peninsula Campaign in Virginia, with a study in logistics. Though many essays have been written on this subject, Mr. Schoch has done a superb job of telling this lesson in history and logistics.

Bruce P. Schoch is multimedia information specialist for the Curriculum Development Center, Army Combined Arms Support Command, Fort Lee, Virginia. He was previously chief of multimedia technologies at the Army Transportation School, Fort Eustis, Virginia. He is a graduate of the College of William and Mary, the Army Command and General Staff College, the Army Management Staff College, the Transportation Officer Advanced Course, and the Quartermaster Officer Basic Course.

A century and a quarter before Operations Desert Shield and Desert Storm, the United States Army engaged in another large-scale deployment into a hostile theater. Just as in Southwest Asia, nearly everything required for the mission had to be imported, and the enemy allowed the buildup to proceed without serious interference for several months. Unhappily, the operation did not end as well as the Persian Gulf War—nowhere near as well, unless you happened to be a Confederate defender of Richmond, Virginia.

This operation was the Civil War's 1862 Peninsula campaign in Virginia. Its roots lay, ironically, in continued Union control of a fortification designed by the great Confederate general, Robert E. Lee, and in a newspaper article. Lee, while serving as a captain in the Army Corps of Engineers before the war, had supervised much of the construction of Fortress Monroe in Virginia. The massive masonry fort was

designed to protect the mouth of the Chesapeake Bay from European naval marauders, such as the British who attacked during the War of 1812. It was this fort, at the eastern tip of the Peninsula between the York and James Rivers, that became the starting point for the Union movement toward the Confederate capital at Richmond in 1862.

Hampton, the city immediately outside the fort's moat, was burned on 7 August 1861 by the Old Dominion Dragoons of Elizabeth City County, Virginia, commanded by Captain Jefferson Phillips, on the order of Confederate Brigadier General John Bankhead Magruder. Magruder had read in the New York Tribune about the "Slabtown" that Union Major General Benjamin F. Butler, the commanding general of Fortress Monroe, was building in Hampton to house all the "contrabands" (freed and runaway slaves) who were flocking there. He feared that the Union Army would also use Hampton to provide winter quarters.

Hampton, which had been burned by the British in 1813, was just beginning to regain its economic vitality in 1861. Butler disclaimed any military appreciation of what he termed an act of barbarism, but Magruder's burning of the city did focus President Abraham Lincoln's attention on the Peninsula. It also forced the initial Union deployment to the Peninsula to be based at Fortress Monroe rather than upon the surrounding expanses of Hampton.

Initial Deployment to the Peninsula

On 3 February 1862, Major General George B. McClellan submitted a plan to move on Richmond from Urbanna, which is northeast of Richmond on the Rappahannock River, rather than striking south from Washington. President Lincoln approved McClellan's plan on 13 March, but with a

significant change: McClellan's army would land at Fortress Monroe, not Urbanna, and move up the Peninsula to attack Richmond from the east. The initial embarkation would include 100,000 soldiers, 15,000 horses, 1,100 wagons, and 44 batteries of artillery. John Tucker, the Assistant Secretary of War, chartered 113 steamers, 188 schooners, and 88 barges to move McClellan's army from northern Virginia down the Potomac River and the Chesapeake Bay to Fortress Monroe. The first vessels arrived from seaports in the Northeastern States at Alexandria, Virginia, across the Potomac from Washington, on 17 March.

Lieutenant Colonel Rufus Ingalls, the acting quartermaster for the move, was conducting the largest deployment the U.S. Army had ever made. Over a 3-week period, the transports moved 3,600 wagons, 700 ambulances, 300 tubes of artillery, 2,500 head of cattle, and 25,000 horses and mules.

Four hundred five vessels totaling 86,278 tons—including 71 side-wheel steamers; 57 propeller-driven steamers; 187 schooners, brigs, and barks; and 90 barges—hailed an enormous tonnage of cargo for the Peninsula campaign to Fortress Monroe in the spring of 1862. The daily supply requirements were prodigious: 3 pounds of subsistence per man and 26 pounds of fodder per horse or mule; over 500 tons of rations and fodder and over 100 tons of all other classes of supply for the entire army.

Amphibious Operations and Support

The Mexican War landing of Major General Winfield Scott's army of 10,000 at Vera Cruz, Mexico, on 9 March 1847 was the first large

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amphibious operation planned and executed by Americans. There was little precedent for it. But the Army gained no subsequent experience in amphibious operations, and certainly not in what we now know as logistics over the shore. Many of the watercraft used to support McClellan's Peninsula campaign were the same ones that had ferried his troops and supplies from the Washington area to Fortress Monroe. Other craft he used had even humbler origins: the flight of many of the contrabands down the James and York Rivers had left hundreds of canal boats (which had a draft of only 1 foot when empty) cluttering the Fortress Monroe waterfront. Lincoln proposed that these craft be beached at Willoughby Point, across the James from Hampton, and used as floating causeways and piers for disembarking troops at Norfolk in May. The subsequent advance up the York River towards Richmond used these watercraft again in much the same role.

As a result of lessons learned during the Peninsula campaign, the quartermaster fleet was eventually to consist of coal-fired ships displacing 900 to 1,100 tons and capable of speeds of 8 to 10 knots. They included some steam-driven, light-draft stern ferries built in Philadelphia. These ferries could carry a fully equipped battery of artillery, a wagon train, or a regiment of infantry and functioned as a very early form of landing craft.

Establishment of Logistics Base at White House

Major General Stewart Van Vliet, McClellan's quartermaster during the Peninsula campaign, noted that rain and mud made traffic very slow. He estimated that the army, then consisting of 130,000 troops, required 500 tons of forage and subsistence daily. On 15 May, the Navy cleared the James River of Confederate shipping; the York River was always clear. His water flanks secured, McClellan set up his headquarters and depot at Robert E. Lee's plantation, White House, which was located where the Richmond-York

River Railroad crossed the Pamunkey River on its way from Richmond to its terminus at West Point on the York. (The Pamunkey joins with the Mattaponi at West Point to form the York.) Four hundred transports began shuttling stores from the Fortress Monroe-Hampton area up the York River to West Point. Five locomotives and 80 railcars were shipped by transport from Alexandria to West Point to restart the railroad. Meanwhile, Mrs. Lee remained at White House until McClellan escorted her to the Confederate lines a few weeks later.

The site of White House, at a point where large ships could no longer navigate, was at that time the most forward Union station on the railroad from West Point to Richmond. The railroad had not been seriously damaged during the retreat of Confederate commander General Joseph E. Johnston's troops up the Peninsula into the defenses of Richmond; it required only engines and rolling stock to put it back into service. An immense concentration of steamers and wagons combined to move all kinds of supplies forward and evacuate the sick and wounded.

The bulk of McClellan's army was south of the Chickahominy River, which divides the Peninsula before flowing into the James. They were therefore nearer the James than the York. Only the V Corps under Brigadier General Fitz-John Porter was centered around and based upon White House. Supplies from the White House-West Point area were transferred by wagon and rail to the units in the field. The railroad was a single line and was constantly threatened by washout, but its great advantage was that it ran straight to Richmond, the strategic objective of the campaign.

Confederate Appreciation of Union Logistics

The Confederates' concern about disrupting McClellan's supply lines

manifested itself in a failed attempt on 1 June to drive the Union left wing into the Chickahominy and thus cut McClellan's line of communications from White House. Brigadier General J. E. B. Stuart's raid and ride around McClellan's army on 12-15 June managed to burn two transports at Garlick's Landing on the Pamunkey River, cutting connections to White House, and capture a wagon train. During this action, he also raided Tunstall's Station, between Richmond and White House. After almost catching a train returning to White House on which Union soldiers were riding on flatcars, Stuart tore up tracks, cut down telegraph poles, destroyed the bridge across Black Creek, and burned or plundered sided railcars. His troops resupplied themselves from sutlers' stores.

Stuart did not press an assault on the supply base at White House because he reasoned that the defenses would be thoroughly alerted. However, his raid caused McClellan to change his supply base from White House to the James River.

Shift to Harrison's Landing

McClellan began relocating his supply operation and shifting his tactical focus south of the Chickahominy River within a week of Stuart's raid. On 18 June, he ordered 800,000 rations shifted from White House to the James River. Colonel Ingalls, in charge of the White House depot, dispatched several loads of forage and provisions to the James on 23 June. Canal-boat and barge floating wharves on the York River were broken apart. Four hundred transports began shifting cargo from White House to the James.

In the meantime, Johnston had been wounded and replaced by Robert E. Lee as the Confederate commander. Lee counterattacked McClellan's army on 26 June, intent on driving the Union invaders away from Richmond. The

Highlights from the 28 February 2010 Officers Meeting of The Council of Logistics Engineering Professionals

The meeting was held by a telephone conference call on Thursday, 28 February 2010 with a call to order by the President at 7:00 PM, Eastern Time.

Present for the meeting were the following persons: Jim Martin, President; Vic Poillucci, VP Administration; Mike Connor, VP Membership; Dan DiDomineco, VP Communications; Linc Hallen, VP Operations; BJ Silvey, VP Finance; Dr Ralph Harper, Jr, Advisory Committee; Ben Blanchard, Advisory Committee; Lou Sciaroni, Advisory Committee; LtGen Beauchamp, Advisory Committee; Bob Stein, Advisory Committee; Steve Rodock, Webmaster

Not Present were the following persons: Bill Horne, Immediate Past President and VP Programs; Jim Jones, Advisory Committee; Jan Hall, Advisory Committee; Mike Osborne, Advisory Committee; Pat Dallosta, Interim VP Education.

A motion was made and seconded to accept the January Meeting Minutes subject to correction - motion carried.

Outstanding action items from the past meeting: Jan Hall to examine copyright right issues for the CLEP Newsletter – still outstanding

Reports from the Officers

President, Jim Martin

Mr. Martin introduced Mr. Blanchard to discuss the OCM-LE project. Mr. Blanchard provided a status report on the OCM-LE modeling effort. Final clean-up version to be used as a baseline. Packaging (i.e. cover, binder) remains an issue to be resolved.

Mr. Blanchard to forward a draft OCM-LE project flyer to Mr. DiDominco soliciting assistance for its finality.

Mr. Martin thanked all who are involved in the CLEP/LOGSA Conference for their hard work and dedication.

Immediate Past President and VP Programs, Bill Horne - absent

VP Admin, Vic Poillucci – no report

VP Operations, Lincoln Hallen – Mr. Hallen reported that he has responded to the IRS regarding the Federal 501(c)(3) status.

VP Membership, Mike Connor - Mr. Connor sent a notice to the Membership on Monday, February 22 informing them of the upcoming CLEP/LOGSA conference. Mr. Connor is working on establishing a local CLEP Chapter in Huntsville.

VP Education, Mr. Pat Dallosta (Interim Appointment) - absent

Webmaster, Stephen Rodock – Mr. Rodock has been actively engaged in providing support for the upcoming conference.

Status on Sections:

San Diego Section - no report

Space Coast Section - no report

National Capital Section - no report

Phoenix Section - no report

Huntsville Section – no report

Other Business: - The President reported that he anticipates conducting the Annual CLEP Meeting on Thursday at 1:00PM following conclusion of the CLEP/LOGSA conference and that conference call capability will be provided for those unable to attend.

Hampton Roads Virginia: A Military Community

The Hampton Roads area is home to one of the nation's largest concentrations of military personnel, with approximately 110,000 active duty military personnel. The total DoD population, including active duty, reserve, retirees and family members totals approximately 300,000 in an area with a total population of 1.8 million.

The region's major communities include Williamsburg, Newport News, Yorktown and Hampton on the peninsula (North Side) and Norfolk, Virginia Beach, Chesapeake, Suffolk and Portsmouth on the South Side.

Major military units and headquarters include NATO's Allied Command Transformation, U.S. Joint Forces Command, U.S. Fleet Forces Command, the U.S. Air Force's Air Combat Command, U.S. Marine Corps Forces Command, and the U.S. Army Training

and Doctrine Command. Military hardware in the area includes 70 ships, 12 submarines, 400 Navy aircraft, 80 Air Force aircraft, and a variety of Navy Special Forces and support units.

Major military installations in the area include Naval Station Norfolk (the world's largest naval base), Naval Amphibious Base Little Creek, Naval Air Station Oceana (including Dam Neck Annex), Langley Air Force Base, Fort Story, Fort Monroe, Fort Eustis, Norfolk Naval Shipyard, and Yorktown Naval Weapons Station.

The area's close ties to the nation's history and the military spans nearly 400 years, beginning with Capt. Christopher Newport landing at Cape Henry (the site is on present-day Fort Story) on April 26, 1607. Newport and Capt. John Smith sailed up the James River and formed the first permanent

English colony in the New World at Jamestown.

Other historical sites in the area include the Yorktown Battlefield, the site of final battle of the Revolution, Fort Monroe, Norfolk Naval Shipyard, and the Civil War battle between the ironclads USS Monitor and CSS Virginia (the former USS Merrimac). The World War II Iowa-Class battleship USS Wisconsin is open to the public in its berth at the National Maritime Center (Nauticus) on Norfolk's downtown waterfront.

Hampton Roads also boasts Virginia's largest employer, Newport News Shipbuilding, and the Navy is state's largest single consumer of electricity. Additionally, Norfolk Naval Shipyard ranks as the state's largest federal industrial employer.

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ensuing Confederate offensive lasted until 1 July and became known as the Seven Days' Battles.

While struggling to repulse the attacking Confederates, McClellan began shifting his actual base of operations to Harrison's Landing on the James on the morning of 27 June. Contrabands were evacuated to Fortress Monroe on canal boats. Supplies not needed by the forces north of the Chickahominy during the switch of fronts were retrograded by wagon and rail to White House.

Van Vliet shipped supplies by wagon and rail to Savage's Station so advancing troops could resupply en route to Harrison's Landing. They destroyed excess stocks. Supplies at Orchard Station and Despatch Station were sent on to Savage's Station as well, and excess stocks were evacuated to White House. Some 2,500 cattle were herded across the Peninsula to the James.

Transports evacuated hundreds of sick

and wounded. Cavalry screened the hospital while litters and ambulances evacuated the wounded. Gunboats (the Commodore Barney, Currituck, and others) stationed around the port complex at White House provided additional security. Commissary stores were evacuated by transports; the sutlers' supplies were looted by departing Union soldiers and advancing Confederates. Buildings, including White House itself, and rows of tents were fired with whiskey-soaked hay. Ammunition dumps that could not be evacuated were blown up—the sounds convinced Confederate leaders that a full-scale Union retreat was in progress. Three locomotives and a hundred railcars were also burned. When all was done, Colonel Ingalls, now deputy quartermaster for the Army of the Potomac, and his staff boarded the transport *Circassian* and sailed to Fortress Monroe.

Following the Union retreat after the

battle of Gaines' Mill on 27 June, wagoners loaded all the supplies possible at Savage's Station for retrograde; the rest were destroyed. Meanwhile, Stuart arrived at White House in time to see the last gunboat leaving and nine barges, five destroyed locomotives, trains of railcars, and rows of tents burning.

Lee and his chief subordinate, Major General Thomas J. (Stonewall) Jackson, were both convinced after the main battle that McClellan would hold his lines of communication with White House. Stuart therefore ordered Brigadier General Richard S. Ewell's cavalry to attack White House. The cavalrymen saw fully loaded trains being run into the river with engines at full steam to avoid being captured by the Confederates. The finale of the entire operation was, fittingly, unusual: Stuart's horse artillery traded

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Transformational program demonstrates developing logistics support concept

U.S. Joint Forces Command's Joint Experimental Deployment and Support program demonstrated its Joint Force Support Component Command concept during U.S. Forces Korea's Reception, Staging, Onward movement and Integration 2007 exercise.

By MCC(SW/AW) Chris Hoffpauir
USJFCOM Public Affairs

U.S. Joint Forces Command's *Joint Experimental Deployment and Support (JxDS)* program recently demonstrated its Joint Force Support Component Command (JFSCC) concept during U.S. Forces Korea's (USFK) Reception, Staging, Onward movement and Integration 2007 exercise.

The JFSCC program, part of USJFCOM's JxDS family of joint and combined capabilities under development at the [Joint Futures Lab](#), improves the coordination, integration, and synchronization of logistics and support functions for the warfighter.

JFSCC reached its initial operational capability in March 2006. The concept serves an integrating function for logistics predominately focused at the operational level.

Vince Leccadito, JxDS project manager, said that following an assessment two years ago, USFK agreed to participate in a new type of evolutionary development broken into four demonstrations approximately six months apart.

"We're using a version of spiral development in a real live situation," Leccadito said. "We're developing at the same time we're operationalizing, which has worked really well because we just finished demo three and we

had real good, positive results come back."

Leccadito said that while USJFCOM manages the program and its development, USFK is the operational manager. He said that as part of its agreement with USFK, USJFCOM put together several logistics teams to support the concepts development.

USFK is a U.S. Pacific Command (USPACOM) sub-unified command. Leccadito said USPACOM is concurrently developing a similar program, and the two combatant commands cooperate to further the development of both programs.

"Most of the support that comes to USFK comes from PACOM," Leccadito said. "We've established an assessment program that runs parallel to development."

Leccadito said JFSCC brings four capabilities to the warfighter.

"We bring a joint command and control capability," he said. "That's the organization itself. That's unique, because even though we've had ad hoc joint logistics commands or components stood up around the area, we've never documented it."

"We are combining planning and analysis into a new element of the organization called a fusion cell." Leccadito explained the fusion cell is an operational link between plans and current operations that then recommends courses of action specific to logistics.

"The way business is done today, you've got four services all doing stove-piped operations logistically, feeding up and integrating at the top. What we're trying to do here with the fusion cell [for] logistics is we're cutting across and we're doing a horizontal type of integration."

He explained that normally tasks go directly to the services, and when they have a logistics shortfall they go back through service to joint channels.

"The way the fusion cell works is it brings the services up on line so they can openly discuss what those shortfalls are right away and resolve them on a more timely basis."

Leccadito said the third capability is logistics execution. The command brings in other capabilities under development and investigates ways to do better distribution from the strategic to the tactical levels.

Leccadito said the final piece and key enabler of JFSCC is operations and logistics integration.

"This is what brings everybody to the table," he said. "What the JFSCC provides is, through the linkage with PACOM, the visibility of other assets that are available."

Leccadito said that visibility gives commanders the flexibility to see the entire logistics situation in their area of operations and make decisions on priority and better control the flow of materiel in the deployment/sustainment process.

Leccadito said the results of JFSCC's third demonstration will be completed in June and the program will conduct its final demonstration later this summer. He also said the demonstration will include a military utility assessment.

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shots with the Union gunboat Marblehead at the very end of the evacuation from White House.

Aftermath

After the Seven Days' Battles, McClellan's equipment status at Harrison's Landing was 2,578 wagons, 415 ambulances, 5,899 horses and 8,708 mules. Colonel Ingalls reported on 20 July that the Army of the Potomac had 3,100 wagons; 7,000 cavalry mounts; 5,000 artillery horses; 5,000 draft horses; and 8,000 mules. He described its status thus: ". . . the Army was then perfectly equipped." Whichever benchmark is used, the logistician knows that the 1862 Peninsula campaign did not fail for want of support.

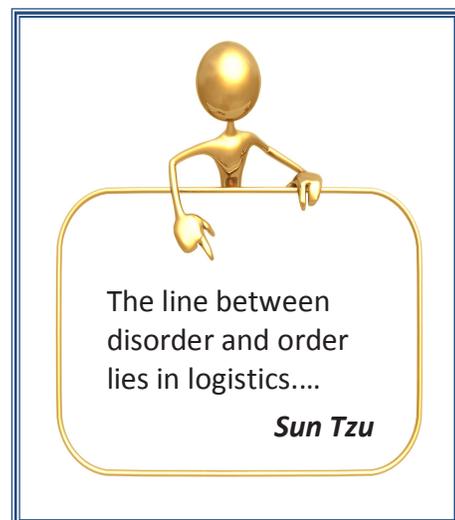
The impact of logistics upon the conduct of both Union and Confederate operations during the 1862 Peninsula campaign was significant. The buildup and sustainment of a huge Federal force before McClellan undertook any major combat operations forced his logisticians to move materiel on either muddy roads or the rivers. As the James River was still a contested waterway until the campaign was quite mature, that left the York River. The need-or the attraction-to use the railroad (and McClellan was a railroad president before the war) made the choice of White House as a logistics base eminently logical. The use of White House, however, put the main focus of sustainment north of the Chickahominy River. The Chickahominy

became a major obstacle in the drive on Richmond, because the capital city was south of that river. Most of McClellan's army was also south of the Chickahominy after its advance up the Peninsula from Fortress Monroe.

The inherent cacophony and seeming chaos of a shift of base operations from White House to Harrison's Landing, coupled with an unexpected counterattack, appears to have distracted, paralyzed, and then panicked McClellan. Stuart's "ride around the Army" had convinced him that his supply base was too vulnerable; it was already slow in responding to the units south of the Chickahominy. His decision to move to Harrison's Landing, once the James River had been cleared by the Navy, was as logical as his original move to White House. That it occurred when Lee launched his counterattack was unfortunate; it conveyed the image of an Army in retreat, both to Lee and, ultimately, to a disoriented and distressed McClellan.

The Confederates were still expecting to encounter an operation based at White House when they attacked. They read the noise of the destruction of excess supplies as a sign of full retreat, instead of abandonment. Had Lee known that McClellan was relocating rather than retreating, he would probably still have attacked Porter's V Corps; but he probably

would not have left as few troops as he did directly in front of Richmond. His counterattack probably would not have been decisive in ending the Union offensive. The subsequent slaughter of the useless Confederate attacks at Malvern Hill, just northwest of Harrison's Landing, on 1 July probably would not have occurred. The campaign could have resulted in a drawn battle, a continued slow Federal advance toward Richmond, and the beginning of siege warfare in 1862 instead of 1864. As to the long-term effect on the war, however, we can only speculate.



CPSG in-house logistics support

Continued from page 1

throughout the Central Command Area of Responsibility, protecting personnel and critical assets in active war zones. The largest user of TASS, in fact, is Air Forces Central, which provides Air Force component support to CENTCOM.

AFCENT began relying on the San Antonio-based group for TASS logistics support in October 2009, according to Mr. Schol. Air Force Security Forces, at sites worldwide - other than AFCENT sites -- began

depending exclusively on CPSG for this sustainment support in January 2009.

All stocks of TASS spares have been moved to CPSG storage, and CPSG personnel are processing repair transactions with forward-deployed customers. They have accomplished approximately 2,000 so far in fiscal year '10, Mr. Schol said.

The increased workload associated with TASS has resulted in CPSG adding seven new employees to its workforce. In all,

13 personnel there support TASS and other force protection products.

"TASS plays an important role in protecting our deployed warfighters, including some of our CPSG co-workers," he said. "We are proud to contribute to their safety and security while at the same time saving the Air Force millions of dollars by effectively utilizing existing CPSG processes."

From the President - Continued from page 1

improved and resulting in an Organizational Growth Plan. This is primarily accomplished through the use of the Organizational Capability Model: Logistics Engineering (OCM-LE) contained in the Monograph. This model, which is based on 18 extensive questionnaires that cover different focus areas, results in a score that can be used to assess level of Logistics Engineering level of maturity at a specific point in time. The end objective would be to aid the organization to increase its Logistics Engineering capability over time.

CLEP will be “rolling out” this Monograph at the upcoming CLEP-LOGSA 2010 Life Cycle Logistics Tools Workshop and Users Group Symposium being held March 8-11, 2010 in Huntsville, Alabama. For a two week period following this roll-out, the Council is offering an introductory price for the Monograph of \$175. For additional details or to purchase the Monograph contact CLEP at 480-529-0402. We will also offer the Monograph for sale on our website in the near future or by sending an email to

ProgramS@LogisticsEngineers.org.

The preface to the Monograph provides additional information about the document. This is provided below.

This Monograph provides a “conceptual” approach for the evaluation of the capability of a typical Logistics Engineering Organization. While there may be variations thereof, the objective herein is to establish a foundation (i.e., framework) upon which to build

a more refined evaluation process tailored to any one or more individual logistics engineering organizations. The overall goal in providing this unique guide lies with the hope that it will help in facilitating the progress and growth of practicing logistics engineering organizations currently operating primarily in the industrial and government sectors. It is anticipated that this guide, when applied in the evaluation of any given logistics engineering organization, will aid in developing the organization’s overall effectiveness and efficiency in the performance of its functions on programs leading to the design and development, production/construction, and operation and sustaining support of all categories of systems.

This Monograph, prepared on behalf of the Council of Logistics Engineering Professionals (CLEP), is directed toward Logistics Engineering Organizations operating within any company, government agency, laboratory, and/or related institution functioning in a system’s environment. The material included herein is intended to be “organization-specific” and not “program-specific.” The objective is to measure an organization’s overall “capability” and potential for “growth” versus its ability to respond to a specific specification or unique program requirement.

Included in this Monograph is an introduction describing background and the need for such in Section 1.0; the organizational evaluation process in Section 2.0; the organizational capability maturity model for logistics engineering

(OCM-LE) in Section 3.0; several “case studies” in Section 4.0; and the 18 questionnaires that are utilized in facilitating the evaluation process in Appendix A. Inherent within the “model” description in Section 3.1 is the identification of 18 focus areas (9 technical and 9 management) reflecting the logistics functional disciplinary topic areas against which an organization is evaluated, and the five (5) maturity levels of “capability” attained are described in Section 3.2. In Appendix A, included are the 18 extensive questionnaires which cover each of the focus areas and presented in a progression format geared for each level of maturity, and an Evaluation Questionnaire Scoring Sheet is included in Appendix B. The questionnaires, in context, describe what a logistics engineering organization should be accomplishing in order to be recognized for attaining a designated level of maturity. As such, this Monograph is somewhat “conceptual” by nature and hopefully, through its review and application, will stimulate logistics engineering organizations to seek on-going review and the subsequent utilization of the OCM-LE model for the purposes of improvement. This, in turn, should lead to growth and the further enhancement of the overall profession.

James L. (Jim) Martin, C.P.L.
President, The Council of Logistics
Engineering Professionals

Naval Surface Warfare Center-Port Hueneme Sponsors 'Engineering Challenge' For Local Middle Schools

PORT HUENEME, Calif. — Armed with swim noodles, glue guns, a handful of other household objects and their own creativity, 70 local middle school students tested their math and science skills to see if they could hit the target—literally—at the ninth annual Port Hueneme Division, Naval Surface Warfare Center (PHD NSWC) National Engineer's Week event, on Feb. 19 at PHD NSWC, located at Naval Base Ventura County.

The annual engineering competition pits students from Ventura County middle schools in the ultimate school rivalry as they attempted to design a miniature missile from ordinary office and household supplies, and then launch it at a target before a panel of judges comprised of Navy and civilian engineers. Aided by a math or science teacher and a PHD NSWC engineer, the students engaged in a variety of rocket science concepts such as aerodynamics, trajectory and pull of gravity.

PHD NSWC developed the competition as a way to help local students with an aptitude for math and science discover the world of engineering and expose them to the kinds of problem-solving challenges that engineers face on a daily basis.

The event began at 8:00 a.m. and concluded at 2:00 p.m. In the morning, the students toured a major area within PHD NSWC, the Surface Warfare Engineering

Facility, where the students were given the opportunity to see how engineers use math and science to solve problems and develop conceptual ideas. After the tour, the students worked with their PHD NSWC engineer on their project and conducted test launches to perfect their designs. The student teams presented their projects and design rationale to the panel of judges. Projects were scored on creativity, conceptual design, application, testing procedure/results, as well as the teams' application of knowledge collected from their tour.

The American Society of Naval Engineers, Channel Islands Section, the International Society of Logistics, Ventura County Chapter and the Society of Hispanic Professional Engineers donated prizes for first, second and third place.

Schools participating in the PHD NSWC National Engineer's Week event include: Anacapa Middle School, Balboa Middle School, Charles Blackstock Junior High School, De Anza Middle School, E. O. Green Junior High School, R. J. Frank Intermediate School, John C. Fremont Intermediate School, Richard B. Haydock Intermediate School, Las Colinas Middle School, Los Primeros Structured School, Mesa Union School, Monte Vista Middle School, Ocean View Junior High School, Rio Vista Middle School and Santa Rosa Technology

Magnet School.

PHD NSWC is located at Naval Base Ventura County. It is the Navy's premier in-service engineering and logistics center and has been in existence for over 45 years. The command provides test and evaluation, in-service engineering, and integrated logistics support for weapon and combat systems installed in the United States Navy fleet, United States Coast Guard fleet, and many foreign Navy fleets. PHD NSWC's focus is to provide safe, effective, and affordable weapon systems that enable ships and Sailors to fight and win.



A little neglect may breed mischief; for want of a nail, the shoe was lost; for want of a shoe, the horse was lost; and for want of a horse, the rider was lost.

Benjamin Franklin

Aberdeen Proving Ground readies for transformation

By David McNally (Research, Development and Engineering Command Public Affairs)

ABERDEEN PROVING GROUND, Md. - About 150 people gathered at the Top of the Bay Club Tuesday, Feb. 16 for an Association of the United States Army luncheon. Major Gen. Nick Justice, Aberdeen Proving Ground Installation Commander, and Research, Development and Engineering Command Commanding General, told the group about Army transformation.

"It's important for our community here to understand about RDECOM," Justice said. "It's a very large organization; 17,000 strong with 12,000 scientists and engineers. That's as powerful as any corporation in America ... and all capable, competent people, ready to lead in any aspect of science and technology and engineering that we want to deal with."

Justice explained that with RDECOM's headquarters at Aberdeen Proving Ground, the region will soon see many changes. "This place will become the gateway for science, technology and engineering for the Army, and I suspect for the Department of Defense, and other agencies like Homeland Security, and for the nation," Justice said. "There is your first challenge right there; it is to make this place the new center for science, technology and engineering for our nation."

Justice told the group how RDECOM is honing in on engineering solutions. "We need to build systems in the Army to solve problems and do it with the same responsible constraints of time and money that we take in our own personal lives," he said. "So, we're going to focus on engineering."

The AUSA Aberdeen Chapter meets monthly to listen to guest speakers, discuss business, and recognize outstanding community members. "Our mission is to educate the public about how to support the Soldier," said Chapter President Mary Jane Jernigan.

In the past two years, the Aberdeen AUSA chapter has grown to more than 475 people, and been nationally recognized as the best all-around chapter in the nation. "Our driving force is our passion that these things need to be done," Jernigan said. The chapter supports Soldiers, Army civilians and the APG community through fundraisers, scholarships and informational meetings.

"Being a member of the AUSA is a great way to network and meet people from other organizations on the installation," Jernigan said. "General Justice challenged me personally to help prepare people for the transformation."

The Aberdeen AUSA Chapter meets the third Tuesday of every month. For information, visit the chapter's Web site (<http://www.ausa-aberdeen.org/>)

HOW CAN WE BETTER SERVE YOU?

As we continually strive to meet the requirements and needs of our Logistics Community, we would like to hear from you concerning what you would like to see CLEP accomplish in the future to better serve you.

Do you have a need for workshops on particular subjects, job assistance, or filling job requirements on a program within your

organization?

We can help. Contact us by email, phone, or stop by our web site at www.logisticsengineers.org and let us know how we can assist or serve you better.

We also need your help. As we have begun our new program year, we need volunteers to serve on our committees. If you have a

talent in a particular area and would like to participate on a committee, please contact us.

If you would like to submit an article for our newsletter, please contact Dan DiDomenico, iedpd@bellsouth.net (VP Communications) or Bill Horne bhorne1@cox.net (VP Programs) by email.

The Council of Logistics Engineering Professionals



www.logisticsengineers.org

Join the Conversation, Discussion and Networking on LinkedIn at:
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CLEP Information

The Council of Logistics Engineering Professionals is a professional organization composed of individuals devoted to enhancing logistics technology, education, and management. For membership information or if you are interested in starting a Section in your area, contact Mike Connor at membership@logisticsengineers.org.