

132 RESOURCE MANAGEMENT SQUADRON

MISSION

LINEAGE

132 Resource Management Squadron

STATIONS

Des Moines, IA

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

The 132d TFW was reorganized 1 My 1979 into a tri-deputy system which gave birth to the 132d RMS and created a Deputy Commander for Resources. Squadron strength was 7 officers and 110 airmen. Lt Col Rodney Rhoads was appointed Squadron Commander.

It became apparent from the beginning that RMS would shoulder much of the Mobility responsibility. When Col Frank Peterson left the OCR position to become USP&FO, Col

Campopiano became the OCR. He and Lt Col Rhoads took an aggressive approach to personnel training and ability to work with units outside the Squadron.

LGX is assigned to the Wing under the Deputy Commander of Resources but functions within RMS for administrative purposes. LGX is the hub for logistical planning for most deployments/redeployments. They are responsible for obtaining transportation, planning weight and layout configurations, personnel movement requirements and getting units to and from their destination with all equipment ready to perform their mission.

Significant accomplishments include multiple deployments to England, Japan, and Panama. The 1985 Coronet Buffalo deployment to England was the largest reserve deployment ever. The 1988 Japan deployment was the first to Japan by a reserve unit. The logistical planning by LGX was quite an accomplishment...to include the A-7s and the enroute support (C-141) airlift flying the Pacific route through Hickam AFB, Hawaii, and the main body (C-5 and C-141) flying the northern route through Elmendorf AFB, Alaska.

Thanks to automation, this task has become more manageable than in previous years. The aircraft loads are all done on computer, so the weights and balances are done rather than having to compute everything manually.

The new automation system lets you fine-tune schedules without a major rewrite every time someone changes what chalk they should process on, or what mode of transportation they intend using. The new COMPES system allows you to print load and packing lists from the data base so the shops no longer have to accomplish these manually.

The Transportation Division of RMS consists of two sub-divisions; the Vehicle Transportation section and the Traffic Management office.

The Traffic Management Office (TMO) is responsible for the movement of personnel, material and household goods to include arranging for commercial air, motor, bus, and water transportation. This office is staffed by seven personnel. Workload and work methods have dictated office moves over the 1980s, and this activity now uses the north end of Base Supply, Bldg 101. These moves have resulted in an up-to-date office with automated capabilities. Advances include an computer on-line ability to acquire airline tickets from a travel office at Offutt AFB, which also gives current flight information.

During the 80s, TMO personnel deployed to England, Japan, Panama, and various stateside bases. These deployments have resulted in hands-on training and local and Federal recognition for their outstanding performance. The commitment and camaraderie of the TMO personnel through the years clearly shows in the many awards received. TMO was responsible for three large savings programs to the U.S. taxpayer: 1) acquiring the same special air fare rate for reservists going to Basic Training as the Active Air Force recruits, 2) a program to ensure special and reduced commercial air fares, reducing government travel expenditures by \$100,000 per year, and 3) a program utilizing various freight companies resulting in \$50-

80,000/yr in savings.

vehicle transportation branch is staffed by one administrative person, one material control, one maintenance control analysis, six vehicle operations, and fourteen mechanics of various types. The authorized vehicle fleet has grown from 86 in 1980, to 100 in 1990 in addition to 40 other pieces of equipment. The dollar value of this fleet approaches \$2.5 million, with \$350,000 of tools and support equipment. Also, the Vehicle Transportation branch is responsible for the total management of the vehicle fleet. In FY 90, the vehicle fleet, on a reduced amount of automotive fuel, traveled a record 246,605 miles, operated 7,918 hours, and maintained an outstanding in-commission rate of 98.5 percent.

The Contracting function grew in leaps and bounds during the 80s. This growth was affected by increased levels of monetary expenditure, knowledge/capabilities, resources, and mission responsibility. We have seen local purchases increase from \$420,000 in 1980 to \$1,230,000 in 1990. Training requirements have increased commensurate to purchasing requirements. Office resources have improved from a back room office to a modern "up front" office with automation. The 90s will see the installation of the Base Contracting Automation System (BCAS).

The manning of this office has increased from three people in 1980 to five at present.

In the early 80s, deployments typically started with Supply "opening the base", and signing for the buildings and equipment. Four or six pallets accompanied the airplanes, and Supply personnel issued and took care of the linen and blankets.

Deployments ended with Supply ensuring all equipment and buildings were returned to the Field Training Site in a clean and presentable condition. This function has now been turned over to the Services Flight. Deployments were generally to Permanent Field Training Sites. The "Snowbird" deployment in February was always a high point of the year. Throughout the 80s, support personnel from Supply deployed to various active Air Force bases for counterpart training. These personnel were instrumental in clearing backlogs in Supply (Stock Control, Receiving, and Mobility Bag sections).

Supply was reorganized in the late 80s. Special Assets moved into Operations Support Branch, while Stock Control was realigned with the Equipment Management and Clothing Sales units. During the past ten years, the monitoring and accountability of the War Readiness Spares Kit has grown from 15 pallets of 20,000 items to 20 pallets of 44,000 assets. Further, the Mobility Bag Readiness program for the 132d TFW has been a true challenge for everyone, and all aspects of both aircraft and individual weapons and ammo requirements keeps them busy.

Availability of funding in the late 1980s allowed Supply to accomplish some projects by self-help which otherwise could not be accomplished through contracting because funding had simply not been available. Supply's building was beginning to show signs of wear, and office space was at a premium. The warehouse office was remodeled to include a Branch Chief's

office. An Operations Support Branch Office was built within the warehouse.

Both Materiel Management Branch and Management & Systems Branch offices were also extensively remodeled. All of these projects were completed utilizing self-help. During this renovation, the warehouse was converting to modern Stanley-Vidmar type cabinets, and eventually, over \$120,000 of modern storage bins and mezzanines were added throughout the facility. The warehouse dock was expanded, and an adjustable dock plate added to facilitate off-loading from trucks. A large door and ramp were added to the East side of the WRSK storage area.