



**Newsletter
of the
Council of Logistics Engineering
Professionals
May 2009**



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Board of Officers

- President:
James Martin, CPL
- Vice President-Administration
A. Vic Poillucci
- Vice President-Operations
Lincoln Hallen
- Vice President-Education
Michael Osborne, CPL
- Vice President-Membership
Michael Connor
- Vice President-Communications
Daniel DiDomenico
- Vice President-Finance
B. J. Silvey
- Vice President-Programs
William Horne
- Webmaster
Stephen Roddock, CPL

Advisory Committee

- Prof. Ben Blanchard, CPL
- Ms. Janlyn Hall
- BG (Ret) Robert Stein, USAF
- Mr. James V. Jones
- LTG (Ret) Roy Beauchamp, USA

From the President:

Key to the success of a professional membership organization such as CLEP is that the organization provides service to its members. To this end, the founders of CLEP have determined they would voluntarily serve as officers in the organization to aid the membership. A hallmark of this dedicated team of officers is the understanding that they exist to serve the membership, rather than the membership existing to support the organization. I salute these officers past and current that are all helping to realize this objective.

The members of CLEP recently had the opportunity to vote on officers for 2009. I salute those who participated in nominating and voting for officers that will continue with this legacy. Most of the existing officers continued to serve the CLEP members for another year. These dedicated officers are identified on the CLEP website and here in this newsletter.

Additionally, I would ask you, as a member or CLEP or a professional logistician to contact myself or any CLEP officer if you have some ideas on how we can better serve you. Please contact any of us via the

CLEP website or contact me via email at President@LogisticsEngineering.org.

Another hallmark of the new CLEP organization is open communications. We feel it is important that our members understand the issues and challenges the organization is facing and also become aware of the successes we are experiencing. As an example, you will notice we have been providing the minutes of the monthly Board of Officers meetings both in our newsletter and on the CLEP website. This information includes information many organizations consider too sensitive to publish. We do not hold closed meetings. All of our officers are available to answer any questions you may have or discuss any issues.

CLEP was organized just a little over two years ago. I feel that, due to the founding principles of the organization, we will continue to succeed in growing and helping members.

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

Meeting Minutes from the Board of Officers Meeting Report – April 30, 2009

The meeting was held by a telephone conference call on Thursday, 30 April 2009 with a call to order by the President at 8:03 PM, Eastern Time.

1. Role Call:
Present:

- Jim Martin, President
- Bill Horne, Past President/ VP Programs
- Linc Hallen, VP Operations
- Mike Connor, VP Membership
- Dan DiDomenico, VP Communications
- Mike Osborne, VP Education
- Vic Poillucci, VP Administration
- Stephen Roddock, Web Master
- Ben Blanchard, Advisory Committee

- Jan Hall, Advisory Committee
 - Ed Welch, Member
 - Joyce McSorley, Invited Guest
- Not Present:
- B.J. Silvey, VP Finance (Excused)

2. Minutes of the previous meetings were approved.
3. Reports from Officers

President

- The President put forth in nomination LTG Roy Beauchamp as a member of the CLEP Advisory Committee. The Board unanimously approved the nomination.

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Calendar of Events

The Council of Logistics Engineering Professionals

In Cooperation With

US Army Materiel Command Logistics Support Activity

Presents

The 2009 Life Cycle Logistics Tools Workshop and Users Group



May 12, 13 and 14, 2009



Holiday Inn Huntsville - Downtown
401 Williams Avenue - Huntsville, AL 35801

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:

- SYSPARS: Develops ILS and Supportability Planning Documentation
- PowerLOG-J: Powerful Tool for LSA, LSAR, LMI, GEIA and TM Data
- PFSA: Metrics Tracking & Analysis Tool
- COMPASS: Level of Repair Analysis (LORA) Model
- CASA: Life Cycle Cost Analysis Tool
- CBM: Army Condition Based Maintenance Warehouse
...and more

Visit WWW.LOGISTICSENGINEERS.ORG for Registration and More
Symposium Details

LOGSA
USAMC Logistics Support Activity

History of Military Logistics - The American Civil War

With summer coming on, one of my favorite things to do is to sit on the beach/on the pool deck/in my favorite chair at home and catch-up on some reading. And one of my favorite subjects to read is history – more specifically, American history.

I came across a rather unusual list of books a few days ago on Amazon .com that piqued my interest. The book list, on Amazon's "Listmania", covered two of my favorite topics for reading: History and Logistics.

The author of this Listmania list, Mr. R. Longabough of Peachtree City, GA, has compiled a list of books that pertain to military logistics of the American Civil War.

Mr. Longabaugh says: "This list covers the American Civil War logistics; didn't think there was much out there on Civil War logistics? Think again, and what's available is not dominated by the victors, there is a considerable amount of literature on CSA logistics. Only WWII logistics has been written about more and it seems I keep finding more books on Civil War logistics all the time. Enjoy!

Here is his book list titled History of Military Logistics - The American Civil War:

1. Second Only to Grant: Quartermaster General Montgomery C. Meigs by David W. Miller
2. "The Supply for Tomorrow Must Not Fail": The Civil War of Captain Simon Perkins, Jr., a Union Quartermaster by Lenette S. Taylor
3. Nine Months In The Quartermasters Department: Or The Chances For Making A Million (1862) by Charles Leib
4. Report Of A Commissary Of Subsistence - 1861-65 by H. C. Symonds
5. This Business Of War: The Recollections Of A Civil War Quartermaster by William G. Le Duc
6. Confederate Supply by Richard D. Goff

7. Confederate Purchasing Operations Abroad by Samuel B. Thompson
8. The Supplies For The Confederate Army: How They Were Obtained In Europe And How Paid For (1904) by Caleb Huse
9. Sinews of War: How Technology, Industry, and Transportation Won the Civil War by Benjamin Bacon
10. Reminiscences of General Herman Haupt by Herman Haupt
11. Lincoln's Railroad Man: Herman Haupt Rutherford by Francis A. Lord
12. The Sinews Of War: Army Logistics 1775 - 1953. Army Historical Series. by J. Huston
13. United States Army Logistics, 1775-1992: An Anthology: Vol. One U.S. Army, Center of Military History (1997)
14. Victory Rode the Rails: The Strategic Place of the Railroads in the Civil War by George Edgar Turner
15. Railroads In The Civil War: The Impact Of Management On Victory And Defeat (Conflicting Worlds: New Dimensions of the American Civil War) by John Elwood Clark
16. The Northern Railroads in the Civil War, 1861-1865 by Thomas Weber
17. The Railroads of the Confederacy by Robert C. Black, III
18. Vital Rails: The Charleston & Savannah Railroad and the Civil War in Coastal South Carolina by H. David, Jr. Stone
19. Steamboats on the Western Rivers: An Economic and Technological History (Dover Books on Transportation, Maritime) by Louis C. Hunter
20. Assault and Logistics: Union Army Coastal and River Operations 1861-1866 (Army's Navy Series, Vol 2) by Charles Dana Gibson
21. Lincoln and the Tools of War by Robert V. Bruce
22. Never for Want of Powder: The Confederate Powder Works in Augusta, Georgia by C. L. Bragg
23. Confederate Industry: Manufacturers and Quartermasters in the Civil War by Harold S. Wilson
24. Ironmaker to the Confederacy : Joseph Reid Anderson and the Tredegar Iron Works by Charles B. Dew
25. The Civil War Diary of General Josiah Gorgas by Frank E. Vandiver
26. Ploughshares into Swords: Josiah Gorgas and Confederate Ordnance (Texas a & M University Military History Series, No 36) by Frank E. Vandiver
27. Destroyer Of The Iron Horse: Gen. Joseph E. Johnston and Confederate Rail Transport, 1861-1865 by Jeffrey Lash
28. Retreat from Gettysburg: Lee, Logistics, and the Pennsylvania Campaign (Civil War America) by Kent Masterson Brown
29. Supply of Sherman's army during the Atlanta campaign by Duncan K Major
30. Hardtack & Coffee or The Unwritten Story of Army Life by John D. Billings
31. Civil War Medicine (Illustrated Living History Series) by C. Keith Wilbur
32. Gangrene and Glory: Medical Care during the American Civil War by Frank R. Freeman
33. Doctors in Blue: The Medical History of the Union Army in the Civil War by George Worthington Adams
34. Medical Department of the United States Army in the Civil War by Louis C. Duncan

Most, if not all of these books are available through Amazon.com. Also, be sure to visit the list authors list and read his comments on each book at:

http://www.amazon.com/History-nbsp-of-nbsp-Military-nbsp-Logistics-nbsp-nbsp-The-nbsp-American-nbsp-Civil-nbsp-War/lm/R2NCHSZY7LMV5P/ref=cm_srch_res_rpli_alt_2.

So, time to get ready to kick back and relax.

— Bill Horne

Logistics Integration in a Complex World



We invite you to attend and participate in a
**Council of Logistics Engineering Professionals
 Logistics Education Seminar in March of 2010.**

Why Should You Attend?

- Focuses on the state of the art programs and processes that are integrated with your career field and the Logistics profession.
- Timely and helpful because of the complexities that we have to deal with as Logisticians in this complex changing world.
- Facilitates professional networking and good friendship.
- Special activities for all who attend as either a presenter or attendee.

Presentations and Workshops

Topics cover material in the Military, Commercial and Educational industries.

- Acquisition Logistics
- Automated Logistics Environment
- Continuous Process Improvement
- Defense Logistics
- Fleet Readiness Centers
- Supply Support
- Integrated Solutions
- Item Unique Identification
- LEAN Six Sigma
- Total Ownership Costs
- Life Cycle Logistics
- Life Cycle Support
- Mission Support
- Performance Based Logistics
- Reliability Centered Maintenance
- SHIPMAIN
- Supply Chain Management
- Provisioning
- Technical Publications – S1000D
- Training

Where: San Diego, CA

Many activities will be planned for this event for attendees, presenters, and their guests. **Activities include:** Guided Tours in the San Diego Area, Sea World, SD Zoo, SD Wild Animal Park, Old Town, Balboa Park, Midway Museum, golfing, deep sea fishing, shopping, sight seeing, Sports events and Golf.

Information: If you are interested in attending or presenting please send email to **Ed Welch** at ewelch@delreysys.com or call **Joyce McSorley** at 858-522-2355.

Supported by:



(Further information for this event will be provided in our future newsletters as it comes available. Please check our website often for more information – www.logisticsengineers.org)

Naval Logistics Symposium 2009

In cooperation with the U.S. Navy, U.S. Marine Corps and U.S. Coast Guard, the American Society of Naval Engineers (ASNE) will present Naval Logistics Symposium 2009—Logistics in Support of the Joint Maritime Strategy in Arlington, Virginia, on July 20-22 2009.

The symposium will feature key topics in naval logistics from top leaders in government and industry. **The Council of Logistics Engineering Professionals** has joined as a supporting organization for the event.

The Naval Logistics Symposium program will address the requirements and challenges associated with ensuring that effective life cycle logistics support is developed and implemented during the design, development, test, production, fielding, sustainment, and improvement modifications of military systems as the maritime strategy is implemented.

The goal of addressing requirements and challenges is to ensure that life cycle logistics support will be cost effective and will achieve the intended material readiness and combat effectiveness as defined in operational requirements documents. Through

panel discussions, speakers and technical paper tracks, the symposium will explore the issues involved with achieving these objectives within the constraints of the systems acquisition process.

Principal speakers include:

- ADM Gary Roughead, USN, Chief of Naval Operations (Confirmed)
- GEN Duncan J. McNabb, USAF, Commander, United States Transportation Command (Invited)
- GEN James T. Conway, Commandant of the Marine Corps (Invited)
- ADM Thad W. Allen, Commandant, United States Coast Guard (Invited)
- Mr. Stephen Carmel, Senior Vice President, Maritime Services, Maersk Line, Limited (Invited)

Panel discussions and featured presentations will include:

- Panel on Total Ownership Cost Reduction Efforts
- Panel on Sea Services Acquisition Logistics
- Panel on The Future of Logistics
- Special presentation on Advancements of Military Medicine on the Battlefield

The symposium will include technical paper sessions structured along three tracks:

- 1) Acquisition Logistics—Trends, Tools and Practices;
- 2) Total Ownership Cost Reduction—Successes, Challenges and Barriers; and
- 3) Naval Logistics Integration—Bridging Across the Services.

In conjunction with the symposium, ASNE will conduct exhibits and sponsorships that are separate and distinct from ASNE's arrangements with the Navy, Marine Corps and Coast Guard for the symposium.

Information about exhibits and sponsorship should be obtained from ASNE. Contact Megan Sinesiou at (703) 836-6727 ext. 23 or msinesiou@navalengineers.org for more information.

www.navalengineers.org/Logistics2009.html



Upcoming Events

IDGA Military Logistics Summit 2009, June 08 - 11, 2009, Sheraton Premiere at Tysons Corner, Vienna, VA, <http://www.militarylogisticssummit.com/>

19th Annual INCOSE International Symposium, July 19 - 23, 2009, Singapore, <http://www.incose.org/symp2009/>

ASNE Naval Logistics Symposium 2009, 20-22 July 2009, Crystal Gateway Marriott, Arlington, VA, <http://www.navalengineers.org/Events/NL09/Logistics.html>

WBR Performance Based Logistics, July 27-29, 2009, The Westin Alexandria – Alexandria, VA, www.pblusa.com

NDTA Forum & Expo, September 19-23 2009, Nashville, TN, <http://www.ndtahq.com/forum.htm>

2009 LOA National Conference, October 12-15 2009 Rio Hotel, Las Vegas, <http://www.eshow2000.com/loanc/2009/>

NDIA 12th Annual Systems Engineering Conference, Oct 26-29 2009, Hyatt Regency Mission Bay, San Diego, CA http://www.ndia.org/events/0870/Pages/0870_12thAnnualSystemsEngineeringConference.aspx

WBR Defense Logistics, December 1-4, 2009, The Marriott Crystal Gateway – Arlington, VA, www.defenselog.com

WBR Soldier Tech US, February 2-4, 2010, Location TBD, www.soldiertechnologyus.com

Fifth Annual Secretary of Defense Performance-Based Logistics Award

PBL is a key DoD strategy to improve weapon system readiness to enhance PBL awareness and encourage excellence, the Department instituted the inaugural PBL awards in 2005. The POC for this program is Mr. Tony Stampone, ADUSD (Materiel Readiness) and he can be reached at Anthony.stampone@osd.mil. Award nominations are due July 1, 2009.

<http://www.dau.mil/docs/PBL.pdf>

What is Wrong With Operational Availability?

by Linc Hallen

Briefly I don't believe availability, especially operational availability, is a reasonable or a true, honest measurement. There are too many variables to take into account, including reliability and maintainability, and the results can be manipulated to anyway you want it. Take it from me, I've been doing it for years and no one questions the results, because "the computer did it". It seems that using Ao as a measurement is a way to avoid direct contact with the principals in an acquisition.

Even if one tries to do one's best in predicting reliability, as an example, and use the latest computer models accessing the field data and libraries of similar assemblies and parts to come up with a value for a piece of equipment, it may be to no avail. A program that I am presently working had a reliability prediction done a few years ago. Things looked good. Each assembly and sub-system was accessed as reliable, all falling within the required parameters. Then during testing, a fiber optic cable kept failing after only a few hours of operation. Designers were puzzled, went back to the drawing board (not that drawing boards exist anymore) and tried to reproduce the conditions on the individual sub-system, to no avail. Worked fine until they put it together with other components. Something called "sneak circuit" was to blame, I believe. Individually components worked fine, put altogether and a new circuit can be created! How can you account for such things?

I used to believe that qualitative and quantitative RM&S factors were key metrics used to access activities pertaining to the system's operation, maintenance and logistics. I don't think that any more. It looked good on paper, we developed MIL standards and specs to 'help' us out, we produced expensive commercial models to do the job, and it's all phony and useless. Not everyone, in fact I know very few, who believe the extent that I do that we've been lead down the primrose path of statistics and numerology.

I was raised in Wyoming. There was a town called Chugwater, about 60 miles north of Cheyenne where I lived. Before entering Chugwater, a sign greeted you: *Population 1634, Elevation 5674, Total 7308*. One can't argue with the math.

So I've come to the conclusion that if we really believe in performance based R&M and logistics, then there are some things that we can possibly monitor and maybe measure the success of a program:

1. Tell them what you need, not how to do it.
2. Don't burden contactors and vendors forcing them to write a bunch of meaningless reports, analyses and plans. Give them a surprise visit instead, they hate that, but eventually you'll get the best results.
3. Go on site visits, do personal interviews, more audits, keep a closer eye on design and development. It seems the government restricts itself by formally contracting this audit, which design review, this meeting, that meeting. Make it so you visit vendors all the time, look over their shoulders, but don't tell them what to do, they will find the best way to answer your performance parameters because you show an interest!
4. Measure performance of products, not processes.
5. Measure by testing the products, then do a root cause analysis of problems.
6. Flow requirements down to the designers for the product

and its support.

7. Change the mind set:
 - a. From large volumes of data and analyses to measured test support and on-site informal visits.
 - b. From working in an adversarial atmosphere to working shoulder to shoulder in meeting the goals.
 - c. From supportability as a separate discipline, to designing for support.
 - d. From supportability is good if you can afford it, to support as a design responsibility.
8. Design to support, then support the design!
9. There may be some other truisms, but I'm getting a headache.

Let's talk maintainability. Not MTTR, but real life stuff for the operator and maintainer. Let's measure the quality of:

1. The tech manual, has it been truly validated and verified?
2. The test and support equipment, is it supported with proper training and tech data?
3. The training courses for operators and maintainers, have they been tested out?
4. The spares and provisioning lists, have they been validated some way?
5. A physical on-equipment maintenance task analysis rather than one conducted with drawings and paper.
6. The maintenance processes and methodologies, including:
 - a. BIT available to detect to the lowest ambiguity level possible.
 - b. Standardization by using standard replacement parts, COTS parts, common tools, etc.
 - c. Accessibility by ensuring there is hinged access doors without use of tools, openings are adequate size, quick release fasteners, no stacked components, etc.
 - d. Maintenance ease with reduced type and number of fasteners, optimized panel displays, reduced need for adjustments, calibration, and alignment, etc.
 - e. Safety by ensuring provisions incorporated for protection of operator and maintainer, grounding all metal parts, eliminating sharp edges, etc.
 - f. Test points, skills, training, connectors, transporting, handling, labeling, self-protection, blah, blah, blah. There are lots a ways to measure success, let's try something new. Some of these things require an adjustment in how you think of the life cycle and how you schedule and plan. Remember when they launched the Hubble telescope years ago and its vision was blurry the first time they looked into the cosmos? I read they decided to save millions of dollars by not running a full system operational test! Of course it cost millions more to go up and put the equivalent of a contact lens on it. BTW, I also saw their initial reliability predictions for the equipment were >99%.

Remember, AHLTT (aw hell, let's try this).

Linc Hallen
 Logistics Engineer Consultant
 Vice President – Operations
 The Council of Logistics Engineering Professionals
 Rockville, MD

What Is A Logistics Engineer? -- Part 1 of a Series

By James V. Jones



James V. Jones

Editor's Note: This is the first of a series of articles by Mr. James V. Jones. Mr. Jones is President of Logistics Management Associates, Irvine, California and an internationally recognized authority in supportability engineering and integrated logistics support. Additionally, Mr Jones serves on the Advisory Committee of the Council of Logistics Engineering Professionals. He has authored several technical reference books including the Integrated Logistics Support Handbook, 3rd Edition, McGraw-Hill, 2006 and the Supportability Engineering Handbook, McGraw-Hill, 2007. He is an internationally sought after consultant, lecturer and educator. We welcome Jim to the CLEP Newsletter this month and look forward to future articles in the coming months.

“So, what do you do?”
“I’m a logistics engineer.”
“What’s that?”

How many times have you been asked that question? What was your answer? This has been my dilemma for the past 30 years. I work in a profession that effects everyone’s life but is very rarely recognized or understood. You have heard the old story where the young guy asks the old guy “what is a pretty lady?” and the old guy replies, “It’s difficult to describe a pretty lady, but I know one when I see one.” The same analogy applies to logistics engineers. If this situation is dissected, it may be possible to describe the individual attributes that may produce one, but there is no hard and fast final answer since everyone is different. Over the next few months I will endeavor to answer this question; however, it is not easy so I will have to proceed by discussing each expected attribute that may eventually produce a logistics engineer.

Logistics encompasses all activities necessary to achieve a predetermined outcome. That’s about as generic and specific a definition of logistics as I can fabricate. Every organization and every person does logistics. In the commercial industry, companies create and maintain logistics infrastructures to move raw materials to a manufacturing facility and then move finished goods to point of sale. They consider this logistics. Moving crude oil from the nodding donkey to the refinery and then gasoline from the refinery to the pump is logistics in the petroleum industry. The ability to honor a warranty on a car or washing machine requires resources from multiple disciplines to be brought together at a single point. So, logistics can be generically summed up as a sequence of events; 1) identification and quantification of a desired outcome, 2) identification and quantification of the resources and events that will be required to produce the outcome, 3) creation of a new process, or modification or an existing process, for delivery of the resources and events, 4) operation and delivery of the resources and processes to actually achieve the desired outcome, and finally 5) assessment of the results for improvement this time or the next time. If you agree with this description, then you should also agree that theoretically logistics is a generic process that can be applied to any situation. Many references define logistics as a “scientific process”. Calling something a scientific process suggests a process that is measurable, controllable and repeatable. If this is true, then applying logistics to a situation should be fairly easy since, as a scientific process, it can be repeated continuously and transferred to other situations with anticipation of the same results. However, we know this is not true because every situation is different. Working in logistics typically includes use of mathematical formulas, collection and analysis of data, and performance of various analysis techniques from a wide range of possible disciplines.

Logistics engineering may simply be defined as the art of applying the scientific logistics process to a specific situation. What is the logistics engineer’s role in this application?

(To be continued next issue)

SHAPING THE LIFE CYCLE LOGISTICS WORKFORCE TO ACHIEVE DESIRED SUSTAINMENT OUTCOMES

By: **Bill Kobren, Defense Acquisition University**

Successful implementation of DoD life cycle management policies requires an innovative logistics workforce with unparalleled knowledge, skills, abilities, creativity, and interdisciplinary insights to achieve desired sustainment outcomes in an increasingly resource-constrained environment.

The defense acquisition workforce in general, and the life cycle logistics community in particular, must therefore be equipped and incentivized to develop, implement, and oversee increasingly more

effective and cost-efficient performance-based life cycle product support strategies to sustain DoD weapon systems at every stage of their life cycle. This will be achieved in large measure through an innovative, integrated, joint logistics human capital development initiative that prepares the defense life cycle logistics workforce to deliver effective and efficient weapon system support and sustainment in the coming decades.

The complete article by Mr. Kobren can

be found and downloaded at:
http://www.dau.mil/pubs/arg/2009arg/ARJ50Web/arg2009_50.asp



Army announces assignment of Command Operations Plans, Logistics and Engineering Director

By MC2(AW) Nikki Carter
USJFCOM Public Affairs

(NORFOLK, Va., April 21, 2009) -- Army Chief of Staff Gen. George W. Casey announced [Army Brig. Gen. Karl R. Horst](#), director for operations, plans, logistics and engineering, J-3/4, at the U.S. Joint Forces Command in Norfolk, Va., will become commanding general of the Army Military District of Washington and commander of Joint Force Headquarters-National Capital Region, Washington, D.C.

Brig. Gen. Horst serves as the principal advisor to the USJFCOM commander on all military operational, logistics (less medical) and engineering matters. His primary responsibility as the joint force provider includes identifying conventional capabilities to meet the requirements of supported combatant commanders and recommending joint sourcing solutions from the global conventional force pool.

He also is responsible for readiness monitoring, planning, directing and tracking the deployment of conventional joint forces and capabilities assigned to USJFCOM. In addition he is responsible for joint logistics through collaborative productions of logistics and deployment doctrine, organization, training, materiel, leadership, personnel and facilities, change



Brig. Gen. Horst

recommendations, support of joint and multinational training and education; support of concept development and experimentation; and support of joint command and control integration efforts.

A prior enlisted soldier, Horst graduated from the U.S. Military Academy in 1978 and has commanded soldiers in the 3rd Infantry Division and the 82nd Airborne Division, with whom he served in combat during both Operation Desert Storm/Shield and Operation Iraqi Freedom. Most recently, he served as the deputy commanding general of the XVIII Airborne Corps and Fort Bragg, N.C.

Other previous assignments have

included aide-de-camp to the Chief of Staff for the U.S. Army and special assistant to the Supreme Allied Commander Europe, Headquarters/Supreme Allied Powers Europe, Belgium.

Other previous assignments have included aide-de-camp to the Chief of Staff for the U.S. Army and special assistant to the Supreme Allied Commander Europe, Headquarters/Supreme Allied Powers Europe, Belgium.

In addition to a master of public administration from Shippensburg University of Pennsylvania, he is a graduate of the Armed Forces Staff College and the U.S. Army War College.

His decorations include the Defense Superior Service Medal, the Legion of Merit (with three Oak Leaf Clusters), the Bronze Star (with two Oak Leaf Clusters) and the Meritorious Service Medal (with four Oak Leaf Clusters). He has earned the Expert Infantryman Badge, the Combat Infantryman Badge, the Combat Action Badge, the Master Parachutist Badge, and the United States Army Ranger Tab.

USJFCOM Operations, Plans, Logistics and Engineering Directorate (J3/4)

The director for operations, plans, logistics and engineering (J3/4) serves as principal advisor to the commander, U.S. Joint Forces Command (USJFCOM) on all operational matters that affect USJFCOM, including command and control of assigned U.S. military forces worldwide. He and his staff direct, plan, coordinate, schedule, and control the joint operations and inter-theater deployments of all USJFCOM forces.

USJFCOM provides trained and capable forces to our senior commanders in the field.

This requires a considerable degree of coordination to build joint forces that ensure elements of our Army, Navy, Air Force, and Marine Corps can fight together as specialized, task-organized teams to meet the operational requirements of supported commanders in the field.

These teams can include the use of U.S. Coast Guard and Reserve forces, or allied forces from other nations. For example, an Air Force general could command and coordinate the activities of a force consisting of Army airborne and special operations troops, a Marine expeditionary unit, an Air Force

squadron, and a Navy aircraft carrier. That joint force commander would subsequently report to a senior commander responsible for U.S. military activities in that part of the globe. Often called a "theater of operations", these areas of responsibility (AOR) each have a senior officer who ensures activities are coordinated as part of a unified national effort.

Upon the receipt of a mission, our commanders rely upon USJFCOM to pull these forces together from the global pool of conventional forces and coordinate their transfer to that senior commander for duty. USJFCOM provided the majority of conventional forces transferred to the U.S. Central Command combatant commander for his use in Southwest Asia during Operation Iraqi Freedom and Operation Enduring Freedom. In fact, USJFCOM has control of over 80 percent of all continental U.S.-based combat ready conventional forces.

Being a joint force provider is important to transformation because every day, our service components and subordinate activities provide forces in support of our

combatant commanders. When asked, USJFCOM also provides assistance to domestic civil authorities. Operations Noble Eagle and Hurricane Katrina Relief are examples where USJFCOM provided forces to support the defense of our country against terrorism and in response to natural disaster.

USJFCOM also leads many efforts to ensure our senior commanders have tools that consistently perform well.

Initiatives such as upgrades and consolidation of various global force management/joint force provision tools to enhance force providing will improve USJFCOM's ability to provide better analysis, feedback, policy recommendations, and development input for all U.S. military forces.

Additionally, the J3/4 oversees the command's efforts as it helps in the larger Department of Defense-wide mission of combating weapons of mass destruction as well as deterring terrorism and protecting key pieces of the infrastructure which may become terrorism targets.

Meeting Minutes - Board of Officers April 30, 2009

Continued from page 1 --

Immediate Past President

- Mr. Horne reported that the LOGSA conference planning is running smoothly and that 248 individuals have registered with an anticipated attendance of over 300.
- Mr. Horne reported that CLEP may be involved with the ASNE NavLog Conference scheduled for July 2009 and that he is pursuing tasking.

VP Operations

- Mr. Hallen reported that registration for the upcoming LOGSA/CLEP conference is progressing and is printing name tags with identifying information for attendees.

VP Administration

- Minutes from the March meeting were approved. Action items were reviewed and reported on.
- Mr. Poillucci stated that the Marine Corps Systems Command, Quantico, VA has voiced support for a similar conference like that of the CLEP/LOGSA and has identified 2009 as a start. Mr. Horne confirmed the information and will pursue for action.

VP Finance

- Mr. Martin received a report from Mr. Silvey (excused absence) that there is a balance of \$41,293.25 in the CLEP account.

VP Membership

- Mr. Connor reported that a current roster was emailed to the Board and that 92 members are currently enrolled with CLEP and intimated that renewals remain an issue.
- CLEP pins have been received (quantity 500). There is some question regarding accuracy of layout.

VP Communications

- Mr. DiDominico reported the May newsletter will be emailed shortly.

VP Education

- Mr. Osborne introduced a straw man certification process for CLEP and is soliciting ideas for refinement and final acceptance.

Webmaster

- Mr. Roddock was commended by the President for his stellar performance in handling the CLEP – LOGSA Conference.

4. Status of Sections.

- Space Coast Section: No report
- National Capital Section: No report
- Huntsville Area Section: With support from Mike Connor and Mike Osborne it's expected this section will grow rapidly upon completion of the CLEP/LOGSA Conference.
- West Coast Section: Liaison has been established with the UCSD with anticipation of hosting a conference in March 2010 which will have as its main theme interest in Commercial, Military and Pharmaceutical topics. Mr. Ed Welch has the lead.
- Hampton Roads Section: No report
- Phoenix Area Section: Organizational meeting expected shortly.

5. Action Items:

- Mr. Roddock will update the addition of LTG Beauchamp as a member of CLEP's Board of Advisors to the website.

- 6. Adjournment: The meeting adjourned at 9:20 p.m. Eastern Time.

The Council of Logistics Engineering Professionals



www.logisticsengineers.org

HOW CAN WE BETTER SERVE YOU?

As we continually strive to meet the requirements and of our Logistics Community, we need 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.

Join the CLEP conversations on LinkedIn at:

http://www.linkedin.com/groups?gid=1358457&trk=hb_side_g

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.