



Air Force Petroleum Office

Back to Basics

January-June 2020 Edition



Also In This Issue

T.O. 37-1-1.....	Pg. 2
Whose Responsibility is it?	Pg. 3
Who do I Submit a Waiver to?	Pg. 4
Installation Planning and Review Board.....	Pg. 5
Project Objective Memorandum.....	Pg. 6
Leadership Education Advancement Program.....	Pg. 8
DoD Standard Price.....	Pg. 8
Your Technical Assistance Team.....	Pg. 9
Defense Readiness Reporting System.....	Pg. 9
Leadership Spotlight.....	Pg. 10
How Long Does It Take to Grow a Tree?	Pg. 11



Deposits caused by bad fuel

Changing Crudes

By: Ben Curtis, Director, AFPET Product Support Directorate

30 years ago the jet fuel that we analyzed was made from petroleum crude oil. The crudes were well characterized and the refineries knew how to take out the contaminants. The high cost of oil around 2005 led to the allowance for crudes from Canadian tar sands and shale oil. There were also groups of people working on alternative fuels/crudes made from plant oils, municipal waste, plastics, beef tallow and biomass seeking approval. These changing crudes proved to be a challenge to some of the older refineries as the potential contaminants were not well understood or processed.

Canadian tar sand crude extraction is an energy intensive process that yields a thick crude high in sulfur compounds. The extraction process heats the sand to mobilize the oils contained within. The process causes substantial environmental damage and likely only a viable product when the cost of a barrel of oil rises above \$50. Some of the reactive sulfur compounds in the crude are poisonous and must be treated in the field prior to shipment.

Shale oil, AKA crude from the Fracking fields. The amount of shale oil crude extracted in the US has greatly increased over the last 10 years. The Fracking process (hydraulic fracturing with horizontal drilling) breaks up the shale to release the oil therein. A mixture of chemicals is used to extract the oil from the shale.

Alternative fuels and crudes made from

various feedstock proliferated when oil prices were high. These are 2nd generation alternative fuels, not B20 biodiesel or E85. Fuels made from plant material reduce the CO2 footprint of the user. These new fuels are designed to be used as a 50% blend with diesel fuel, or neat. An issue with these types of fuels is the potential contaminants. Each feedstock has its own unique contaminants that must be removed by the refinery. Municipal waste would contain metals, beef tallow would contain cholesterol and steroids, plastics would contain food waste. The list is endless. The refinery would need to develop processes to remove each of these contaminants and ensure that they do not carry over into the finished fuel. Since no one feedstock is sufficient to meet America's fuel needs, fuels and crudes from multiple sources are required.

The Takeaway: Changing crudes in the USA has given rise to some thermally unstable jet fuels. Shale oil jet fuel can contain the chemicals used in shale oil extraction if insufficiently refined. Tar sand jet fuel typically contains elevated reactive sulfur. When mixed these fuels undergo reactions which can cause the fuel to go off specification for thermal stability. AFPET, in conjunction with DLA Energy, have prevented these problematic fuels from reaching the Warfighter.



T.O. 37-1-1

By: Raymond Bunch, AFPET Technical Support

T.O. 37-1-1 is in the midst of a major revision and will be out soon. In conjunction with the revision, the AFTO Form 39, Fuel Systems Inspection and Discrepancy Report, is being updated to reflect changes in the TO. The TO has not been updated since 2015, and since that time UFC 3-460-01, Design: Petroleum Fuel Facilities, and UFC 3-460-03, Petroleum Fuel Systems Maintenance, have both been updated. TO 37-1-1 has incorporated some of the new UFC requirements as well as aligned inspection criteria as much as possible. UFC 3-460-03 was written to incorporate Army, Navy, and Air Force requirements. The Service Control Point Fuel Engineers work together to develop UFC requirements. Some of the major changes you will see are:

- Basket strainer inspections: If a DP gauge is installed, the strainer requires inspection every six months. If the basket does not have a DP gauge, the strainer will be inspected monthly. Also bases will start keeping a DP log on the basket strainer for tracking purposes. If there is a sudden drop in pressure, the basket strainer needs to be inspected.

- All nozzle strainers throughout the fuels infrastructure are 60 mesh. This change aligns with both commercial and other DoD documents.

- Inspection frequencies have been simplified. Gone are the days when weekly could equal 12 days and monthly could equal 36 days. Frequencies are now simple, weekly equals 7 days and monthly equals 31 days and so forth.

- Old verbiage has been replaced with new terms. The Hydrant Automated Management System (HAMS) will be

referred to as the Hydrant Equipment Monitoring Interface (HEMI).

- The Hydrant Flush and Static Pressure Check Checklists have been changed to align with AF Checklist guidance in TO-00-5-1 and they will be approved locally with signed copies forwarded to AFPET and NGB as applicable. Please remember to follow hydrant flush sampling criteria listed in TO 42B-1-1, Quality Control of Fuels. Some bases have still been submitting checklists without the initial sample. That step was added to provide a comparison between the start and stop of the flush so personnel can see whether the flush helped clean the system.

- Where other guidance is already published, we have referred people to that guidance. For instance, guidance for manually gauging for inventory purposes, we refer personnel to DLA Energy Policy.

- All references to LPG and CNG have been removed as there are no locations with these stations.

- FTL 18-02 is incorporated to specify who can sign the weekly supervisor inspection block on the AFTO Form 39.

- Product recovery tanks connected to Type III hydrant systems have a maintenance valve used by WFSM when draining filter vessels. That valve must be locked/disabled closed for everyday operations. These are just a few of the 250+ changes you will see in the new TO. As always if you have any questions, first ask your FMT prior to contacting AFPET Current Operations for clarification.

Whose Responsibility Is It?

Mrs. Tracy Edmunds, AFPET Requirements Division

When a product is sold to a customer, who is responsible to ensure the customer is charged correctly? The Fuels Accountant right? The responsibility resides with everyone within the sale process. The most common sale is to an aircraft but all sales are equally important. The responsibility begins with the controller when the request comes into the Fuel Service Center. If the aircraft is not assigned to the home station, it is their responsibility prior to fuel being dispensed to obtain the correct billing information. For foreign aircraft, billing information should be validated prior to dispatching a unit, by using the tables in the DLA Energy External Portal Page (DEPS) SCM tab. But the controllers can't do it alone, they rely on the operators to document all the essential data needed to identify the customer. At a minimum, a tail/vehicle registration/tank number, Air Card/Fleet Card number (all 16 digits) and the aircraft home station/Base name (for Transient aircraft) is needed. As an operator, reviewing your paperwork ensuring it is legible and accurate, prior to turn in, is an essential part of the billing process. The responsibility doesn't end with the operators, it is highly recommended that each shift ensures all entries are completed and correct in FMD prior to daily closeout. If data is missing from the sales screen there are tools to assist in finding the missing data.

What are some available tools to assist in your search?

Requesting the role JD-2204, Energy Line of Accounting (LOA) Viewer through the Account Management and Provisioning System (AMPS) will

provide visibility not only to the Air Force LOA table but also to the Vehicle Ownership and Air Card tables. If you do not have the role but need access to the tables, the AFPET SharePoint publishes a copy in the Requirements section. The Air Card table is most helpful when researching aircraft from other DoD branches (Army, Navy and Marines). Another valuable tool is Fuelstraining.com, a Coggins International maintained site, it contains valuable resources, from instructional videos to useful DLA Energy links. Under the Training tab you can watch short videos on a multitude of topics including "Completing the DD Form 1898" (parts I,II,III). You can also find a video explaining what data elements are required for aviation or ground transactions, and more.

Why is this so important?

As custodians of Defense Wide Working Capital Fund (DWWCF) fuel, we have a responsibility to be good stewards of the products entrusted to us. When a sale is made we are expected to process all transactions daily and clear any rejected transactions within 2 business days per DLA Energy P-1. Reimbursement for the product allows DLA Energy to not only procure additional product, but a portion of those funds are used in maintaining and improving the infrastructure it is stored in. So who's responsibility is it to ensure the customer billing information is correct? The answer is everyone, and having zero rejected transactions at the end of the day is a matter of

POL pride.





Who Do I Submit A Waiver To?

By: MSgt Levi Martin, AFPET Current Operations

We have all been asked by a supervisor to find something in a Technical Order or Air Force Instruction before. Say you found something in AFI 23-201 that cannot be done for one reason or another and need to request a waiver. A great starting point to understand what to do is FTL 19-06, *Waiver Application Procedures*, which is on the AFPET SharePoint site and details the flow of waivers up the chain depending on the publication via an AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*. As FTL 19-06 highlights, AFI 33-360, *Publications and Form Management* breaks down the waiver authority based on the level of risk associated by labeling each requirement with a tier.

T-0 (Tier 0): Although the Air Force is mighty, nobody in the Air Force can approve a waiver for a T-0. That is because the approval authority is external to the Air Force. That could be as high as the Joint Staff, Congress, or even The White House. A common example of this would be a DLA-Energy requirement, like stipulations to be an RO, which would then be submitted IAW P-18.

T-1 (Tier 1): This Tier must be waived at the MAJCOM/CC level (delegable no lower than the appropriate MAJCOM Director) after consulting with the HAF publication OPR that directed the instruction. For AFI 23-201, an example would be an AMC base submitting an AF Form 679 through the AMC/A4 to the AMC/CC. The AMC/CC would then consult with the 2F0X1 CFM (CMSgt Sigstad) before a decision is made.

T-2 (Tier 2): Tier 2 waiver authorities are similar to tier 1. The only difference is the MAJCOM/CC does not have to consult with the HAF publication OPR for approval.

T-3 (Tier 3): A Wg/CC is the approval authority for this tier. However, it can be delegated down to a Sq/CC.

There are also **Non-Tiered** requirements which do not have a T-1, 2 or 3 at the end. AFI 33-360 states these can be waived by your Sq/CC if the publication doesn't specify in the AFI itself who can waive them. Although AFI 23-201 currently states non-tiered items are to be waived by AF/A4LE, CMSgt Sigstad has authorized Sq/CCs to waive these requirements to meet the intent of the CSAF's guidance of empowering Squadron leaders to have the power at their level.

Lastly, T.O. requirements are waived by the T.O. OPR. For example, 37 and 42B series T.O.s waivers are submitted to AFPET.

Keep in mind, the first question everyone is going to ask when submitting a waiver is, "what is the requirement or need for this?" Make sure it is truly justified and ask yourself all the questions someone who isn't **POL** would ask. Finally, it is recommended to include your MAJCOM and AFPET in all waiver requests for situational awareness purposes.

As always, AFPET is ready to assist with any questions you may have.

Installation Planning and Review Board (IPRB)

By: John Anna, AFPET Infrastructure Division

We just completed the Installation Planning and Review Board (IPRB) process for Fuels MILCONs nominated for consideration in the FY 24 DLA funded program. Have you heard of the IPRB? Do you want to know more? Read DoDM 4140.25, Vol 8, Section 5 for the basics; but in short, the IPRB is the body that reviews and approves fuels MILCONS to be included in the DLA funded program. This was another very good year for the Air Force Fuels Community. The board agreed to fund nine MILCON projects, worth \$168M. Of those, five were Air Force, and one other (Army - Soto Cano) provides direct support to Air Force mission. Below is a summary:

		Cost	Percentage
AF	5	\$103,500	61.51%
Army	1	\$26,000	15.45%
Navy	3	\$38,770	23.04%
Total	9	\$168,270	

Additionally, the board set aside \$10M for Unspecified Minor Construction (projects < \$6M) and funded two projects, both for the Navy, but with one (Hickam) directly supporting the AF mission. Further, the board agreed to support additional project Requirements Document (RD) package development for two more submissions beyond the expected funding level, with one of those (Lakenheath) being AF as well.

Ok, so we did well but we can always do better. Here are some lessons learned if you are considering submitting a MILCON for the FY 25 DLA funded program:

1. Make sure all the documentation in DoDM 4140.25, Vol 8, Section 5 is part of the submission. Include pictures, studies, inspections, etc., that would support the case.
2. The DD Form 1391 needs to clearly

3. and concisely state the problem, expected outcome, impacts, and justification. Rambling text has negative influence.
 4. If you are citing mission and/or capability impacts as part of the justification, be prepared to define it in quantifiable terms. i.e. missed sorties - - state how many, when, how often, etc.
 5. If environmental considerations are part of the justification, cite specific state/local regulations, NOVs, etc. And, provide the documentation to support the justification.
 6. Include a discussion on what has been done or can't be done via the DLA Energy funded SRM program to correct the conditions.
 7. Identify an IPRB voting member that could assign a Command Priority to your project and gain their support (DoDM 4140.25, Vol 8, Section 5). Command Priority is an IPRB evaluation factor that weighs significantly in the decision process.
 8. Communicate and coordinate often with the higher level authority you want to support your project.
 9. Be ready to prepare a briefing on your project and present it to the IPRB if a Command Priority is assigned (10 minute brief, plus 10 minute Q&A). Pictures add value to the argument !!!
 10. Plan to meet the submittal date around the end of July. Late submittals get additional scrutiny.
 11. And Finally, don't wait until the 11th hour to assemble a project submission. No one will be fooled as quality is always lacking.
- As always, if there are questions don't hesitate to call the APFET Infrastructure Team for help on any fuels facility matter.





Program Objective Memorandum (POM)

By: Greg Clay, AFPET Equipment Management Division

To set the stage, let me introduce or refresh the memory of some basic terms that will help as you read this article. Program Objective Memorandum (**POM**) is a recommendation from the Services and Defense Agencies to the Office of the Secretary of Defense (**OSD**) concerning how they plan to allocate resources (funding) for a program(s) to meet the Service Program Guidance (**SPG**) and Defense Planning Guidance (**DPG**) and satisfy its assigned functions over the Future Years Defense Program (**FYDP**).

Imagine you get promoted, PCS or by other means, are now the **POL** Flight Chief. Lots of responsibility changes, some you are highly aware of and some, maybe not so much. I know every single person thrust into this position wants to do a great job and make their flight the best it can be, and one way to help get you there is by providing the latest and greatest in FSE for your people to do their daily work to meet the AF mission. Having the latest equipment can significantly contribute to that success. Hopefully, after reading this article, you can make this happen and you will have a few more skills to put in your "Ammo Belt For Success". Knowledge is power and depending on that knowledge is like the difference in a .22 caliber bullet and a .45 caliber one, and more ammo is always better in either of these two examples. First let me give you the reference to your authority to make this happen. AFI 23-201 paragraph 6.9 is the place where it all starts. To save you time from having to go look it up, here it is.

9. Managing Base FSE

1. Identifies requirements for new or replacement equipment items annually. Validates authorizations using the AF Equipment Management System (AFEMS). Initiate requisitions for new equipment using AF Form 2005, Issue/Turn-In Request, I.A.W. AFMAN 23-122, Materiel Management Procedures.

2. Prior to equipment turn-in, inspect the asset and complete the appropriate serviceability tag. Request turn-in and disposition approval from AFPET Current Ops prior to initiating action with the LRS Equipment Accountability Element. Approval requests to AFPET will include an assessment of the state and status of equipment, pictures and supporting documentation (AFTO Form 95, et. al). AFPET will provide disposition instructions and information to support initiating the AF Form 2005 using the turn-in Transaction Identification Code (TRIC).

6.9.2. AS 488, Fuel Storage and Gas Generating Equipment/Storage Tanks and Maintenance Support Equipment, and AS 460 Quality Control/Spectrographic Oil Analysis Program (SOAP) Laboratories, provide authorizations for FMT procurement. FMT will use AS authorizations to provide capability and capacity for preventive maintenance, operations, and fuels lab functions.

Note: FMTs are encouraged to cross utilize equipment assets, which reside within the LRS.

So let me provide some history on the POM process or lack there of for

Fuels Support Equipment (FSE). In late 2018 AFPET Equipment Management (EM) was notified there were no funds available for any 3080 Investment fund assets. These are items like the R-18, PMU-27, large cryogenics tanks etc. EM went directly to work to figure out the Who, What, Where, When, Why and How this occurred and found some flaws in the system process and contributing factors to this happening. As funds transferred from 3400 CAM (one year dollars) on numerous FSE assets to 3080 Investment (three year dollars) in the 2018/19 time frame, a prioritization model used to determine the sequence assets would be bought no longer performed that function. This system in AFEMS and ERS no longer existed after June 2019.

In addition, confusion of WRM and Operational assets also created issues that are just now being finalized. Having said all of this, there was ONE thing we found that had significant impact on the POM funding process and that was no one knew these items were needed due to the lack of requisitions in the system. As the Item Managers prepared their POM inputs and without those back order requisitions in the system, the Program Managers did not know they had requirements and holes for around 130 NSNs. There are probably other REASONS why the system failed but at this point, it's not about the who and why but more about the way forward and not repeating the mistakes of the past.

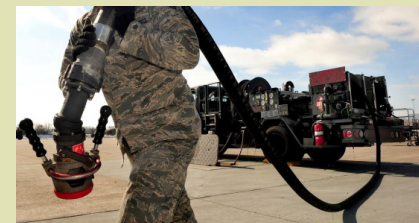
What you can expect to see from Senior AFPET leadership in the very near future is a request to perform a replacement requisition tasking in coordination with the LRS/EAE sec-

tion to place requisitions on order for ALL assets you currently possess on the shelf, with few exceptions, which will be handled on a case by case basis. If the mission has changed and additional quantities are required above the authorization, EM will work with the equipment custodian and ASC Manager to approve those requests with sufficient justification. Some may question why ALL assets? The reason behind the ALL is since little to no replacements of FSE has been done for 10 -15 years, if not longer, by the time we POM for the dollars for the FY22 budget and get those items on contract and replaced those few items that might have been received over the previous 5 years or so, will be 10 plus years old and with a 5 year contract, could be 15 years old before you see the replacement and would have met their life expectancy. AFPET EM is being very aggressive in our POM submittal but are still looking at worst case scenarios, realizing we probably won't get everything we need and even if we did, price escalation will come into play which will cost extra dollars and mean buying a few less than we had originally planned.

AFPET's combined efforts with AFLCMC/WNZ, 404th SCMS, and HAF/A4PY have brought the FSE POM process out of the "Dark Ages" into the 21st Century. With superior justifications and unfunded requests with hard hitting LIMFACS we can recover from these events of the past and move towards a much brighter future. I hope these words have provided that increase to the "Ammo Belt For Success" and as always, keep squeezing that DEADMAN!

The "AGE Guy"





Logistics Education Advancement Program

Logistics Education Advancement Program (LEAP)

The Logistics Education Advancement Program (LEAP) was established in 1984 as a deliberate career broadening program to prepare select Non-Commissioned Officers (NCOs) to serve in joint and operational headquarters assignments. Over the course of LEAP's 36 year history, it continues to evolve and currently provides select 2F Senior Non-Commissioned Officers (SNCOs) action officer level job experience, training and fuels supply chain management education in one of three primary offices. These offices include the Defense Logistics Agency-Energy (DLA-Energy), Air Force Directorate of Logistics, Engineering and Force Protection (AF/A4), and the Joint Staff Directorate of Logistics (J-4). Since LEAP's inception, 64 have completed a LEAP tour, with 47 who went on to be promoted to SMSgt and CMSgt.



LEAP Selection Process

The responsibility of LEAP selection lies with the career field's Fuels Enlisted Development Team (FEDT) processes. LEAP candidates must meet the following criteria: must currently be assigned to the Air Force Petroleum Office (AFPET), must have at least 12 months Time on Station (TOS) prior to a position's advertised report date, and must have less than 17 years Time in Service (TIS) prior to selection. The FEDT, chaired by the Fuels Career Field Manager (CFM), reviews nominations, completes a records review and conducts a rack and stack of eligible candidates. Upon selection, the CFM notifies the AFPET Director of the pending selection and coordination is made with our 2F Functional Assignment Manager for PCA/PCS actions. The FEDT seeks SNCO's who have embraced the "Whole Airman Concept" and have a wide breath of experience.

If you have any questions regarding LEAP, don't hesitate to reach out to any past or present LEAP'r.

DoD Standard Fuel Price

The Military Services pay a standard DoD price for fuel that is set by DLA Energy (DLA Energy is the Integrated Material Manager and Executive Agent for Class III Bulk Petroleum) and Office of the Secretary of Defense (OSD). The standard price of fuel is a tool that was created by DoD's fiscal managers to insulate the Military Services from the normal ups and downs of the fuel marketplace. Standard price provides the Military Services and OSD with budget stability, despite the commodity market swings, with gains or losses being absorbed by a Defense-Wide Working Capital Fund (DWWCF).

In years that the market price of fuel is higher than the standard price, the DWWCF recognizes

losses. In years that the market price is lower than the standard price, DWWCF recognizes gains. This gain or loss can be made up by adjusting future standard prices or by providing the DoD customers with a refund. This decision is typically made by the Office of the Under Secretary of Defense, Comptroller [OUSDC]. However, the DWWCF must remain cash solvent.

As a result, in rare instances the standard price is changed during the fiscal year so the fund remains solvent. The standard price of fuel is not a marketplace price, and cannot be compared to the price of fuel at local service stations. It is not intended that the standard price of fuel be comparable with similar fuels in the commercial marketplace.

Your Technical Assistance Team

The Technical Assistance Division, Tech Team, is a group of 7 dedicated professionals. Mr. Tom Harmon, Team Chief; Maj Cantor, Deputy Team Chief; Mr. Joel Johnson, Logistics Manager; Mr. Ray Bunch - WFSM SME; Mr. Tony Fisher, Cryogenics SME; Mr. Jeff Goins, Operations/Quality SME; and our newest member, Mr. Chris Watson, Quality/Operations SME. Together, we have nearly 200 years of hands on POL experience. This team fields over 2,000 inquiries and coordinates over 600 sample reports annually. We evaluate every AF-1 fuel sample report to ensure fuel suitability and the safety of our Commander-In-Chief. When requested, we are able to deploy anywhere on a moments notice. Following the devastating floods at Offutt AFB and the destructive Hurricane at Tyndall, a member of the Tech Team was on the ground as quickly as possible to help guide recovery actions. The Tech Team is plugged in with commercial and other ser-

vices to ensure any guidance is a joint effort to further interoperability with allies. The Team authors 5 T.O.s and 3 Mil-Standards and also provides input into dozens of other documents, both military and commercial. The number one thought in any decision we make is, "How does this affect safety of flight." As fuel handlers, we do not want to contribute to a mishap. Thankfully, I cannot remember a mishap directly contributed to POL issuing bad fuel (and I have been around 40+ years). Ensuring safety of our warfighters is at the forefront of our every action. We remain customer focused and will not just answer your question, but provide you the reasoning behind why we made a decision. We look at this as doing our part to mentor the next generation of fuel handlers. Your Tech Team is here for you and can be reached 24-hours a day by calling Current Operations or emailing us at AFPET.PTMT@us.af.mil.

Defense Readiness Reporting System (DRRS)

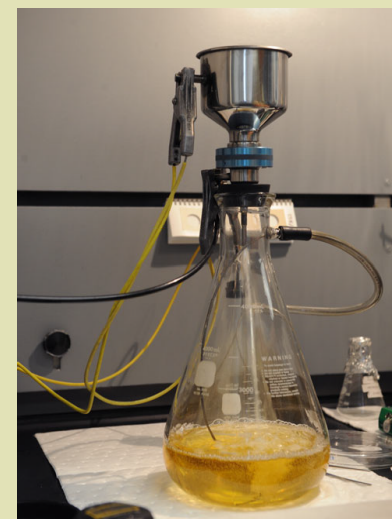
By: CMSgt Richard D. Martin, PACAF/A4REP

In 22 years, 12 assignments, I often wondered, "Why are my Unit's readiness issues not being addressed" or "Why is my MAJCOM Staff not helping my Unit resolve readiness issues?"

As a Fuel's Contingency & Crisis Planner (AFFOR FAM) assigned to HQ PACAF, the answer has become abundantly clear: Are you highlighting your readiness concerns in the proper forum? DRRS provides objective data critical to contingency, crisis, and peacetime planning process while establishing a subjective capabilities-based adaptive, near real-time readiness reporting system for the DoD. The reporting tool is meant to measure readiness of military units to meet mission and goals assigned by the SECDEF. Additionally, it's used by the CSAF and subordinate commanders in assessing the effectiveness in meeting responsibilities to organize, train, and equip forces for Combatant Commanders. In the USAF, DRRS readiness drives budgetary allocation and management action

impacts on unit level readiness, answering Congressional inquiries, analyzing readiness trends, and supporting readiness decisions. DRRS also provides indications of efficacy of resources allocation decisions and the impacts of budgetary constraints on resourcing unit requirements. Capability readiness reflects the unit's ability to accomplish the designed missions by assessing applicable Mission Essential Tasks (MET).

To summarize, if a flight has readiness concerns and it's not reported in DRRS...how much of a readiness issue is it? Furthermore, if it's not listed in DRRS, advocacy avenues from AFFOR FAMs are extremely limited as there is almost no other direct line to the applicable Commander, Air Force Forces (COMAFFOR) which reviews applicable DRRS Installations summaries monthly. Bottom line, the number one way to highlight & resolve fuels readiness issues with infrastructure, equipment, vehicles, or personnel is to highlight leverage DRRS & provide justification accordingly.





Leadership Spotlight

By: CMSgt Tracy Wolfe, Eglin AFB

POLCATS, greetings from the sandy beaches of Florida! This summer I will be retiring after 26 years and 9 months and there is still so much more to accomplish. So what are you doing to prepare for your separation or retirement?

The first thing you need to be thinking about is training your replacement. The one thing you should know by now is there should never be a single point of failure. Meaning, if your boss or teammate deploys, takes 30-days of leave or attends an advance fuels course, gas should never, ever, stop flowing. We are all professionals and refuse to fail. This stubbornness can be a detriment at times. Knowing your job and being able to explain the “why you matter” is the most important legacy you will leave your Airmen.

My Top 10 Leadership Go-To's:

- Stay Humble; pick up your broom; don't be a “self-licking ice cream cone.”
- No Trust, No Influence
- Be honest, even if feelings are hurt
- Keep your Promises, “Talk is Cheap”
- Be Available, Accountable, and Approachable
- Recognize and reward fairly/consistently
- Importance of Investing (TSP, IRA) and Education



- (what's plan-B when you separate/retire?)
- Be Owners, Not Renters
- Be Firm, but Fair
- Smile and have fun

The path to success is not quick, cheap or easy. You must utilize all the skills Uncle Sam has provided you over the years in Professional Military Education, readiness training and life experiences. Attention to detail and striving for excellence can be very taxing on the mind and body, but life is about balance. Duty, family, and personal life must be separated. If there is a fracture in one, all three will fail.

Here are some excellent quotes from Chief Colon-Lopez “CZ”, the current Senior Enlisted Advisor to the Chairman of the Joint Chiefs of Staff (SEAC): “If you want to fly with the eagles, don't hang around with the turkeys”, “Never pass up a great opportunity to shut the hell up if you have nothing productive to say”, and “Never ask anyone to do anything that you are not willing to do yourself.”

I will miss the smell of jet fuel in the morning, afternoon, and evenings, along with the camaraderie the most when my time is finished. Keep the gas flowing! Keep it clean and dry! Keep it off the ground! Aim High Airmen!

WHO THE HELL!
Chief out, 10-27

How Long Does It Take to Grow a 20 Year Tree?

By: CMSgt “JD” Downey

Ponder that in a world that is racing for INSTANT gratification. Today more than ever we need to educate folks to “Move with a Purpose,” which often times includes--STOP!

POL has a long and proud tradition of providing fuel to the fighter. However, before one gallon is pumped to the warfighter, hundreds of hours of training are required to ensure the right product, gets to the right place, at the right time. To paraphrase former Air Force Chief of Staff General Larry Welch, “Give our people the tools, training and wherewithal to get the job done, get out of the way, and you'll be amazed at what they can accomplish.” Those words are just as true today as they were in the mid 1980's. Training is the most important thing we do; it makes all other things possible.

READINESS should not just be a term we throw around, as Enemies; foreign, domestic and invisible, will continue to impact the world and it should make one Embrace the NOW! Hungering for every bit of **POL** knowledge one can gain as soon as they step foot in RALPH DANIEL HALL and every day thereafter, should be the example you live by. Classroom instruction and CDCs will give you a great foundation, but every day application will gain you the experience you need to be the BEST damn **POLCAT** around. It is crazy how much is passed at the “Smoke Pit” or “Drinking Fountain.” Being “Present” and watching others “Do” can teach you a ton; so inject yourself into every “Fuel” experience (some of these can't be talked about) you can. You will be thankful you did when you get your first deployment and many years later as you reminisce!



Chase the knowledge/experience and not the STRIPES! There are many great men and women who served over 20 years who never made rank after a certain point, due to life, timing and system. Rank does NOT always bring experience in a world that will continue to promote, but it will bring a position of responsibility (Enlisted Force Structure, AFI 36-2618 and The Fuels Bible, AFI 23-201). You will now be the responsible one and should be held accountable for the “Success” and more importantly the “FAILURES” of those aligned under you. Gaining knowledge and experience as you walk the rank ladder will allow you to TAKE CARE OF PEOPLE and earn you the RESPECT that brings more than any stripe! Push those around you to be better by your actions and continue to plant the seeds that YOUR future needs and I guarantee you promotion will come...CYCLE OF LIFE!

Lost knowledge, separations, discharges, retirements, etc., creates gaps that it takes years to fill. Embrace the challenges, opportunities and NOW and continue to be the wind that blows the **POL** Passion, Pride and Traditions through the **POL** Forrest; Ullage for knowledge should never run out!

Be the Greatest of YOUR time (GOYT) and READY; AKA, do your job and REMEMBER... Proper Planning and Preparation Prevents Piss Poor Performance!

FAMILY, FUEL and FREEDOM = the GREATEST career field in the USAF; **POL**, Keep ‘Em Flying!

Thank you all for 30 years of inspiration, friendship and a lifetime of memories. God bless you all and **WHO THE HELL**; FOREVER!!!

I will be 10-5, if you ever need anything.



Back to Basics Campaign

The Back to Basics campaign is about continuing our focus on the foundational elements within the Fuels career field. Don't spill it, don't contaminate it, and whatever you do, don't run out of it! These basics encompass values of Integrity First, Service before Self, and Excellence in all we do.

The Air Force Petroleum Current Ops Team is available 24 hours a day by phone:
Commercial: 703-767-8705
DSN: 392-767-8705
and by email:
afpet.ptoc@dla.mil



Per the Purpose of the Back to Basics Campaign, Air Force Petroleum Office would like feedback from the field. Please fill out this questionnaire if you would like to contribute to adding to the professional education of your **POL** family



Name:

Email Address:

Which article did you like?

Why did you like this article?

What topics would you like to see discussed in the future?

Are you Interested in writing any Articles yourself?

Yes

No

What would be the topic of your article?

General Feedback:

Do you want us to reach back to you?

Yes

No