



Don't Make A Move Without Us



The DEPLOYER

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Refinement of Product Tackles Old Problems TC ACCIS and TC-AIMS II Address Problems with Interface

Both TC ACCIS and TC-AIMS II can send data to one another. The ability to port data from TC ACCIS to TC-AIMS II is designed to support the future transition of these systems. This interface avoids the need to manually reenter into TC-AIMS II the data that is currently in TC ACCIS, a prodigious task! This capability was incorporated into the systems in May 98.

The capability for TC ACCIS to receive TC-AIMS II data, on the other hand, provides for a "system of record" back-up during TC-AIMS II demonstrations (e.g., Foal Eagle, Millenium Challenge).

In the main, these interfaces did their job, but had the following types of problems.

- Problems stemming from data non-uniqueness where uniqueness is required.
- Problems relating to needed, but unpassed data.
- Problems relating to the naming, storage, or transfer of data or files.
- Problems relating to original input.
- Problems stemming from reference data.

These problems were caused by the following conditions:

1. Problems of Requirements Definition.

The requirements were either not stated or were incompletely or incorrectly stated.

2. Problems of Agreement Compliance.

The requirements were stated correctly, but were not followed.

3. Problems of Execution.

The requirements were stated correctly and were implemented in the system, but the execution of these requirements was flawed.

Although many of the problems have already been resolved. There is still an impression that they are not.

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GATES and WPS Interfaces TC ACCIS Release Updates

With release 5.0.121, due January 2001, PMO TC ACCIS inaugurates its Global Air Transportation and Execution system (GATES) interface as well as long-overdue corrections to its Worldwide Port System (WPS) interface.

Version 5.0.121 will also update the Equipment Characteristics Register (ECR) table with an Equipment Characteristics Data File (ECDF) dated 20 August 2000. This ECDF conversion does not contain any Z-LIN conversions (converting developmental LINs to permanent LINs).

An installation must have updated its TC ACCIS fileserver to Version 5.0.116 before installing Version 5.0.121.

In reading the revised ATCMD Preparation procedures (which will accompany the Install tape), TC ACCIS users will notice that the responsibility for entering ATCMD shipping information has been transferred from the UMO to the ITO (UMC). The ITO (UMC) shall now complete the revised ATCMD screen (FICEUF214).

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Release Updates

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The UMO still performs an important role in the ATCMD process, initiating the ATCMD process by selecting the TDC, the ATCMD recipient (GATES or WPS), and the equipment. The UMO has the added responsibility of editing the new Air Information Input screen (FICEUF225), ensuring consistency between the second position of the Document Identifier Code (DIC), the Air Commodity Code (ACC), and the Special Handling code (SHC).

The interface updates affect both the primary and trailer cards involved in a generation of data as an e-mail attachment or floppy diskette distribution to either GATES or WPS.

For both GATES and WPS, all primary and secondary cards shall have the DODAAC replace the UIC, the MPOE replace the DMOD, and the Type Pack Code (TPC) shall incorporate corrected codes for the following Special Handling ("F") records:

PT for Pallets
CO for CONEX (letters "C" and "O")
YC for SEAVAN or MILVAN

Since GATES will only accept T_1 cards, TC ACCIS has revised its GATES interface, but will continue to send WPS both T_0 (10,000 pounds or more) and T_1 (9,999 pounds or less) cards.

The TV5 (Vehicle) card shall add the abbreviation for Basic Issue Item (BII00) and contain a truncated Serial Number, while the TX5 (Special Handling) card shall be used for outsized equipment and containers (greater than 72 inches in either length, width, or height).

The Serial Number for Vehicles shall replace the Bumper Number on TV5 cards, while the Bumper Number for Vehicles and Special Handling shall be transmitted on T_9 cards.

The new T_6 card shall indicate the National Stock Number (NSN) or an abbreviation for No NSN (NNSN), and shall indicate the Nomenclature.

The addition of the TC ACCIS GATES interface is absolutely vital in terms of providing in-transit visibility of Army Cargo aboard Air Force Conveyances. With this interface, TC ACCIS continues to provide the capability that the CINC TRANSCOM directed us to provide in 1996. ☐

ECDF Convert Provide Useful Report

When installing a new TC ACCIS release with an updated ECDF file, the ITO must remember to retrieve the automatic printouts on the line printer. These printouts provide important information about vehicles and/or loads, which have been deleted by the ECDF conversion. The ITO must bring the list of deleted items to the attention of the affected UMOs.

As with previous ECDF upgrades, each unit's default or AUDEL data (TDC "D" or "S") will be converted to reflect the new ECR values. Each unit's DEL data, which may have been changed to accurately reflect deployment configurations, will remain unchanged.

The TC ACCIS printouts will document any vehicle of Special Handling equipment and their associated loads that have been deleted by the conversion process.

The ITO should review any deletions or changes recorded on the printouts with the affected units.

NOTE: There are no Z_LIN conversions (converting developmental LINs to permanent LINs) with the 20 August 2000 EDCF upgrade.

As always, prior to installing a new release, please call the TC ACCIS Customer Support Hotline (1-703-923-1059).



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The Deployer Mission Statement

The mission of the Deployer is two-fold:

To provide the current TC ACCIS community of system endusers, sponsors, and interested parties with useful information on technology, procedures, and organizational matters.

To provide information on the promise of an improved Defense Transportation System brought by TC-AIMS II. ☐

Interface Problems

Continued from Page 1

Some of these problems and their state of resolution are as follows:

Type of Problem:

Minimally Descriptive File Names May Invite Confusion or Overwriting.

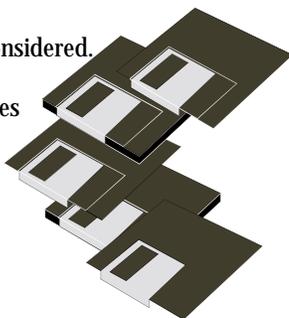
Status:

Improvements in the process are being considered.

Description of problem:

The TC ACCIS interface features three files that are sent to TC-AIMS II. These files are always sent irrespective of the unit or aggregation of unit involved. These files can pertain to D or S TDCs (i.e., Active or Reserve AUDELs, respectively), or any number of component UICs for a non D or S TDC. The files follow:

equip.gz	Equipment List records, largest of the three.
unit.gz	Header level information, smallest of the three.
veh_ld.gz	Load data.

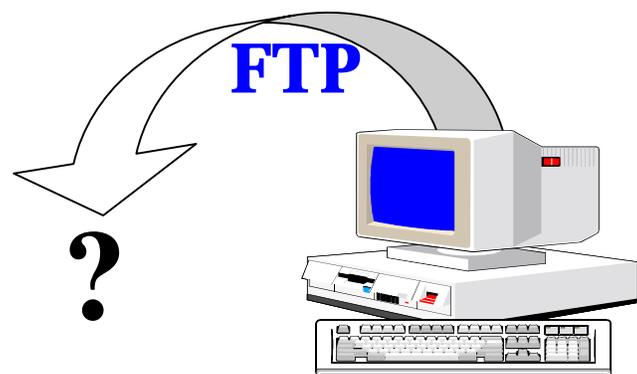


These files are sent via email to TC-AIMS II in the case of the TC ACCIS email interface, and via ftp, when ftp is used. The files will be downloaded to a floppy diskette if a floppy interface is used.

The user may choose to use multiple diskettes, downloading separate TDCs to each. Users who fail to identify these diskettes with adhesive labels can lose track of which floppy contains which TDC information, and the floppy contents are of no help. Since these files are created with the same name, there is a potential of overwriting once the files are in the target system (whether by ftp or e-mail).

Obviously, the easy solution to this problem is good labeling discipline. As soon as you copy the information on a diskette, remove that diskette and slap a label on it...and of course, mark that label. This way you will know on which diskette the information pertaining to one or several aggregated UICs is located.

We at TC ACCIS realize that though good discipline is the solution, there are automated ways we could possibly implement to help in the process. For instance, TC ACCIS could prompt the user to provide a designated name and, using the onboard volume naming capability, TC ACCIS could embed the name to the beginning sectors of the floppy itself. This way, with a simple command, users could ascertain what information is on a floppy.



Type of Problem:

TC ACCIS FTP Procedures Usually Require PMO Assistance.

Description of Problem:

If the location of information cannot be determined, the information is essentially lost, which may mean that you have to reinvest time, energy, and resources to reconstruct the information.

Status: Problem Identified, solution pending.

TC ACCIS cannot easily automate the procedure to send its feed to TC-AIMS II as that latter system uses dynamic IP addresses. Separate workstations on a network using the Transmission Control Protocol/Internet Protocol (TCP/IP) are known by a unique Internet Protocol (IP) address. An IP address is used to uniquely identify any individual server or addressable item connected to the Internet. There are two basic ways to assign an IP to a computer: statically or dynamically. With a static address, a more or less permanent number is assigned to a computer or other network resource. With dynamic addressing, scarce IP's are maximized by employing a server that temporarily assigns computers an IP address from a pool of available addresses. A different number can be (and in fact is apt to be) different with every new session.

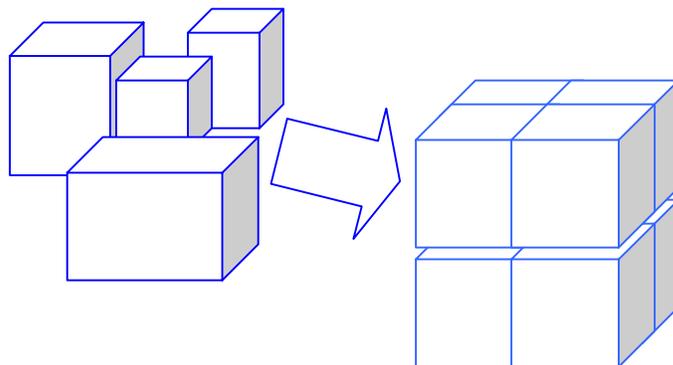
Impact:

Because of the difficulty in automating the process whereby feeds are FTP'd to a dynamically addressed resource, the TC ACCIS user is required to contact the PMO, TC ACCIS, who assists in the data transfer.

Solutions:

Procedure can be changed to have TC-AIMS II "pull" the data with FTP vice having TC ACCIS send it with FTP. (The TC ACCIS server has a static IP address, so it can be found.) TC-AIMS II feed to TC ACCIS omits necessary ULN, TDC, and Model number.

Continued on Page 4



Interface Problems

Continued from Page 3

Problem:

Aggregation of loads loses individual load attributes.

Status: Problem identified, solution pending.

Description of problem:

Users are grouping multiple items into a single load, then identifying them as one load without a LIN/LINIndex. "MTOE" is then placed into the description field for this load. When this occurs, the individual equipment that has been lumped together may have their own LIN/LINIndex. This is especially worrisome when some of the component load items are hazardous. When a hazardous flag is placed on this "lumped" load, as it should be, the exact identity of the hazardous equipment is not listed and must be researched before shipment.

The fact that this aggregated load has no LIN/LINIndex causes the autogenerate problem NSN previously discussed. When this type of record is transferred to TC-AIMS II from TC ACCIS with a NSN of 13 zeros, it loses in-transit visibility of the items that have been "lumped" together.

Solutions:

Users should, at the very least, be educated about the importance of never aggregating hazardous material with other cargo items as this frustrates documentation and visibility of these items.

Problem: TC ACCIS May send Problem NSNs.

Status: Working

Description of Problem: Perhaps the biggest source of complaints concerning the TC ACCIS – TC-AIMS II interface lies with problem NSNs. A problem NSN is any NSN that is not directly correlated to the item in question. To be useful, NSNs should be unique; they should have what is called a one-to-one relationship with a piece of equipment. And a piece of equipment that is associated with a particular NSN should not have any other NSN. That NSN should not also be associated with any other item.

Usually problem NSNs appear during the TC ACCIS to TC-AIMS II interface with 13 zeros. Obviously this is a problem because, since many various items may be referred to with 13 zeros, items are not uniquely identified.

What causes this NSN problem?

Problem NSNs are caused by the following conditions.

Original input error

Problems with reference data

Lack of any LIN/LINIndex/NSN assignment for an item.

Of these problems, the latter of the two cannot be solved by TC ACCIS or TC-AIMS II. They are systemic problems. However, the majority of the problem NSNs, by far, are caused by incorrect original input.

Unlike the case of D records, whose NSNs are automatically determined by a LIN/LINIndex lookup, when dealing with load or Special Handling equipment records (i.e., E, F & G), the user should supply, whenever possible, a LIN and LINIndex for the interface to derive the NSN. There are times when the user cannot supply a LIN and LINIndex because none exists. This would be an example of the third cause of problem NSNs as listed above. However, there are times when a bone fide LIN/LINIndex/NSN exists, and the user does not trouble himself/herself in finding it. Instead, the user may sometimes add a load or Special Handling without a LIN/LINIndex, thus resulting in a NSNs with all zeros during the interface. This is a major cause of the "bad data." complaint. See the sidebar in this article about the procedures to find an NSN.

So, in cases of Special Handling (F) records and loads for either E or G records for which the user supplies no LIN/LINIndex, TC ACCIS will automatically generate a NSN of 13 zeros. TC ACCIS does this because the NSN field requires some value, but a value cannot be determined without a LIN/LINIndex.

In some fairly infrequent cases, the NSN "on file" in the TC ACCIS reference data for a particular LIN/LINIndex may contain 13 zero NSNs. In other words, the authoritative source that TC ACCIS relies on, the ECR is partly inaccurate.

The bottom line is that, though there is some portion of the problem NSN problem that is systemic and out of TC ACCIS's realm of control, the individual TC ACCIS user can make a difference in reducing most of these errors by properly looking up NSNs.



TC ACCIS Refresher

How to select F records with LIN/LINIndex whenever possible

After accessing the Equipment List Data screen (FICEUF012) to add Special Handling equipment, the cursor will begin in the LIN field. The user can then press F6 for Help in selecting the correct item:

1. Add Special Handling Screen

```

EQUIPMENT:  1-Maintain  2-Copy  3-Sort  4-Query  E-Exit
Press [ESC] TO Accept, [F1] to Add, [F2] to Delete, or [F9] for Detail Section
26Dec00                      Equipment List Data                      FICEUF012
-----
FULL list sorted by SHIPMENT NUMBER -----
UIC  WWWWWW                      Exercise D
* C SUN  VI Model                Description                LIN/Index EchULN          D M S A/H *
-----
DETAIL FOR -----
Ser#          Bumper          /          Owner
L            SqFt          EmptyWt          TEC          WCC          WI          TPC
W            CuFt          ActWt          STONS          SHC          CCC          Ov
H            CuLd          MaxWt          MTONS          TCC
Vehicle Remarks:
-----
VEHICLE LOAD DATA FOR -----
LOAD DESCRIPTION          LIN/Index          SUN          LOAD#          QTY          COR
-----
Line Item Number (LIN): Press [F6] for help
  
```

2. The Equipment Characteristics Query window

The cursor will be placed in the LIN field of the Equipment Characteristics Query window (FICEUF037). The user will press <ENTER> three times for the cursor to move to the Description field.

```

EQUIPMENT:  1-Maintain  2-Copy  3-Sort  4-Query  E-Exit
Press [ESC] TO Accept, [F1] to Add, [F2] to Delete, or [F9] for Detail Section
26Dec00                      Equipment List Data                      FICEUF012
-----
FULL list sorted by SHIPMENT NUMBER -----
UIC  WWWWWW                      Exercise D
* C S+-----+H *
|
| 26Dec00          Equipment Characteristics Query          FICEUF037
|-----|
| Enter either LIN, Model, or Description. Enter Index if
| known or leave it blank.
|-----|
| Ser#          LIN          Index          Model          Description
| L
| W
| H          -
| Vehicle
|-----|
| Press [ESC] to accept or [CTRL-C] to abort
| LOAD          Enter valid LIN or use * or ? for pattern matching          COR
|-----|
|
| Line Item Number (LIN): Press [F6] for help
  
```

3. Querying for Equipment from the Description field

Within the Description field, the user will input a query string surrounded by <*> which matches any characters. For instance, "*463*" will look up all the equipment whose description contains "463" anywhere in its description.

```

EQUIPMENT:  1-Maintain  2-Copy  3-Sort  4-Query  E-Exit
Press [ESC] TO Accept, [F1] to Add, [F2] to Delete, or [F9] for Detail Section
26Dec00                               Equipment List Data                               FICEUF012
----- FULL list sorted by SHIPMENT NUMBER -----
UIC WWWWWW                               Exercise D
* C S+-----+H *
|
| 26Dec00                               Equipment Characteristics Query                               FICEUF037
|-----|
| Enter either LIN, Model, or Description. Enter Index if
| known or leave it blank.
|-----|
Ser#
L      LIN      Index      Model      Description
W
H
Vehicl
|-----|
| Press [ESC] to accept or [CTRL-C] to abort
| LOAD Enter partial description using * for matching (e.g. *TRUCK*)
|-----|
Line Item Number (LIN): Press [F6] for help
  
```

4. TC ACCIS returns the list of matching equipment from which the user can select.

The screen will be populated with all the equipment whose description matches the query criteria. The user can now scroll up and down the list and can select the valid LIN/LINIndex by pressing <ESCAPE>.

```

EQUIPMENT:  1-Maintain  2-Copy  3-Sort  4-Query  E-Exit
Press [ESC] TO Accept, [F1] to Add, [F2] to Delete, or [F9] for Detail Section
26Dec00                               Equipment List Data                               FICEUF012
----- FULL list sorted by SHIPMENT NUMBER -----
UI+-----+
* F6 for more information on this Lin/Index (Length, Width, Height, etc.)
|
| 26Dec00                               Equipment Characteristics Table                               FICEUF038
| LIN /Index  Model      Description                               Configuration
|-----|
| YA0032  01  2500 LB      PALLET, 463L                               SHORT-PALLET
| -- YA0032  02  2500 LB      PALLET, 463L                               LONG-PALLET
| Se YA0038  01  4500 LB      PALLET, 463L                               SHORT-PALLET
| L  YA0038  02  4500 LB      PALLET, 463L                               LONG-PALLET
| W  YA0039  01  7500 LB      PALLET, 463L                               SHORT-PALLET
| H  YA0039  02  7500 LB      PALLET, 463L                               LONG-PALLET
| Ve YA0040  01  10000 LB     PALLET, 463L                               SHORT-PALLET
| -- YA0040  02  10000 LB     PALLET, 463L                               LONG-PALLET
| L
| [CTRL-J] row down, [CTRL-K] row up, [F4] page up, [F3] page down.
| Position cursor on a line, and Press [ESC] to accept or [CTRL-C] to abort.
  
```

5. Completion of Input of the selected LIN/Index

Input of the selected LIN/LINIndex can now be completed in the original Equipment List Data screen (FICEUF012).

```

EQUIPMENT:  1-Maintain  2-Copy  3-Sort  4-Query  E-Exit
Press [ESC] TO Accept, [F1] to Add, [F2] to Delete, or [F9] for Detail Section
26Dec00
                        Equipment List Data
                        FICEUF012
-----
FULL list sorted by SHIPMENT NUMBER
-----
UIC  WWWWWW
* C  SUN  VI Model      Description      LIN/Index EchULN      D M S A/H *
   F0001 O 2500 LB     PALLET, 463L      YA0032 01          Y

-----
DETAIL FOR F0001
-----
Ser#      Bumper
L   88   SqFt      66   EmptyWt      2500 TEC U      /      WCC 700      WI      TPC PC
W   108  CuFt      303  ActWt         2500 STONS      1.3 SHC 9      CCC J3BA Ov Y
H   55   CuLd      0    MaxWt         2500 MTONS      8   TCC Z

Vehicle Remarks:
-----
VEHICLE LOAD DATA FOR
LOAD DESCRIPTION      LIN/Index      SUN      LOAD#      QTY      COR
-----
ECHELON/ULN: A specific code to display or Press [F6] for help
    
```

Note:
 Pretty much the same procedure can be used to add Vehicle and Special Handling loads with a LIN/LINIndex from within the Vehicle Load Data screen (FICEUF097). When the cursor is in the LIN field, press F6 for Help in selecting a load with a LIN/LINIndex that matches the description query string of your choice. 🖨

Bragg Privatizes Jobs

Headlines from the September 27th issue of The Fayetteville Observer.

“A private contractor is picked to take over the Logistics division, a move that would cut 400 civilian employees.”

The logistics division provides supplies, transportation, maintenance and services for the Army post. Included in this division are Unit Movements, Passenger, Freight, and Rail Operations sections. These elements support the existing TC ACCIS and its replacement TCAIMS-II computerized movements systems.

The contract was won by ITT Industries of Colorado Springs, CO, who submitted a bid of \$64.8 Million, exactly \$17 Million under the Logistics Division estimate, for the five-year award. The American Federation of Government Employees Local 1770 plans to appeal the decision. If the appeal is rejected, ITT Industries will take over the operations on the 1st of April 2001.

How this will effect Deployment Operations is not known at this time. Current employees will have several options available to them, including Voluntary Separation Incentive Pay (VSIP), Voluntary Early Retirement Authority (VERA), and the Priority Placement Program. The current employees also have the first right of refusal for all positions turned over to the contractor.

The option selected by the individual employees will determine the overall effect on Deployment Operations. If only the Unit Movements and Freight sections employees move on to other government positions, this alone would result in the loss of approximately 100 years of transportation experience, spread among six employees. The expertise of the employees filling these government positions that provided the support for Desert Shield, Desert Storm, Uphold Democracy, Restore Hope, Joint Endeavor, Joint Guard, and Joint Guardian would be surely missed.

A further update will be provided when the results of the appeal are known. 🖨

Transitions



Ken Jonas

Ken Jonas, the contract Project Manager for TC ACCIS, has been promoted to a new position as the Director of Network Services for Research Analysis and Maintenance (RAM) overseeing seven projects, one of which is TC ACCIS

Ken joined the TC ACCIS project in April of 1992. He joined RAM in April of 1993. In the years he has been on the TC ACCIS team, he has been, successively, the Implementation Manager, the Development Manager, and finally the Project Manager. He has been progressively moving up the management ladder! ☺

Alain Wampouille

With Ken Jonas's promotion to Director of Network Services for Research Analysis and Maintenance (RAM), Alain Wampouille has become the TC ACCIS Site Manager. Alain has been with the TC ACCIS project since the very beginning. He started with TC ACCIS in 1988 as a software developer. He led the Equipment List Processing team as his first task. He has been the Development Manager since 1995. After eleven years with this project, he has now been promoted to Site Manager. Ken is bringing him along. ☺



James Wynn Joins the TC ACCIS team



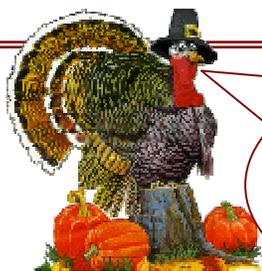
TCACCIS is pleased to introduce James Wynn, who will be working on the Integrated Product Team as the government Functional Analyst. James is extremely well-suited for this responsibility as he can boast of 22 years of military and civilian transportation experience. In his last assignment at the Headquarters, Military Traffic Management Command (HQMTMC), Alexandria, Virginia, he served for eight years as the Ocean Functional Analyst for the Worldwide Port System. James' previous assignments have been (1) Functional Tester, Strategic Deployment System, HQMTMC, (2) Cargo Operations Officer, MTMC, Oakland, CA, (3) Chief, Movements Branch, 4th TRANSCOM, Camp King, Germany, and (4) Installation Transportation Officer, Nuernberg, Germany. He is married to the former Miss Donna Baylor of Fredericksburg, Virginia. They have a son, Adam, 16 years old. ☺

John Weldon

It is time again to say a sad farewell to another member of the TC ACCIS family. John Weldon, who came to TC ACCIS in July of 1998, has been reassigned to another project. John came on board two weeks before the fielding of the upgraded COMPAQ hardware, Dell Desktops, and Dell Laptops. John hit the ground running and didn't stop for about 10 months. He came on at a critical time in the project and filled the void without hesitation, allowing for a smooth transition to the new system.

John is staying with RAM and has been assigned to the IRS Modernization Project in Lanham, MD. He will be installing systems for the IRS to make our lives better.

John's loss to this project will be greatly felt. We wish John and his wife, Alberta, the best of luck in their future endeavors. ☺



Talking Turkey

Ben Franklin thought the North American wild turkey should be the national bird. Of course, the turkey of his day was nothing like the domesticated descendants we know today. The wild turkey of Ben Franklin's day was a brightly plumed, cunning bird of flight.

- Ben Franklin, in a letter to his daughter, proposed the turkey as the official United States bird.
- 675 million pounds of turkey are eaten each Thanksgiving in the United States.
- Turkey feathers were used by Native Americans to stabilize arrows.
- Male turkeys gobble. Hens do not.
- Turkeys don't really have ears like ours, but they have very good hearing.
- Turkeys have heart attacks. The United States Air Force was doing test runs and breaking the sound barrier. Nearby turkeys dropped dead with heart attacks.
- In England, 200 years ago, turkeys were walked to market in herds. They wore booties to protect their feet. Turkeys were also walked to market in the United States.
- Turkey breeding has caused turkey breasts to grow so large that the turkeys fall over.
- The National Turkey Federation presents a turkey to the President each year. The President does not eat the turkey. He "pardons" it and allows it to live out its days on a historical farm. 🏠

The Season for Christmas Traditions



Christmas Cards

The first known Christmas card was made by JC Horsley, RA in 1843, but was not printed until 1846. The idea finally caught on and became popular in the 1860s.

Christmas Stockings

The Christmas stocking full of presents also came from America and was first mentioned in the Oxford Dictionary in 1854. The sleigh and reindeer arrived around the same period.

The Yule Log

It was a big event to go out and choose the Yule Log. The specially selected log was covered with ribbons and dragged home with pride. Anyone meeting the procession had to raise his hat in salute, for it was a good omen. The log was then burnt for the Twelve Days of Christmas and the charred remains saved to use as kindling for the following year's fire. And the charred remains served a double purpose, for it was also thought to have been a good luck charm that protected the house from lightning and fire.

Sending you the warmest holiday greetings,
hoping you too will celebrate your own Christmas traditions
with the family and friends you love.

Merry Christmas and Happy New Year!

Important Notice!

TC ACCIS Installs

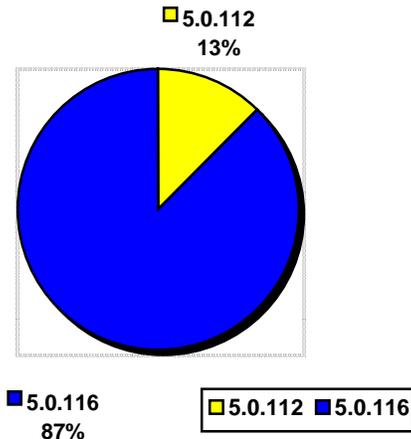
The new TC ACCIS release is coming soon. There are Five sites that are currently running on Version 5.0.112.

Your current installed TC ACCIS system should be the Version 5.0.116. If this is not the case, please update your system to Version 5.0.116 in order to prepare for the upcoming version of TC ACCIS 5.0.121.

If you should need assistance in doing so, please contact us at:
E-Mail at: trouble@belvoir-tcaccis.army.mil
Commercial phone line is 703-923-1059
DSN at Andrews Air Force Base (858-1110), Fort Belvoir (225-0441), or the Pentagon, (235-3000). When you hear the menu options, dial "0" for operator, specify official government business, and ask to be connected to the TC ACCIS commercial phone line (703-923-1059).
Fax Customer Service at 703-923-1099

Thank you for helping us help you!

CURRENT TC ACCIS INSTALLS



Weighted Down?

You can keep your machine lean and mean with just a simple system shutdown.

Although it is the Happy Holiday Season, the weight we are talking about is not being put on our bodies. This extra weight comes in the form of temporary files stored on your COMPAQ Server.

We just had one instance where the **/tmp** directory ran out of space from all the extra files. There was no indication that anything was wrong with the server until the UMC tried to print a Rail Load Plan. The UMC received the error that the system could not create the temporary print file.

Files are created in the **/tmp** directory by the Operating System and the TC ACCIS application. Unfortunately, neither of these does a very good job of cleaning up after itself.

You can keep your machine lean and mean with just a simple system shutdown.

When the servers were installed, they were configured to automatically clean up the **/tmp** directory when the system is booted up.

It is our recommendation, that you perform a system reboot every two weeks. Pick a day, any day, and follow these simple instructions:

At the system console, log in as "root".

At the root (#) prompt, type ["who" and press the enter key]. We want to make sure that there are not any users on the system. If by chance there are, ask them to log off. Continue to check for users as described until all users are logged out.

At the root (#) prompt, type ["shutdown -y -g0" and press the enter key]. You will receive messages on the console that the system is being shutdown. Wait for the final prompt that says, "You may now turn the power off or press any key to restart". At this time, turn off and then turn on the power switch in the Server cabinet.

The system will then start the reboot procedure; just follow your local procedures for startup. When the system is back up in multi-user mode, the **/tmp** directory will have been cleaned out.

Keep this procedure in mind, especially during the coming Holiday Season. If trends can be counted on, many of you will be taking time off to be with family and friends. Doing this shutdown may avoid that call from the office co-worker that does not have root privileges and is unable to get the system to work properly.

If you have any questions, please call Rich Wilson 703-923-1051.



The Puzzle Page

Take time out of your busy day
to complete this little crossword puzzle.

Hint: All of the answers have to do with TC ACCIS.



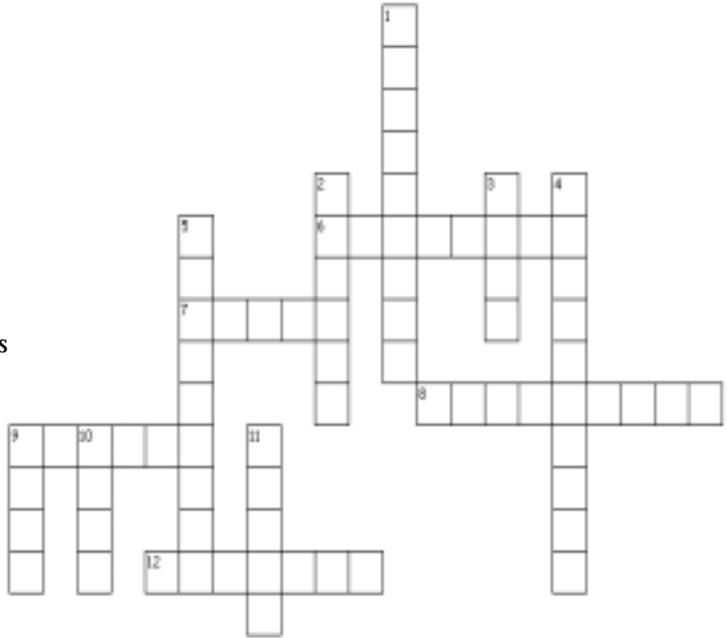
Modes of Transportation

Across

6. C141
7. A duce and half
8. Motor boat that lifts the hull clear of the water
9. Electric Underground Railroad
12. A means of transportation

Down

1. A warship that operates on or under the water
2. Cargo ship for carrying liquids
3. Armored combat vehicle that moves on metal belts
4. One or more rotors
5. Gas propelled and having two wheels
9. A large seagoing vessel
10. One propelled by power or by sail
11. Connected line of railroad cars



Some Site Names

O L V B L N S T R E B O R A S
 D K S I H E E R B T F L J C T
 N L I K L X P D E H L X D U E
 Y O T N O S D R A H C I R H W
 R P S F D E E M G B P T S C A
 A L U K D R O C L G S H S A R
 G F E A C C U L K L A E S U T
 N R E W S A L M D F I R I H G
 U M I R I E J E T K D S B W O
 H E O P B S V E R U C K E R R
 L F J P L E R N O S R A C C D
 E I M X N E W O V M C C O Y O
 E A O S D G Y N I W R I C F N
 C N B I B L I S S N W O T K H
 K E X B U C H A N A N H O O D

BLISS
 BRAGG
 BUCHANAN
 CAMPBELL
 CARSON
 DEVENS
 DIX
 DRUM
 EUSTIS
 FORSCOM
 GORDON
 HOOD
 HUACHUCA
 HUNGARY
 IRWIN
 JACKSON

KNOX
 KTOWN
 LEE
 LEWIS
 MCCOY
 MEADE
 POLK
 RICHARDSON
 RIPLEY
 ROBERTS
 SHAFTER
 SILL
 STEWART
 VILSECK
 WIESBADEN