Operational Engineer

Volume 2, Issue 2
1
Apr 2009

26 March 2009

Engineers,

We recently completed a very productive Marine Engineer Summit involving commanders and reps from the advocate and other key staffs. The discussions were wide-ranging and frank. There are numerous issues being worked and I believe we are making progress in many areas. Our plan is to hold a Commander's Summit one year, and a general information type conference the next. We are also looking at having an Engineer Chiefs Summit before, after, or in conjunction with the Commanders Summit.

I would like to call attention to a couple of Society of American Military Engineer (SAME) events on the horizon. First, the Joint Engineer Training Conference will be held 12-15 May in Salt Lake City. Second, the 2009 Joint Engineer Senior NCO Symposium will be held 23-24 June in Atlantic Beach and Camp Lejeune. Check out the SAME web site (www.SAME.org) for details.

Finally, as the Marine Corps gradually ramps down in Iraq and ramps up in Afghanistan, remember to keep the great lessons learned flowing. Please feel free to send articles or emails to the Engineer Center of Excellence so we can all keep on top of the good ideas and latest TTPs.

Semper Fi,
Col Heesacker
Director,
Engineer Center of Excellence and
Commanding Officer,
Marine Corps Engineer School

IN THIS ISSUE

Volume 2, Issue 2
2
Apr 2009

Joint Task Force North Engineers and a Subterranean Threat to the Homeland

By Christopher G. Downs Major, U.S. Marine Corps

Joint Task Force North (JTF North) is a joint command aboard Fort Bliss, Texas. Although it is a relatively small joint headquarters, comprised of only 160, Soldiers, Sailors, Airmen, Marines, and Department of Defense (DOD) civilians, it does much of the heavy lifting in support of advancing the homeland defense and homeland security objectives of our nation. The Command is the DOD organization tasked to employ military capabilities to support our nation's federal law enforcement agencies (LEA) and interagency synchronization within the USNORTHCOM area of responsibility in order to anticipate, detect, deter, prevent, and defeat transnational threats to the homeland. One of these gathering threats is the construction and use of illegal cross-border tunnels across the Southwest border. Engineers from throughout DOD, industry, and academia are working tirelessly to counter this asymmetric threat to our national security and territorial integrity.

Since its inception in 1989, JTF North has planned, coordinated, and executed hundreds of engineer support missions in support of LEA. Typically, engineer formations are sourced from active duty and reserve activities from all four services based throughout the United States. These units undertake a plethora of construction tasks in support of LEA to include road repair and construction, border perimeter lighting, non-standard bridging, vehicle and pedestrian border barriers, drainage system construction, and many other engineer tasks. The vast majority of these projects provide invaluable training for units that may be called upon to execute similar tactical engineer tasks while deployed in support of expeditionary operations.

In addition to these conventional engineer missions, over the past several years, engineers at JTF North have become increasingly involved in efforts to address and remedy capability gaps to effectively detect, precisely locate, and characterize tunnels illegally entering the homeland across the U.S. - Mexico border. The ongoing existence, use, and construction of cross border tunnels represent growing threats to the homeland. Criminals have demonstrated enduring and ever-evolving capabilities to creatively construct and use tunnels to gain access and transport narcotics, people, and, potentially, weapons of mass destruction into the continental United States.

Primitive tunnel discovered in the Southwest U.S. in the fall of 2008.

Since 1990, 100 cross-border tunnels have been discovered by LEA. All but one have originated in Mexico and exited in California or Arizona. There were 24 tunnels discovered in calendar year 2008 alone. The marked increase in tunnel construction is likely a result of increased U.S. Customs and Border Protection pressure against narco-traffickers and their traditional mobility corridors into the homeland.

2. A more sophisticated tunnel discovered in 2006.

(Continued on page 9 see Sub Threat)

CORRECTIONS

The Operational Engineer apologizes to the Marine Corps Engineer Association for inaccuracies published in the 2009 second issue of the Operational Engineer Newsletter. The following corrections have been made in this republished second issue of the newsletter:

- The article on page 5 titled "The Society of American Military Engineers and The Marine Corps Engineer Association 2009 Awards" was changed to "SAME Recognizes USMC Engineers at Joint Engineer Training Conference" to more accurately reflect the content of the article. These award recipients are actually MCEA 2008 award winners and approved by HQMC. The MCEA 2009 awards process is just now underway.

- The deadline for MCEA Awards nominations was added to the upcoming events list.

- The SAME Events listed on page 10 erroneously included the MCEA 2009 Reunion schedule. The MCEA Reunion Schedule has been removed and added to the upcoming events list on page 11.

- Benefits to MCEA Membership on page 6 has been updated to include "Discount prices on SAME courses."

- All references to the MCEA Assistance Fund Contribution program has been removed from this revised issue.

Comments for the editorial staff should be directed to Matthew Fletcher.

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Phone: 910-440-5017

Regular mail to: The Operational Engineer, Center of Excellence, PSC Box 20069, Camp Lejeune, NC 28542-0069.

CONGRATULATIONS

TLS Selectees (MARADMIN 0016/09):

NAME	SSN	MOS
ARMY WAR COLLEGE		
KEMPSTER, KURT A.	8048	1302
COLLEGE OF NAVAL WARFARE		
MENOTTI, MARK J.	8392	1302
SIMMONS, STEVEN A	6165	1302
NATIONAL WAR COLLEGE		
BOWERS, WILLIAM J.	3698	1302
JOINT ADVANCED WARFIGHTING SCHOOL		
TRAVIS, MATTHEW E.	9346	1302
ATLANTIC COUNCIL MILITARY FELLOWS		
LEMONS, GREGORY L.	9533	1302

NROTC Selectees (MARADMIN 0014/09):

MALDONADO, ADAN C.	5493	1302
UNIV OF CHICAGO		
RAUEN, KRAIG M.	0287	1302
PIEDMONT CONSORTIUM		

Colonel Selectees (ALNAV 001/09):

SEL#	NAME	SSN
77	KING, TW	2843
116	LEMONS, GL	9533
62	REAGAN, JM	4652
101	SINCLAIR, WA	5943
120	TRAVIS, ME	9346

All board results provided by LtCol Wylie
USMC Engineer Occ Field Sponsor

Volume 2, Issue 2

Apr 2009

Marines train to navigate IEDs

By Molly Dewitt, The Daily News, Jacksonville, NC

Complacency kills.

That's the lesson more than 30 Marines with the 2nd Marine Logistics Group learned Monday and Tuesday as they received training in the detection of and reaction to improvised explosive devices.

The Marines spent Monday in the classroom going over techniques, tactics and procedures for dealing with IEDs while on convoys and then hit the road Tuesday to put those techniques to the test.

"We try to base it as close as we can to what's currently happening," said Gene Pollock, a contractor with the Marine Corps Engineer Center of Excellence, part of the Joint IED Defeat Organization. "We try to keep it as realistic as possible; some of the stuff we put out there has actually been recovered from theater."

During the hands-on exercise the Marines mounted up in Humvees and convoyed down a dirt road that had been set up with various suspicious items such as IED pressure plates and tires rigged with simulated IEDs that produced both smoke and the more than 100 decibel sound of an explosion.

Recognizing an IED or spotting suspicious items while on convoys is crucial to the safety and security of the convoy. Items that seem harmless, such as a piece of paper or wood by the side of the road, can spell trouble.

"A lot of times it's the little things that will get you vice the big things," Pollock said. "Not noticing a little wire sticking out somewhere can mean the difference between life and death."

IEDs and snipers are among the leading killers of coalition forces in the war on terror, Pollock said.

During the IED exercise Tuesday, Marines mounted up in Humvees and convoyed down a dirt road that had been set up with various suspicious items such as IED pressure plates and tires rigged with simulated IEDs that produced both smoke and noise. Training

Cpl. Jeffrey Purcell, with 2nd Supply Battalion, said he expects the training to be useful in upcoming deployments.

"It saves people's lives and it teaches you what you're actually looking for over there," Purcell said. "If we're doing convoy operations over there it's going to be an everyday thing."

Cpl. Gary King II, with 2nd Supply Battalion, who deployed in support of Operation Iraqi Freedom in 2007, said the hands-on IED training better prepares Marines for what to expect on upcoming deployments.

"It is our job to provide security for the cargo we have to take base to base," he said. "So we have to be the first ones to spot (an IED)."

Knowing how to spot a potential IED and react to the situation provides confidence to the Marines as well as valuable knowledge prior to deployment.

"Without that confidence it's just that much harder," he said. "I feel it's my job to ensure they learn as much as they can before they go over there ... so they can do their jobs and come home safe."

The Marines faced three scenarios throughout the day and following each scenario received a debriefing on things that went right and things that could be improved.

The training gave Lance Cpl. Charles Warren, also with 2nd Supply Battalion, peace of mind.

Continued on Page 8 See Training

SAME Recognizes USMC Engineers at Joint Engineer Training Conference

At the Oct. 16, 2008, Marine Corps Engineer Association (MCEA) Executive Committee Meeting, the Board approved SAME's proposed plan to recognize two Marine Corps engineers for their outstanding efforts. The awards—the Engineer Officer of the Year Award and the Engineer Staff NCO of the Year Award—will be presented for the first time May 13 during the Honors Luncheon at the 2009 Joint Engineer Training Conference & Expo (JETC 09) in Salt Lake City, Utah.

The award development was a joint effort between SAME and MCEA. For the purposes of selecting award recipients, MCEA will convene a panel each year to select two individuals from the MCEA Awards Program: one officer from among five award categories and one Staff NCO from four award categories. The SAME Engineer of the Year Award honors the "best of the best" of these bright, dedicated Marines.

As part of the award recognition package, SAME will sponsor each of the award recipients to attend the three-day JETC event. Honorees will be recognized in the annual Awards & Medal section published in the May-June issue of SAME's prestigious magazine, TME-The Military Engineer, on the SAME Web site, and at the Honors Luncheon, where they will be presented with a medal for their achievements.

"We're please to be able to form this partnership with MCEA to recognize individuals from the U.S. Marine Corps as part of the SAME Medals and Award ceremony," said SAME Executive Director, Robert D. Wolff, Ph.D., P.E., F.SAME. "The men and women of the Marine Corps are a valuable asset to the uniformed services and recognition of their accomplishments has a place with SAME."

Spotlight on Award Winners

U.S. Marine Corps

Combat Engineer Officer of the Year Award

1st Lt. George A. Saenz, USMC

1st Lt. George A. Saenz, USMC, is being honored with the U.S. Marine Corps Combat Engineer Officer of the Year Award for superior performance of duties while serving as Platoon Commander, Company C and Executive Officer for Mobility Assault Company, 2d Combat Engineer Battalion, Regimental Combat Team 6, II Marine Expeditionary Force (Forward) from March to October 2007 in support of Operation Iraqi Freedom.

Under his leadership, Lt. Saenz's platoon discovered 53 improvised explosive devices and cleared 6,058-km of road during more than 756 hours of route clearance operations. On June 28, 2007, Lt. Saenz's convoy was attacked, resulting in a mobility kill to his vehicle. Although dazed from the blast, he quickly regained his composure and effectively quelled the initial chaos by initiating the platoon's established battle drills for an attack. While the area remained under threat, Lt. Saenz dismounted to coordinate security and vehicle recovery.

Upon his return from Iraq, Lt. Saenz continued to contribute greatly to the engineer community with his work developing route clearance standing operations procedures and developing programs of instruction for training. Lt. Saenz's initiative, perseverance and total dedication to duty reflected great credit upon him and were in keeping with the highest traditions of the U.S. Marine Corps and U.S. Naval service.

Continued on Page 8 See SAME/MCEA Awards

Operational Engineer

Volume 2, Issue 2

6

Apr 2009

FROM THE ENGINEER OCCUPATIONAL FIELD SPONSOR…

OCCFIELD ISSUES

- Studies program- 3 I&L (LPE) sponsored studies underway: engineer equipment to maintainer ratio, explosive hazard support to the MAGTF (EOD organization and engineer training), and bulk fuel support to the MAGTF.
- Uncompensated Review Board- continue efforts to balance engineering forces and equipment in MAGTF.
- 202k end-strength increase- growth continues in all engineer MOSs through FY11.

SAME events

Note: EVERY graduate of the Combat Engineer Officer Course and the Utilities Operations Chiefs Course receive a free 1 year membership to SAME.

http://www.same.org/files/public/MEMBERI-Mapplication.pdf

Looking for additional training/PME/ or TAD trips? Check out:

http://posts.same.org/ProfDevNewsletter

LOTS OF OPPURTUNITIES TO GO ABOVE AND BEYOND!

MCEA *MEMBERSHIP* BENEFITS

- *Very affordable dues for yearly, multi-year & lifetime membership 74% of dues and 100% of contributions are tax deductible*
- **Access to members' roster and capability to locate and reconnect with Marines and Sailors from former units**
- *Annual reunion with opportunity to interact with veterans as well as active/ reserve duty personnel, corporate members and "best of the best" award recipients and their families*
- **Availability of the MCEA Financial Assistance Fund**
- *Subscription to MCEA newsletter*
- *Notification of employment opportunities especially in the DoD and civilian engineering community*
- **Capability to interact daily with other members via email & receive updates from MCEA**
- *Unlimited access to website and special "members only" section*
- *Access to history, lineage and other information about USMC engineer units*
- **Availability of unique Ship's store items**
- *Discounts on Military Historical Tours, Inc*
- **Special partner association pricing on Marine Corps Association membership**
- *Discounts on SAME courses*

FROM THE ENGINEER ADVOCATE

Marine Corps Expeditionary Energy Efforts in the Navy's Task Force Energy (TFE).
LPE actively participates in biweekly TFE Expeditionary Working Group Meetings, and Marine Corps Systems Command submitted three Research and Development, Testing and Evaluation (RDTE) initiatives to the Expeditionary Working Group that survived the Navy Vetting process and are competing at the OSD level for approximately $10M:

- Integrated Trailer-Environmental Control Unit-Generator
- Improved Efficiency Environmental Control Units
- On-Board Vehicle Power Systems

Focused Logistics Capabilities Portfolio Management (CpM) Joint Operational Engineering Capabilities Assessment Management (CAM) Update.
LPE represents HQMC on the Operational Engineering Capabilities Based Assessment Team (CBAT) as a member of the Operational Engineering CAM under the auspices of the Joint Operational Engineering Board (JOEB). The CBA is an eight month effort to provide Quadrennial Defense Review (QDR) 2009 data for joint engineering roles and mission's analysis to influence POM-12. LPE participates in the biweekly meetings as the Functional Needs Assessment (FNA) phase of the CBA continues, developing the mid-term and far-term capability development objectives that was highlighted at the 4 March Joint Operational Engineer Board to the Engineer Service Engineer Chiefs. LPE continues to leverage the Marine Corps Engineer Center of Excellence for personnel to assist in determining work-to-task levels and efforts data production,

The Joint Engineer Operations Course (JEOC), sponsored by the JOEB and currently funded by the Services, was briefed to the Joint Capabilities Board (JCB) on 27 February under the proposal to assign sponsorship and funding responsibilities to the Joint Operational Engineering Board (JOEB). The JCB concurred and is expected to approve a paper Joint Requirements Oversight Council (JROC) decision.

Focused Logistics Portfolio Management (CPM) Functional Capabilities Integration Board (FCIB) for Logistics Services Update.
LPE participated in the 2 February FCIB meeting through a conference call (with the USAF Agile Sustainment Conference Site in Atlanta, GA). Two subjects of interest were discussed:

- Force Provider (FP) and Basic Expeditionary Airfield Resources (BEAR) assets were initially assessed adequate to support forces in Operation Enduring Freedom (OEF), based on CENTCOM analysis of Service assets for near term use ICW ongoing habitability contract construction in theater. US Army and USAF are working hard ICW commercial contracting to ensure that adequate billeting is available as US forces transition rapidly into OEF IAW with new Administration and Service needs.
- USTRANSCOM and the OSD and Joint Staff held three meetings of the Senior Warfighter Forum (SWARF) in January to determine a consensus on joint standards in logistic services. The SWARF is coming close to consensus on joint standards, and the FCIB expects the Services will receive the SWARF draft output for staffing in late March.
- General Reist participated in a 9 February Expeditionary Housing Joint Working Group (EH-JWG) between the Army G-4 and the Air Force A-4 to formulate a JWG focused on developing interoperability and integration potentials between the Army's Force Provider Sets and the Air Forces' Basic Expeditionary Airbase Resource (BEAR) Sets. LPE will continue to monitor this JWG process for Marine Corps equity as it develops.

Combatant Commander, Joint Forces Command Accepts Explosive Ordnance Disposal (EOD) Memorial Invitation.
The Marine Detachment Commander at NAVEODSCHOOL at Eglin AFB reported Marine General James Mattis, Commander USJFCOM, agreed to be the guest of honor at the Joint EOD Memorial on 2 May in

Continued on Page 13 See Advocate

(Training continued from page 6)

"It prepares you very well for (deployment). I know more what's been going on," he said. "It makes it really realistic to know where it's coming from and it just helps us react to it."

While the threat of IEDs has decreased in the past few years, Pollock said the training these Marines went through can still save lives.

"They're still out there," he said. "It's still a threat out there."

Contact Jacksonville/Onslow government reporter Molly DeWitt at 910-219-8455 or mdewitt@freedomenc.com.

Did you Know!

The KALMAR RT240V2 RTCH can be equipped with a forklift kit that is attached to the twistlocks and two hydraulic hose quick-disconnects located on the tophandler.

The forklift operation is controlled from the tophandler joystick and includes adjustable fork tines that can spread from 24 to 81.5". The forklift kit is capable of 1st row stacking to a maximum weight of 44,000 pounds while 2nd row stacking is limited to 24,600 pounds. The KALMAR RTCH has a Gross Vehicle Weight of 128,400 pounds with the forklift kit installed and a maximum lifting height of 21.8'.
The KALMAR RTCH may be deployed with the forklift kit attached only when moving between remote areas and not on highways or streets. The forklift kit may also only be deployed with the tophandler oriented in the normal operating position and not in the longitudinal position.

(SAME/MCEA Awards Continued from Page 7)

U.S. Marine Corps

Combat Engineer Staff NCO of the Year Award
Staff Sgt. John R. King, USMC

Staff Sgt. John R. King, USMC, is being honored with The U.S. Marine Corps Combat Engineer Senior NCO of the Year Award for his heroic achievement in the superior performance of his duties while serving as Squad Leader, Task Force 1st Battalion, 2d Marines, Regimental Combat Team 2, II Marine Expeditionary Force (Forward) from March to August 2007 in support of Operation Iraqi Freedom.

Specifically, on April 2, 2007, while conducting a deliberate cache sweep, Sgt. King's engineers discovered a large enemy weapons cache on the east side of the Euphrates River. As his Marines began unearthing the cache they were attacked by intense small arms, medium machinegun and rocket-propelled fire. Without hesitation, Sgt. King immediately issued orders and directed fires onto the enemy positions until the attack was repelled. His direct actions prevented Marine casualties and denied the enemy its ability to use this weapons cache to attack coalition forces. Sgt. King's initiative, perseverance and total dedication to duty reflected credit upon him and were in keeping with the highest traditions of the Marine Corps and the U.S. Naval service.

(Sub Threat, Continued from page 2)

Over the course of calendar year 2008, JTF North conducted nine tactical missions along the Southwest border to locate the presence of illegal cross-border tunnels. These missions employed maturing technologies at a number of border cities over a distance of many miles. The Command has also developed a baseline tunnel detection operational CONOPS for supported LEA. This will serve as a starting point to facilitate the intra-agency planning and eventual interagency discussion and process mapping necessary to develop an enduring multi-agency methodology to best employ the layered and complimentary tunnel detection technologies being developed within the practical restraints and constraints of law enforcement realities.

At the operational-tactical level, JTF North provides daily interagency coordination and staff action support to LEA in their counter-tunnel missions. This includes, but is not limited to:

- Coordinating DOD support to interagency, federal, state and local LEA.

- Supporting DOD and Interagency counter-tunnel synchronization.

- Fusing and analyzing law enforcement and DOD tunnel reporting.

- Recommending named areas of interest (NAI).

- Coordinating the employment of DOD tunnel detection technologies.

At the strategic level, JTF North is also a "plank holder" in a DOD / Department of Homeland Security initiative to develop and present a March 2009 proposal to the Deputy Under Secretary of Defense (Advance Systems and Concepts) for a Tunnel Detection Joint Capability Technology Demonstration (JCTD) to support the maturation and fielding of viable counter-tunnel technologies. The objective being pursued through this JCTD is to affect an enduring capability to detect, classify, exploit, and remediate clandestine, purpose built tunnels illegally entering the United States and on foreign battlefields. If approved, this JCTD will begin in FY10 and conclude in FY12. At the completion of the JCTD, the materiel solutions, concept of operations, and tactics, techniques, and procedures will be transitioned to the U.S. Army and the Department of Homeland Security for doctrine, organization, training, material, leadership and education, personnel, and facilities integration (DOTMLPF) integration and subsequent tactical fielding.

The operational objectives and tactical tasks undertaken by engineers within and supporting JTF North span every engineer battlefield function. Their efforts and accomplishments have served to markedly increase the tactical effectiveness of LEA across our Southwest border. The collective efforts to affect an enduring capability to detect and precisely locate illegal cross-border tunnels will soon provide LEA with needed capabilities and capacities to counter the gathering threat these illicit mobility corridors pose to our homeland.

13,775 pounds of marijuana seized from a tunnel in 2007

Operational Engineer

Volume 2, Issue 2

10

Apr 2009

St. Patrick's Day!

By Matt Fletcher, ECOE, NC

For the Marine Engineer Saint Patrick's Day brings occasion to celebrate. The Engineer's patron Saint is Saint Patrick, and golf tournaments, field events, dinners, and ceremonies accompany the observance of this special day in March. An interesting observance which has made its way into tradition at Court House Bay is the presentation ceremony of the Blarney Stone and the Shillelagh. The Basic Combat Engineer Officer's Course classes on deck at the Marine Corps Engineer School each put on a skit that portrays their version of the legends of the Blarney Stone and the Shillelagh, The Blarney Stone and Shillelagh, pronounced "shi-LAY-lee". A distinguished panel of judges deliberates and chooses whose skit best tells the story, demonstrating the best giftings of blarney. All Blarney Stones and Shillelaghs are kept on hand at the MCES for future officer classes to see. A little historical information on the Blarney Stone and the Shillelagh can help bring better understanding of the significance of this local tradition.

The Blarney Stone is a stone set in the wall of the Blarney Castle tower in the Irish village of Blarney about 8 km (4.97 miles) from Cork, Ireland. Kissing the stone is supposed to bring the kisser the gift of persuasive eloquence, the gift of gab, the skill of flattery (blarney). The castle was built in 1446 by Cormac Laidhiv McCarthy (Lord of Muskerry) -- its walls are 18 feet thick (necessary to thwart attacks by Cromwellians and William III's troops). Thousands of tourists a year still visit the castle. It's tough to reach the stone -- it's between the main castle wall and the parapet. Kissers have to stretch to their back and bend backward (and downward), holding iron bars for support.1

The origins of the Blarney Stone's magical properties aren't clear, but six of the most popular legends say that the stone:

• was half of the original Stone of Scone the Coronation Stone of Scottish monarchs - presented to Cormac McCarthy by Robert the Bruce in 1314 in recognition of his support in the Battle of Bannockburn.

• was the stone that Jacob used as a pillow, and was brought to Ireland by the prophet Jeremiah.

• was the pillow used by St. Columba of Iona on his deathbed.

• was the Stone of Ezel, which David hid behind on Jonathan's advice, while fleeing from King Saul, and may have been brought back to Ireland during the Crusades.

• was the rock that Moses struck with his staff to produce water for the Israelites, during their flight from Egypt.

• was related to the stone was known as the Lia Fáil or "Stone of Destiny" - part of the king's throne, with mysterious powers.2

The stone is believed to be half of the Stone of Scone, the coronation stone of Scotish Kings, which originally belonged to Scotland. Scottish Kings were crowned over the stone, because it was believed to have special powers. The stone was given to Cormac McCarthy by Robert the Bruce in 1314 in return for his support in the Battle of Bannockburn.2

Queen Elizabeth I wanted Irish chiefs to agree to occupy their own lands under title from her. Cormac Teige McCarthy, the Lord of Blarney, handled every Royal request with subtle diplomacy, promising loyalty to the Queen without "giving in". Elizabeth proclaimed that McCarthy was giving her "a lot of Blarney", and the legend was born.

The ritual of kissing the Blarney Stone has been performed by millions of people. The kiss, however, is not easily done. To kiss the stone one first climbs to the top of the castle, then leans over backwards and hang upside down, between the main castle wall and the the parapet, some 90 feet above the ground below. This is traditionally accomplished with much help from an assistant. Although the parapet is now fitted with wrought iron guide rails and protective crossbars to keep one from falling to his death, the ritual is no easy task.2

Prior to the installation of the safeguards, the kiss was performed with real risk to life and limb, as participants were grasped by the ankles and dangled bodily from the height. In the Sherlock Holmes radio dramatization "The Adventure of the Blarney Stone," a man attempting to kiss the Blarney Stone falls to his death. Holmes' investigation reveals this as a murder; the man's boots having been surreptitiously greased before the attempt.2

Francis Sylvester Mahony wrote this poem about the Blarney Stone.

'Tis there's the stone that whoever kisses
He never misses to grow eloquent;
'Tis he may clamber to a lady's chamber,

(Continued on next page)

(Continued from previous page)

Or become a member of Parliament.
"A noble spouter he'll sure turn out, or
An out and outer to be let alone;
Don't try to hinder him, or to bewilder him,
For he is a pilgrim from the Blarney stone."
—Francis Sylvester Mahony

The shillelagh, is a wooden club, looks much like a cane and is typically made from a stout knotty stick with a large knob on the end, that is associated with Ireland and Irish folklore.

Shillelaghs are traditionally made from blackthorn wood and sometimes oak. The wood would be smeared with butter and placed up a chimney to cure, giving the Shillelagh its typical black shiny appearance. Shillelaghs may be hollowed at the heavy "hitting" end and filled with molten lead to increase the weight beyond the typical two pounds; this sort of Shillelagh is known as a 'loaded stick'. They are commonly the length of a walking stick (distance from the floor to one's wrist with elbow slightly bent). Most also have a heavy knob for a handle which can be used for striking as well as parrying and disarming an opponent. Many shillelaghs also have a strap attached similar to commercially made walking sticks, to place around the holder's wrist.

There is no actual connection with the village or forest of Shillelagh (Irish: Síol Éalaigh, meaning 'descendants of Éalach') in County Wicklow, other than the fact that both the original Irish names have ended up with the same english interpretation.

Although originally used for settling disputes in a gentlemanly manner, like pistols in colonial America the shillelagh has became a symbol of Irishness in modern times.3

Although Combat Engineer Officer Course 3-09 bribed the judges with free shots of Irish Whiskey, this year's winner of the Blarney Stone and the Shillelagh is awarded for their superior demonstration of the the GIFTINGS OF BLARNEY to Combat Engineer Officer Course 4-09. Congratulations to CEOC 4-09.

1. http://www.theholidayspot.com/patrick/shamrock.htm

2. http://en.wikipedia.org/wiki/Blarney_Stone on 02/23/2009

3. http://en.wikipedia.org/wiki/Shillelagh_(club)#cite_ref-hurley_0-0 on 02/23/2009

OPERATIONAL ENGINEER

Volume 2, Issue 2

11

Apr 2009

UPCOMNG EVENTS

* MAY 12 - 15, Joint Engineer Training Conference Salt Lake City.
* JUN 23 - 24, 2009 Senior NCO Symposium held in Atlantic Beach and Camp Lejeune NC.
* 30 APR 09 Nominations for the MCEA annual Engineer/EOD Awards are due See MARADMIN 48/09

* 13 - 15 OCT 09 MCEA Reunion

MCEA 2009 Reunion Schedule

13-15 Oct 2009, Las Vegas, Nevada

13 OCT, TUES:
1800- 2100 REGISTRATION & WELCOME ABOARD SOCIAL

14 OCT, WED:
0800-1300 BUSINESS MEETING & BRIEFINGS;
1300 - 1800 OPEN TIME
1800 – COCKTAIL HOUR
1900 – BANQUET BUFFET & AWARDS

15 OCT, THURS: OPEN TIME FOR INDIVIDUAL TOURS

Group rates are available at the Golden Nugget Hotel, Las Vegas; Phone #: 800-634-3454. Identify you are attending the Marine Corps Engineer Association Reunion. Rates are: $59/night for 11-15 OCT (SUN-THURS) and $99 for 9, 10, 16 & 17 OCT. Please note that any reservations made through a 3rd party, such as a travel agent, or website like Expedia, will not be extended the lower rate.
All attendees will receive a $250 coupon book.
We will have a hospitality suite available beginning Monday, 12 Oct.
All of the above activities will take place in the Golden Nugget.
For more details go to www.marcorengasn.org

Volume 2, Issue 2
12
Apr 2009

REQUIREMENTS ★ TRAINING ★ ADVOCACY ★ DOCTRINE ★ EXPERIMENTATION
ECOE
SUPPORTING
IED-D

Your ECOE Contact:
Dan O'Brien, 1-910-450-7498; daniel.c.obrien@usmc.mil

(Advocate continued from page 7)

Eglin AFB. Two Marine EOD Technicians passed away from combat injuries this year-to-date and will be memorialized at this ceremony (21 Marine EOD Technicians have died in GWOT operations to date).

Marine Corps MCCDC Sponsored Engineering Studies Status. LPE sponsored three studies as part of the FY08 MCCDC Studies Program for Engineering, and received funding 1 October to begin the studies, status as follows:

Explosive Hazards Study.

- LPE received MCCDC approval of the Statement of Work, and held two pre-kickoff meetings with the contractor to establish the schedule and program of work. The kickoff meeting was held 3 February and an aggressive interview schedule is in work, with the study team visiting the Engineer and EOD Schoolhouses as well as conducting interviews with Operating Force Marine Engineers and EOD Technicians.
- On 24-25 February, LPE escorted the Marine Corps Engineer School/Engineer Center of Excellence (MCES/ECOE) through a VIP tour of Eglin AFB's joint EOD School to educate engineers on the capabilities and training of EOD as part of the EOD and Engineer Explosive Hazards Study.
- Engineer Principal End Item (PEI) to Maintainer Ratio Study. The study team held operating force interviews throughout January 09. The Study team is now in the formulation and analysis phase of this study, designed to determine standards for engineer equipment to operator ratios.
- MAGTF Power and Environmental Control Unit (ECU) Study. MCCDC Studies Division held the kickoff meeting on 22 January, and the study team is **currently visiting** the schoolhouses and operating forces to facilitate the advancement of the two phased study over the next six months:

Phase I: Analyze future Marine Corps Mobile Electric Power (MEP) generation and capabilities to:

- Determine requirements, identify gaps, excesses, and shortfalls
- Develop and evaluate alternatives to address identified gaps, excesses, and shortfalls

Phase II: Analyze the capabilities and requirements of a MEB and MEU to provide MEP generation and ECU support in a tactical environment:

- Determine requirements, identify gaps, excesses, and shortfalls
- Develop and evaluate alternatives to address identified gaps, excesses, and shortfalls

The scope of the study was further refined to include all Marine Corps equipment requiring MEP and ECU support that is projected to be operational during the 2012 to 2020 timeframe. The following major Assumptions and factors for Considerations were defined as valid at the kickoff meeting:

- Current Programs of Record (POR) for equipment requiring MEP/ECU support will be executed as planned.
- Emerging concepts of operations may effect MEP/ECU requirements.
- Emerging environmental regulations and restrictions will affect the acquisition of power and air conditioning assets forthcoming in POM-12.

Additionally, LPE submitted five new engineering study proposals to MCCDC for FY09 Second Quarter funding consideration:

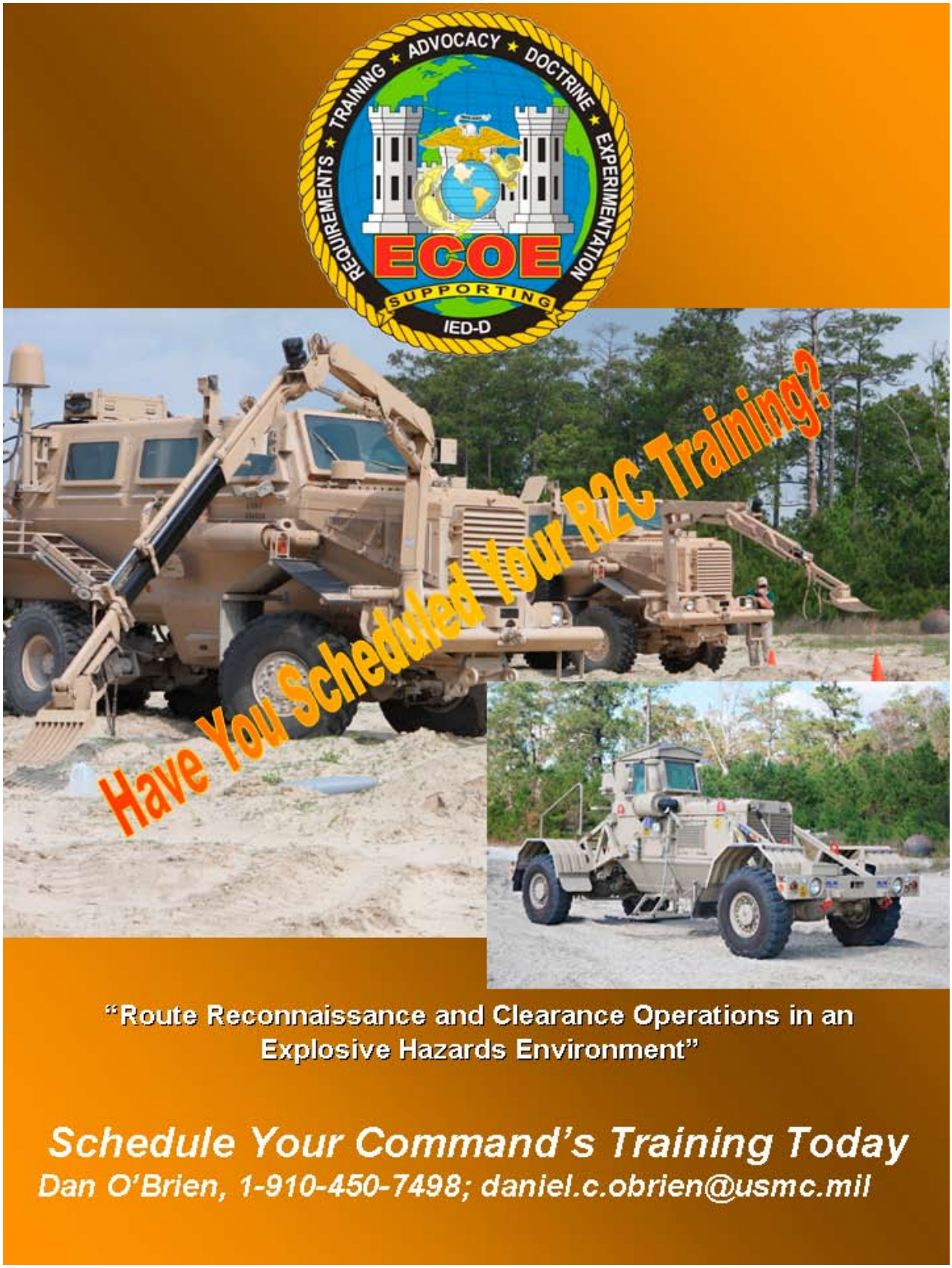
- Applicability of expeditionary construction standards and techniques to support MAGTF Operations,
- MAGTF Analysis of Commonalities of Combat Engineers and Assault men
- Landmine employment to support MAGTF Operations
- MAGTF Water Requirements
- Joint Engineering and support to the MAGTF

Defense Energy Support Center (DESC) Fuels Installation Level Review (ILR) Baselining Efforts

LPE continues to coordinate with the FY 09 Installation Level Review (ILR) Baselining schedule notification to Marine Forces Pacific. The USMC ILR's coordinated to date are as follows:

- MCAS Futenma: 8-12 December 08
- MCB Butler: 8-12 December 08
- MCAS Iwakuni: 15-19 December 08
- MCLB Barstow and MCB 29 Palms, CA: 2-5 March 09
- MCAS Camp Pendleton: 23-27 March 09
- MCMWTC Bridgeport, CA: 29 March-1 April 09

Volume 2, Issue 2
14
Apr 2009



Volume 2, Issue 2
15
Apr 2009

Purpose of the *Operational Engineer*

To provide a useful forum for open discussion and free exchange of ideas relating to the U.S. Marine Corps Engineer Community and it's capabilities that will be published quarterly for the benefit of the entire Engineer community. Thoughts, suggestions, and ideas from the operating forces are essential to achieving this purpose.

SUBMISSION POLICY

• Commentary on published material: Submit promptly. Comments normally appear as letters 3 months after published material. Be brief.

• Feature articles: Normally 750 to 1,000 words, dealing with topics of major significance. Ideas must be backed by hard facts. Evidence must be presented to support logical conclusions. In the case of articles that criticize, constructive suggestions are sought. Footnotes are not necessary, but a list of any source materials used is helpful. The Marine Corps Engineer School will call upon the operational units to provide specific commentary on issues that have relevance to the education of the occupational field.

• Ideas and Issues: Short articles, normally 200-300 words. This section can include the full gamut of professional topics so long as treatment of the subject is short, concise, and professional.

• Letters: Limit to 100 words or less. As in most newsletters, letters to the editors are an important clue as to how well or poorly ideas are being received. Letters are an excellent way to correct factual mistakes, reinforce ideas, outlining opposing points of view, identify problems, and suggest factors or important considerations that have been overlooked in previous articles. The best letters are sharply focused on one or two specific points.

• Suggestions: Write the way you speak. Organize your thoughts. Cut out excess words. Short is better than long.

How to submit your input: Submissions may be sent via email (preferred) or regular mail. If regular mail is used we request that you include a hard copy of the manuscript and a compact disk with the manuscript in Microsoft Word format. Photographs and illustrations must be in TIFF, JPG or EPS format (300dpi, 5x7 inches, color preferred) and must not be embedded in the article. Please attach photos and illustrations in a separate file. You may include the text of the article where the photos are to be placed. Include the authors full name, mailing address, telephone number, and e-mail address.

Email to: matthew.d.fletcher.ctr@usmc.mil

Regular mail to: The Operational Engineer, Center of Excellence, PSC Box 20069, Camp Lejeune, NC 28542-0069.

Any queries may be directed to the editorial staff by calling 910-450-5017.

This is your voice to the community. The ECOE is looking for your input on all issues. If you have suggestions on content and format for The Operational Engineer, please send them to matthew.d.fletcher.ctr@usmc.mil. Our goal is four issues a year at the beginning of each quarter. If your command has a particular maintenance tip on how to repair or fix any and all commodities for Engineer Related Equipment, please forward a validated process for dissemination to the entire occupational field.