



# The DEPLOYER



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## The Deployer Mission Statement

The mission of The Deployer is to provide the community of Transportation Information Systems users, stakeholders and sponsors timely knowledge on our family of systems—systems that empower the DoD to plan, deploy, load, monitor and provide full visibility of the transportation process.

## Message from the PM

Perhaps the most prominent theme of this edition of The Deployer is transitions, especially concerning the people who make up the Project Management Office and our valued stakeholders.

After nearly eight years of association with the program office, Mr. Willie Jones retired in July. Mr. Jones, who led the Technical Management Division since the program's inception, is in no small part responsible for the successes of the program. We gave Willie his send-off on the same day as we said good-bye to Mr. Herbert Coleman. Herb only recently transitioned to TIS from the Surface Deployment and Distribution Command as the Program Manager for AALPS (Automated Air Load Planning System). Herb took AALPS from a fledgling DARPA project to the greatly respected air load planning tool used throughout the services and several NATO countries. Since the last Deployer, we have also lost our Marine Corps representative, CWO Max Clifford. During his tenure, Max was a reliable, outspoken and thorough advocate for the Marine's interests as well as being a stalwart supporter of the program. The casual reader can appreciate how these interests could sometimes collide, yet Max was able to manage these separate interests very well. Mr. Ralph Ocasio, Deputy Director, ILS and Fielding Division, also left the project, but not the PEO EIS, family as he has moved to PM AIT. Ralph not only supported testing events and scenario-based training but also was instrumental in assisting the SDDC Deployment Support Brigades in setting up their OIF redeployment operations in Kuwait. One final transition that I'm sad to report is the death of Mr. William (Bill) Quick. Bill, an employee of Software Engineering Center, Lee, was the lead engineer for DAMMS and worked very hard to help us transition DAMMS to TIS-TO. The TIS family extends its deepest sympathy to Bill's family and friends.



Mr. Robert Morris, PM, TIS

Despite the departure of these valuable individuals, life goes on at TIS. Our current number one focus is Block 3 requirements definition that will provide Reception, Staging, Onward Movement and Integration (RSOI) capabilities to TC-AIMS II. RSOI is the process that takes what is deployed on the strategic leg and manages it from the Ports of Debarkation (POD) to integration within tactical assembly areas.

The list of requirements that will drive RSOI development has been dynamic. In August, JFCOM, the designated Joint Deployment Process Owner, provided us with 173 requirements, but latter upped this requirement to 244! Together with JFCOM and the Joint Requirements Board, we reached consensus on the list of required and desired requirements that will form the foundation for our Block 3 development.

At the same time, we are vigorously working the initial maintenance releases for Block 2 although we are waiting on the Block 2 test results from ATEC. Block 2 fielding should be underway by the next edition of The Deployer.

Please have a happy and safe summer and include this edition of The Deployer as part of your summer reading. 📖

## Hawaii's ITO, Tony Jacang Supporting the Troops in Afghanistan

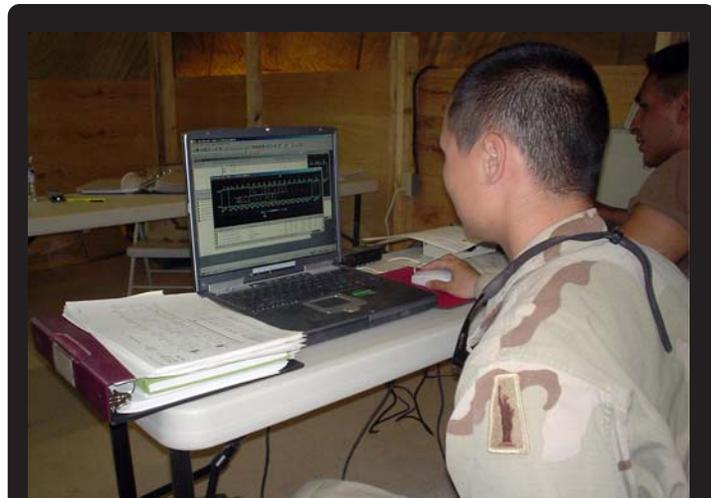
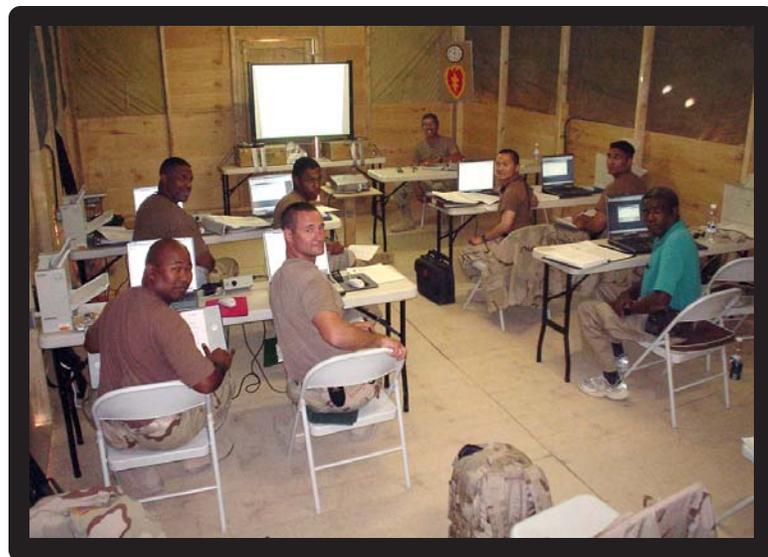
by Raquel Soranzo, CSC

In 2003 the 25th Infantry Division received word that they were to deploy its two Hawaii based Brigades. One Brigade was slated to go to Iraq and the other to Afghanistan. This deployment did not happen simultaneously, however, but it did occur back-to-back.

Mr. Tony Jacang, the Deployment Training Center and Deployment Systems Chief, orchestrated and managed the move. The shipping of equipment began in December, when nearly 2000 pieces, both vehicles and containers, were placed onboard the cargo vessel USNS Pililaau. The first shipment of equipment went to Iraq. Once the ship unloaded it's cargo it returned to Hawaii to load up with the next Brigades equipment which headed for Afghanistan. With the USNS Pililaau's seven decks filled almost to capacity on both moves it headed back to South West Asia in support of more than 8000 Tropic Lighting soldiers and officers.

With all the above equipment labeled and affixed with radio frequency tags, the 25th ID (L) was about to embark on it's first major deployment since Vietnam. Along with this move came a tremendous amount of learning, as well as a valuable experience

to be gained for all of those involved. Special thanks go to Mr. Blair Perkins (Unisys Corp.) and Mr. Mike Martinson (PM, TIS) for their assistance. One of the highlights during this flow of equipment to Pearl Harbor was the tight integration of the Radio Frequency ITV system and the Automated Movement Flow Tracking system (AMFT). This facilitated the Emergency Operations Center (EOC). The Unit Movement Officers (UMO), Non-Commissioned Officers (NCO) and Commanders were able to access the AMFT system directly from their desks. This provided them with near real-time port to port visibility with color code status and even a live video feed at the alert holding area and the port showing the vessel load. Once logged into the ITV



AALPS ACE student SGT Wen Jin Zhou from the 960th Movement Control Team from Brooklyn, New York. SGT JinZhou is part of the incoming replacements and will be here for a while. They wear a special patch for all of those in Afghanistan which depicts the Statue of Liberty.

search capability that was not previously available.

Mr. Jacang's supervisor Mr. James Jefferson, DTO, Transportation Manager and Major Doug Woolley, Division Transportation Officer, asked him if he would be willing to deploy to support the effort overseas. Mr. Jacang, who had retired from the Army Reserve nearly seven years ago, had always waited for the 'deployment call' that never came, so he jumped on this opportunity to help serve the troops stationed overseas. After being out of the Army for so many years he now found himself receiving six vaccines in the arm all at the same time, standing in line with the soldiers, and drawing three duffel bags worth of gear that he could barely carry on his own!

server, AMFT even gave them a direct link into the RFID Website zeroing in on specific equipment status and location. AMFT also provided a query and

Mr. Jacang's mission is to ensure that all of our transportation systems: TC ACCIS, TC-AIMS II, AALPS and DS2T are in place for the DTO Transporters to utilize and conduct their daily business. Having

## In-Transit Visibility (ITV)

by James Wynn, Functional Analyst, TIS

**W**hat is ITV? The term “intransit visibility” was coined during analysis of requisition order and shipping time. ITV is the ability to determine how long cargo is in the transportation segment of the logistics pipeline. Various automated ITV transportation transactions, contained in the former MILSTAMP (DODI 4500.32R), were designed to measure performance of the transportation system and provide “intransit” visibility.

ITV is the capability to trace, from origin (installation, depot or vendor) to destination, through a set of nodes, the identity, status, and location of Department of Defense (DoD) unit and non-unit cargo during peace or war. The system is also used to track passengers, medical patients, and personal property (excluding bulk petroleum, oil, and lubricants).

### ITV Benefits

- 1) Maintains nodal visibility of units, major end items (vehicles, weapon systems, aircraft, etc.), containers, pallets and flatracks moving from home station or depot to the theater of operations during deployment and sustainment operations.
- 2) Provides decision makers at all levels of command with accurate, near real-time data to collaboratively plan, prioritize, and redirect logistics operations.
- 3) Provides the capability to track and redirect units, equipment, and supplies that are en route.
- 4) Allows the delivery of tailored logistics packages directly to the warfighter.

### *ITV is NOT a Single Automated System*

Who’s in charge of ITV? U.S. Transportation Command (USTRANSCOM), manager of the DTS, has the lead in developing and implementing a DoD ITV capability. ITV is *not* a single automated system: it is a *capability*! USTRANSCOM’s Global Transportation Network (GTN) supports this ITV capability. GTN is the database for assimilating and disseminating ITV data for all DoD customers. TC-AIMS II is

one of the systems that provides source data to create ITV for GTN and the Global Command and Control System (GCCS)(JOPES modules) that are to be replaced by the Joint Command and Control (JC2) system. 🖨

Is there something you would like to read or hear about in the next issue of The Deployer? Please send your ideas and suggestions to:

tiswebmaster@eis.army.mil

### *Hawaii’s ITO, continued from page 2*

deployed using TC ACCIS, the plan is to redeploy with TC-AIMS II. With the help of TIS and the TC-AIMS II server, workstations, and other hardware that was sent over to South West Asia, Mr. Jacang hopes to make a smooth transition from one system to the other. A double bonus came to them when they received the TC-AIMS II notebook computers. These workstations have the latest versions of TC-AIMS II and AALPS that work together on the same box. With this capability the transition should prove to be an easier and cleaner process, with less equipment to haul around.

During his stay in Afghanistan, Mr. Jacang decided to put to good use the AALPS capability they have available to them by conducting the very first, full fledged AALPS course at Kandahar Air Field, Afghanistan (see photos on page 2). They have scheduled another AALPS class in Jan 05 for Bagram Air Field, Afghanistan.

The learning experience Mr. Jacang expects to gain from this deployment is an invaluable one. In the coming months, the 25<sup>th</sup> ID will be transitioning with the 10th Mountain and then getting ready to redeploy back to home station. Mr. Jacang will depart back to Hawaii on the first of June by way of Germany. This will end his two month deployment to setup systems in OEF. He plans to return to OEF in Jan/Feb 05 for four to five months for system support and the redeployment back to Hawaii.

Although for some, the sand and the dust, to include the 117F degree weather is something to be desired, Mr. Jacang said that he would sometimes look over the Kandahar horizon and imagine the beautiful Hawaiian beach on the other side, only to get a shot of hot wind in his face, which would wake him up from his reverie. 🖨

## USAREUR Transitions to TIS-TO

by Michael W. Loya, Chief New Development, Systems Engineering & Accreditation, TIS

**U**SAREUR has transitioned to TIS-TO, the Web-enabled successor to DAMMS that provides an interim theater transportation management capability until it is replaced by TC-AIMS II. Readers may recall (from our spring 2004 issue) that beginning 17 May 2004, select USAREUR units would conduct a familiarization exercise of TIS-TO. This exercise was scheduled to last until personnel reported requisite comfort with the system.

Because of a NETCOM decision to disallow Windows 95/98 systems on the Army nets, USAREUR abandoned the familiarization exercise and instead chose to transition directly to TIS-TO from DAMMS. With the mutual support of TIS personnel and 21<sup>st</sup>

TSC personnel, DAMMS data was transferred from each of the 51 user locations throughout Germany, Italy, Kosovo, and the Benelux countries

*"A process that took me 8 minutes to perform in DAMMS takes me only 22 seconds to perform in TIS-TO"*

to the TIS enterprise server located in the TIS central management facility in Springfield, VA. Data transition started on 7 June 2004 and finished on 9 June 2004. USAREUR has a total of 300 user accounts established on the enterprise for accessing TIS-TO.

Although the transition was a success, it was not an uneventful process. Thanks to the prompt and professional assistance provided by the TIS help desk staff, the speed bumps encountered by the user were quickly

smoothed out, enabling them to incorporate TIS-TO into their day-to-day business processes and to take advantage of the benefits provided by the TIS enterprise. Some of the benefits enjoyed by the user include reduced bandwidth consumption, reduced system administration requirements, and increased performance (as stated by one user from the 1<sup>st</sup> TMCA: "A process that took me 8 minutes to perform in DAMMS takes me only 22 seconds to perform in TIS-TO").

Transition to TIS-TO brings with it the end of an era for DAMMS. Although DAMMS never achieved final operating capability, it has for over a decade provided an automated capability that assisted the user with performing their mission more efficiently. Official notification of discontinued support of DAMMS products and associated hardware is forthcoming. Units should defer disposing of any DAMMS hardware until they receive disposition instructions from the JPMO, Director of ILS. 

## TC-AIMS II Supports the U.S. Navy

by Dorothy McLeod

### OIF II Deployment Support

**T**he U.S. Navy is using TC-AIMS II to deploy troops and equipment in support of the War on Terrorism. Their Expeditionary Forces used the tool to support deployments to SWA AOR. The system provided deployment planning support and produced required transportation documentation for two SeaBee Battalions, one SeaBee Regiment, one Mobile Inshore Undersea Warfare unit, one Inshore Boat Unit, three reserve Cargo Handling Battalions, and a portion of the reserve Navy Supply Support Battalion.

### Exercise Support

TC-AIMS II was used to support the Amphibious Construction Battalion Two's (ACB II) deployment to Honduras for Exercises JLOTS 04 and New Horizon. In total, the system was used to prepare transportation documentation for and provide ITV for over 3.2 million pounds of equipment and supplies by sea; and 300,000 pounds of equipment and supplies, and 437 troops by air.

### Award

In September 2003, Career Communications Group, Inc, a national non-profit organization, hosted the 3<sup>rd</sup> Annual Women of Color (WOC) conference in Nashville, TN. A select group of minority women of the private



and public sector were recognized for outstanding achievements in research sciences and technology. Ms. Dorothy McLeod, the Navy's TC-AIMS II Project Manager of the Naval Operational Logistics Support Center (NOLSC), was the winner of a Women of Color (WOC) Emerald award for lifetime professional achievement in the field of engineering and technology. Her outstanding support in the design, development, and testing of TC-AIMS II was instrumental in molding the system to become suitable for Navy operations. 

## Building a State-of-the-Art Information Technology Center: Transportation in the Enterprise

by Steve Williams, Titan Corporation

**C**entralized Management Facility (CMF), the forward thinking initiative of the Transportation Information Systems Joint Program Management Office (TIS JPMO) is making its way to reality. Recently the TIS JPMO began construction on its new state-of-the-art server room, which will host the TIS Enterprise server farm. While every construction project presents its own unique set of problems, few can match the challenges necessary to complete a modern data center. Upon completion of this massive project, the TIS server room will be three times the size of the current room and able to support 57 fully loaded server racks. While considerations of the increase in square footage and configuration present special needs, so do many other factors. After all, this will be the host site for some of the largest and most powerful servers in the world.

### HVAC

Anyone that's ever used a computer knows that processors, hard drives, and like, put out a significant amount of heat. This is one of the most critical considerations when trying to design a server farm. Servers have optimal operating temperature ranges, with the maximum temperatures coming in around 95 degrees. Sixty tons of HVAC (with an additional ten tons for backup) will be pumped through specially designed air handling system to maintain the optimal operating temperature of 65 degrees in the TIS server farm.

### Power

Just the availability of sufficient power for a data center of this size begs the bigger question, what is the quality of that power and is it reliable? The TIS JPMO is located in a facility that is powered by commercial power, so quality and reliability can sometimes be an issue. To overcome this potential problem, the TIS JPMO will use

a UPS system that can condition and supply uninterrupted, dedicated power to the server farm. The UPS solution selected provides a whopping 150,000 watts of power.

### Bandwidth

If you build it, they will come! Since the prototype TIS Enterprise was established almost two years ago, the user community has grown by over 300 percent. With the increase in user base comes an increase in the necessary communications pipe to support the growth. In an effort to ensure that there is "room to grow" in terms of available bandwidth, the TIS JPMO has acquired a full duplex 100 megabyte TLS circuit to accommodate the increase in demand. This increase in bandwidth will be able to support our user community and their requirements for years to come. ☐

## Where the Rubber Meets the Road

by Robert Picarillo, Titan Corporation

**T**here are a lot of different groups within the TC-AIMS II projects, all with equal importance to the success of the organization. There is one group however, that spends the majority of their time in front of the customer, implementing and overseeing the deployment of TC-AIMS II. The fielding, training, and ILS (Information and Logistics Support) teams are currently deployed across several locations, within multiple countries.

In Kuwait, supporting our troops involved in Operation Iraqi Freedom (OIF), the rotational team of Jody Lewerenz, Sean Lucas, Donald Sheppard, Mike Rainey, Paul Burgess and others help keep the DSB's (Deployment Support Brigade) at

camp Arifjan and Camp Doha in operational order.

Down in Louisiana, fielding to units at JRTC/Fort Polk and Camp Beauregard, John Wloshinski heads up a team consisting of James Sullivan, Gary Hammond, Mitch Champney, Broky Dargan, Marshall Harris, Joel Kendhammer, William Lee, Chester Tantillo, Reggie Tinsley, and Mike Meis.

In North Carolina, Richard Froom and Rich Wilson are currently embedded in a lengthy fielding at Fort Bragg. With the help of Mike Wilson, Gary Hammond, Keith Davis, Garland Kahn, Ed Lukasek, William Lee, Terence McRae, Randy Millikin, Aldena Walker, and Thurman Brayboy the new equipment fielding and training is in full swing and on track for completion by late fall 2004.

There are also the efforts currently underway for future fieldings. Heading up the Block 2 upgrade for Korea is Mr. Mark Durand. Fielding is set to begin late August and end late November. Tom Fleming is leading the charge for a Block 2 upgrade for USAREUR, to start in October and end late December.

In 2005, plans to field Fort Benning are being orchestrated by Robert Picarillo, and Jermaine McKinney is heading up fielding plans for Fort Campbell. Further down the road, new equipment fieldings and Block 2 upgrades will have our fielding team heading back to several dozen locations both worldwide and stateside.

From new equipment fieldings to Block 2 upgrades, the fielding, training, and ILS teams are operating at full throttle with no letup in sight. Spending weeks, sometimes months, out on the road away from family and friends, this group of individuals, along with many other fielders and trainers not mentioned, have successfully delivered TC-AIMS II to many locations worldwide, and have helped further the success of the TC-AIMS II project. ☐

## TC-AIMS II Support Continues Aaround the Globe

Letters from Southwest Asia and Korea

Sir,

I wish to convey to you my appreciation for the outstanding support provided by MAJ Phillabaum and the rest of his team in Kuwait. The 1179th Deployment Support Brigade (DSB) has just completed its mission supporting the redeployment of forces from Kuwait. Our unit enjoyed tremendous success in its role in the redeployment process, part of which was the inputting of unit data into TC-AIMS II and passing on that data in the form of WPS files to the port of demarcation in Kuwait. In the six month period since January 04, we pushed over 70,000 pieces of cargo supporting hundreds of units returning home including those from the 101st, 82d, 4th ID and 1st AD. We could not have accomplished that mission without the hard work, dedication and professionalism of the TC-AIMS II PM team led by MAJ Phillabaum. Due to their willingness to work shoulder to shoulder with our soldiers and quick immediate response to problems, regardless of time of day, highlighted a team effort that can serve a model for successful program fielding in the theater of operations. I know the success of TC-AIMS II may seem like a small part of a very large effort by the U.S. Military but I can assure you, if our little part in this together did not go well we would all have heard about it.

V/R  
LTC Tom Cornell  
Commander, 1179th DSB (FWD)  
Camp Arifjan, Kuwait

Mr. Morris,

I just wanted to pass on a quick note to thank your office for the outstanding support that you provided for the 2 BCT's

deployment to IRAQ. The second vessel has already departed Busan enroute to the Gulf. It was a huge task to prepare a large task organization for deployment when "Deployment" is not part of their essential training tasks. Immediately after notification, there were no AUELS that you would typically find at other organizations to begin pre-deployment planning. Our ITO office is not manned to handle such a large deployment (Their small staff's biggest mission is personal property and sustainment shipments) and there is no dedicated theater-level movement control agency. To make the deployment happen, with little guidance we had to pull together an ADHOC organization to fill the gaps that you would normally find in a mature theater. The 25th Trans Bn, the 837th Trans Bn (SDDC), the 1394th DSB, the 19th Theater Support Command, TC-AIMS II Contractors (Jim Mulligan/Sam Henrich) and the 2ID Division Transportation office came together at the DISCOM Movement Control Office to create a Movement Sustainment Cell.

Jim was an integral and essential part of that team. He assisted in every step of the process from building and correcting OEL data, assisting UMOs in building the UDL, assisting the DSB with Documentation and providing expertise at the rail head during the movement to Busan. With Jim's help, we accomplished the documentation of over 1700 vehicles and containers, sent JFRG data to PACOM for Sealift/Airlift validation, developed rail load plans; conducted the ICODES ship pre-stow, and the air load plan. Together, we accomplished all of the above in under six weeks with only two of those weeks where the UMOs were actually available (block leave/theater specific training). Jim spent many long days and many sleepless nights

making sure we were on track during all steps of the pre-deployment process. He is the kind of person who strives for excellence and wants folks to succeed. We could not have accomplished this mission without the support of your office in CONUS and Jim's assistance forward. We in the 2nd Infantry Division greatly appreciate the support and look forward to working with you in the future.

Regards,  
Robert M. Villa-Lobos  
MAJ, TC  
2ID DISCOM MCO

### TIS JPMO Hosts Block 3 T&E WIPT

by Gloria McBroom

The Transportation Information Systems Joint Program Management Office, (TIS JPMO) hosted the first TC-AIMS II Block 3 Test and Evaluation (T&E) Working-Level Integrated Product Team (WIPT) at Springfield, VA, on June 24, 2004. Ms. Jean Price presided as chair and will assume the position of Director, Technical Management Division upon Mr. Willie Jones' retirement at the end of July. Ms. Price will chair all future T&E WIPT meetings.

A preliminary draft of Parts One and Two of the TEMP for Block 3 has been posted on the website for the T&E WIPT members' review and comments.

(<https://www.tis.army.mil/testing.htm>) The Preliminary drafts of Parts Three, Four and Five will follow. The T&E Charter has been approved by the members pending the T&E WIPT membership list of participants representing their organizations. ☐

## TC ACCIS

### Importance of Performing Regular System Backups

by Garry Haun, CSC

Danger! Danger! Are you guilty of not doing TC ACCIS backups? Avoid disaster, do nightly backups. It's easy and avoids embarrassment. We know who you are!

The TC ACCIS system is setup to perform nightly automatic backups. Every weeknight your system is scheduled to do a backup of your entire system, but unfortunately, this does not mean that there is no human intervention required. The system administrator is still required to change out the Digital Audio Tape (DAT) from the previous night's backup. The system administrator should put a tape into the DAT drive every weekday for the automatic backup.

Performing a daily backup of your system is very important. In case of an emergency, you may find it necessary to restore your system with the last backup tape. This is why it is critical to have up to date backups. If you have to restore your system, and you have been backing it up daily, you would restore from the previous days backup, perhaps only losing one day worth of work. If you are one of those installations that have become negligent in doing backups, you will be required to restore your system with your last backup tape that could date back months or more. All data input made since the last backup will be overwritten.

Because the TC ACCIS servers have had such a long run requiring little daily maintenance, apathy is a growing threat. More than ever TC ACCIS requires the system backups to be completed properly.

\* In addition, it is also imperative that any server experiencing a bad disk drive, should have the drive replaced promptly to ensure the system runs smoothly and data is not lost. 🖨

### Procedure to Remove IBS Locks

by Alain Wampouille, CSC

Over the lifetime of TC ACCIS, it has not been unusual to receive calls from System Administrators requesting we remove the IBS lock. These locks will occur when the IBS process is interrupted. In order to remove the lock, you will need to do the following:

1. Login as root.
2. At the root (#) prompt, type **cd /tmp**.
3. Type in **pwd**. The system should return **'/tmp'**, that that you can confirm you are in the correct directory.
4. Type in **rm -r umd.lock** to remove the umd lock.
5. Type in **rm -r aspurq.lock** to remove the aspur lock, which is now considered to be the IBS lock.

Once the above steps are completed, go back into TC ACCIS and prepare the IBS transmission. 🖨

### TC-AIMS II/TC ACCIS Interface

by Bill Dunn, Titan Corporation

The normal practice is for a unit's deployment data to be moved from TC ACCIS to TC-AIMS II as TC-AIMS II is fielded to the unit. As an exception to normal practice and in selected situations only, data from TC-AIMS II may be required to be moved into TC ACCIS. Transfer of data from TC-AIMS II to TC ACCIS, should only be accomplished with the help of the TIS Help Desk. The Help Desk can be reached as outlined below:

**Help Desk Phone Numbers:** (703) 752-0806 or  
866-TCAIMS2 (866-822-4672)  
**DSN:** (312) 221-5000

**E-mail:** [tishelpdesk@eis.army.mil](mailto:tishelpdesk@eis.army.mil)

**After Hours Cellular Phone:** (571) 237-0858 🖨

## TC-AIMS II

### Changing Expired TC-AIMS II Admin Password

by Steve Harper

More users than ever are using TC-AIMS II and the user base will continue to grow as more sites are installed. New system administrators are often unaware that they must log in to the TC-AIMS II application within five to seven days of installation, or their default password will expire in the TC-AIMS II SysAdmin application. This is not a defect, but was designed as an inherent security measure. No need to panic! The steps to correct this are listed below and can be performed only by the system administrator.

- 1) Click on **Start->Programs->Sybase->Sybase Central**.
- 2) Click on the SQL Server (the one without \_MS, \_BS, or XP) to display the Sybase Adaptive Server Enterprise Logon window.
- 3) On the Logon screen, enter the User ID of **'tcaimsii\_admin'** in the User name: data field.
- 4) Enter the default admin password of **'tcaimsii'** in the Password: data field and click **OK**.
- 5) The system will display the Change Password for (user ID) window.
- 6) Enter your expired password in the Current Password data field.
- 7) Enter new password in the New password: data field.
- 8) Re-enter your new password in the Confirm new password: data field.
- 9) Click **OK**.
- 10) Click on **Tools**.
- 11) Click **Disconnect**.
- 12) At the Disconnect window, click on the Disconnect button.
- 13) Click on **File** and then click on **exit** to close Sybase. ☐

### Changing Expired USER Passwords

by Steve Harper

More and more new TC-AIMS II users are attempting to logon the system to begin using it, yet some of the users are encountering problems with the password expiring. It is important to know that if the user does not log onto TC-AIMS II within five to seven days after the application has been installed and a new user profile has been created, the default password will expire. The procedures to correct this problem are listed below and should be performed only by the administrator:

- 1) Click **Start->Programs->Sybase->Sybase Central**.
- 2) Click on the SQL Server (the one without \_MS, \_BS, or XP) to display the Sybase Adaptive Server Enterprise Logon window.
- 3) On the Logon screen, enter the user's User ID in the User name: data field.
- 4) Enter the expired default user password of **'tcaimsii'** in the Password: data field and click **OK**.
- 5) The system will display the Change Password for (user ID) window.
- 6) Enter your expired password in the Current Password data field.
- 7) Enter new password in the New password: data field.
- 8) Re-enter your new password in the Confirm new password: data field.
- 9) Click **OK**.
- 10) Click on **Tools**.
- 11) Click on **Disconnect**.

NOTE: After creating the new user password, the administrator should reset the user's password back to the default password of 'tcaimsii' using the following procedures:

*TC-AIMS II Technical Tip, continued from page 8*

- 12) Click on the SQL Server to display the Sybase Adaptive Server Enterprise Logon window.
- 13) Enter *tcaimsii\_admin* in the User name: data field.
- 14) Enter the tcaimsii admin password in the Password: data field and click **OK**.
- 15) Double click on the **Logins** folder.
- 16) Highlight the tcaimsii user ID and right-click.
- 17) Click on **Change Password** option.
- 18) Enter the admin password in the 'Your password' data field.
- 19) Enter the default password of tcaimsii in the Login's new password data field and confirm.
- 20) Click **OK**.
- 21) Click **Yes** to "Are you sure?".
- 22) Click on **Tools**.
- 23) Click **Disconnect**.
- 24) At the Disconnect window, click on the Disconnect button.
- 25) Click on **Disconnect**.
- 26) Click on **File** and then click on **exit** to close Sybase. 

## Are You Having Trouble Troubleshooting Your Printers?

by Raquel Soranzo, CSC

To be an effective Systems Administrator you do not have to know all the answers. However, you do need to know where to find the answers. This information below should help you solve most minor printer problems. Although this check list may seem quite obvious, during a stressful deployment or exercise, it is easy to overlook the obvious.

- Is power being fed to the printer?
- Is the power strip turned on?
- Is the printer plugged in?
- Are all the cables securely connected?

- Is the printer turned on?
- Is the printer on line?
- Is there paper in the printer?

If you have tried all of the above and the printer still will not work, call the help desk for assistance:

1-866-TCAIMS2. 

## TIS-TO

### Operational Guide Aids TIS-TO Mode Users

by Robert White, TIS

The mode management operational guide can help new TIS-TO mode users familiarize themselves with battalion, company or trailer transfer point mode management major functions. The guide provides an overview of a notional movement control element which initiates a movement by generating a transportation movement release and thereupon tasks a mode battalion. The requirement presented to the mode battalion, if confirmed, is then assigned to a subordinate mode company where an operations order is both executed and then closed to complete the movement process. The guide also provides step-by-step guidance on how to complete each mode function within processes. You can find the mode management operational guide under mode management options at each mode operational level. 

Do you have a technical tip you'd like to see the next issue of The Deployer? Please send your ideas and suggestions to:

tiswebmaster@eis.army.mil

# Transitions

## Mr. Willie Jones Jr. and Mr. Herbert G. Coleman Retire from TIS JPMO

Mr. Willie Jones Jr.—Director,  
Technical Management Directorate,  
Transportation Information Systems

Willie Jones Jr. retires as the Director, Technical Management Directorate, Project Management Office, Transportation Information Systems (PM TIS). As such, he provided technical direction and focus for the development of the Transportation Coordinators' - Automated Information for Movements System II (TC-AIMS II). Prior to joining the TC-AIMS II effort in January 1997, he served as PEO EIS liaison to the Pentagon providing information and briefings to Congressional Staffers. During the period 1988-1996, Mr. Jones held several positions with the Sustaining Base Information Services (SBIS) program including Chief, Technical and Business Management Divisions, Test Manager, Technical Lead and Interface Manager. From 1986-1988, he was a staff project officer overseeing five automation programs for Deputy Chief of Staff, Operations, HQs USA Information Systems Engineering Command. From 1984-1986 Mr. Jones was a Computer Instructor at the Signal Center and School, Fort Gordon, GA where he began his Civil Service career.

Awards include the Commander's Award and Official Commendations for various



Mr. Willie Jones Jr. and family

efforts, such as proof of concepts, acquisition strategies, source selections, software development, testing, and configuration management.

Mr. Jones retired from the Army in 1983 as a Signal Corps Chief Warrant Officer 3 with over 21 years of service. His assignments included, the Signal Center and School, Fort Gordon and Fort Monmouth; Assistant Chief of Staff Automation Management, 19<sup>th</sup> Support Command, Taegu, Korea; Missile Minder Program Office, Redstone Arsenal, AL; 82<sup>nd</sup> Airborne Division, Fort Bragg, NC; Area Maintenance Supply Facility, Bangkok, Thailand; 63<sup>rd</sup> Signal Bn, Phu Bai, Vietnam, and 3 tours in Germany at Heidelberg, Stuttgart, and Frankfurt; 32<sup>nd</sup> Artillery Bn, NJ; and Fort Dix, NJ in 1962 where he began his military career.

He received Meritorious Service Medals, Army Commendation Medals, Vietnam Service Medals, and various Certificates of Achievement.

Mr. Jones has a Master's degree from the University of Pittsburgh, PA; Bachelors and Associate degrees from the University of New York; and is a graduate of the 93-1 Defense Acquisition University's Program Manager's Course.

He is married to the lovely Mrs. Laurine Jackson Jones from Warrenton, GA, and in February 2005 they will celebrate their 40<sup>th</sup> year of marriage.



From left to right, Mr. Herbert G. Coleman with wife, Martha, and Mr. Willie Jones Jr. with wife, Laurine.

Mr. Herbert G. Coleman—Project  
Officer, Automated Air Load  
Planning System (AALPS)

Mr. Coleman has served as AALPS Development Team Chief, Project Officer, Deputy Product Manager, and Program Manager for the Automated Air Load Planning System from its beginning as a DARPA research project, to an Army prototype, an Army ADP System, to its current status as a Department of Defense Joint Migration System.

Prior to joining the AALPS project, in February of 1993 Mr. Coleman replaced Major Nancy Brewington, as the Implementation Branch Manager for the Transportation Coordinator Automated Command and Control Information System (TC ACCIS) Project. In this capacity he was responsible for the total package fielding and user training requirements. He remained with TC ACCIS until the fall of 1997.

Born in Wichita Falls, TX in December of 1936, he received his Bachelor of Arts

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# Transitions

Continued

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Degree in Political Science from Prairie View A&M University in 1959 and a Masters in Education Degree in Secondary Education from Virginia State University in 1973.

Mr. Coleman was commissioned a Second Lieutenant in the U.S. Army Transportation Corps in 1959. His military education includes the Basic and Advanced Transportation Corps Courses, Defense Advanced Traffic Management Course, Defense Inventory Management Course, U.S. Army Command and General Staff College Officer's Course, and Logistic Executive Development Course. As a Department of the Army Civilian, Mr. Coleman completed the Army Automation Life Cycle Management, and Structured System Analysis and Design Courses at the Army Logistics Management College. He also completed the Automated Information Systems Concept Development and Design, and Automated Information Systems Project Management courses at the DoD Computer Institute.

Additionally,  
Mr.

Coleman is a graduate of the Government Program Management course, American Graduate University.



*Mr. Herbert G. Coleman and family*

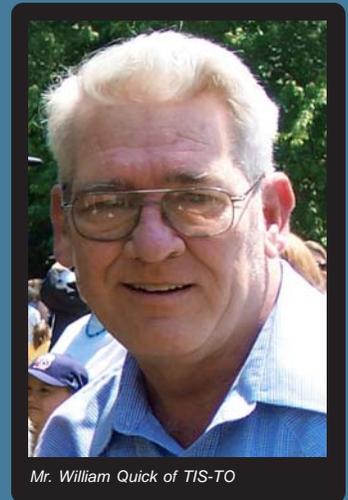
Mr. Coleman retired from the U.S. Army Reserve in 1986 as a Lieutenant Colonel. A three-tour veteran of Vietnam, his decorations include the Bronze Star Medal for Meritorious Service, the Meritorious Service Medal, the Army Commendation Medal, the Vietnamese Honor Medal and the National Defense Service Medal.

Mr. Coleman is married to the former Martha Melvenia Boston of Richmond, VA. Mr. Coleman has three sons, one daughter and three grandsons. The Coleman's now reside in Fort Washington, MD. ☐

## A Sad Farewell to a TIS-TO Family Member

by Michael W. Loya, Chief New Development,  
Systems Engineering &  
Accreditation, TIS

It is with great sadness we announce the untimely death of Mr. Bill Quick. For those of you that did not know Bill, he was the lead engineer for DAMMS and TIS-TO and worked for the Software Engineering Center –Lee, at Fort Lee, VA.



*Mr. William Quick of TIS-TO*

Bill died at his home on 12 June 2004 of an apparent massive heart attack. He leaves behind his wife Vickie, daughters Jennifer and Cathie Deane, mother Frances Lokey Quick, friends, co-workers, and the legacy of DAMMS and TIS-TO.

Bill was a man who loved his family, loved his job and loved his country. He constantly spoke of his family and their activities at home; and most recently he spoke of how proud he was of seeing his daughter graduate from college. Over the last few months Bill had been giving serious consideration to retirement but decided to postpone it because he felt he still had something to contribute. This decision speaks to Bill's commitment to service and to his country.

Bill Quick will be sorely missed. He was held in the greatest esteem, highly respected, and greatly valued as a friend, mentor, co-worker, and family man. ☐



## Please Help Us Help You

When e-mailing the TIS Help Desk with a private e-mail address (e.g., AOL, Comcast or Hotmail), please help us by identifying yourself. Please provide the following information: your name, your location, and your association with the project. If we do not have the necessary information, we will respond to your e-mail with a request for more information, which only slows down the process in resolving your problem or answering your question.

Please help us so that we may better help you.

Thank you for your cooperation. ☺

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## Help Desk Toll Free Number

Great news for Transportation Information Systems (TIS) customers! We now have a toll-free line for customer support.

For questions during business hours (6 am–6 pm) about TC-AIMS II or TC ACCIS, contact us by phone at:

**1-866-TCAIMS2**

(1-866-822-4672)

or at our DSN number:

**(321) 221-5000**

or by e-mail at

**[tishelpdesk@eis.army.mil](mailto:tishelpdesk@eis.army.mil)**

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