

The following is an attachment to an email that I sent on 5 September 2009, 4:06 PM, to the BDE CHOPs, BAE, SPO, BDE XO and Aviation TF S-3 that outlines planning considerations and the challenges of cancelled KAMGOW resupply missions. The September Kamgow statistics were not a part of the original document but added later by me at the request of the COP Keating 15-6 Investigation Team.

(b)(6)

MAJ, AR, Squadron Executive Officer

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23 OCT 2009

KAMGOW NOTES

In consideration of the plan to cancel Kamgows the following points are outlined below. The intent of this document is to educate and explain the considerations we must balance for the next few and subsequent scheduled Kamgows, and some of the effects when they are cancelled for whatever reason.

- I. Primary movement – most widely known missions are resupply of the following classes of supply
 - a. Class I
 - b. Class III
 - c. Class IV
 - d. Class V

To maintain a steady balance of DOS over the course of 30 days a total of 8 full Kamgows are required. To winterize to a 45 DOS level, a total of 10 full Kamgows are required over 30 days. Since the RIP, although 8 or more Kamgows have been scheduled per month for the past two months, TF Destroyer did not receive 8 full Kamgows in either month and has slowly depleted its DOS. Cancellations have been caused by weather, maintenance, and enemy contact. Weather has been the leading cause for cancellations, and is only growing worse with each day. See charts below for by **Scheduled** versus **Completed** Legs for the months of July and August.

KAMGOW	Keating		Fritsche		Lowell		Mace		Hatchet		Bari Ali	
	S	C	S	C	S	C	S	C	S	C	S	C
4-Jul-09	2		2		2		1		1		2	
5-Jul-09	1	0	1	0	2	1	2	2			4	4
6-Jul-09	1	1	1	1	2	1						
11-Jul-09	2		2		2		1		1		2	
14-Jul-09	2	2	2	2	3	3	1	1	1	1	2	2
17-Jul-09	1		1		2		1	1	1	2		
18-Jul-09	1	1	1		2	1					2	1
21-Jul-09	2		2		2		1		1		2	
24-Jul-09	1	1	2	2	2	2	1	1	1	1	2	2
28-Jul-09	1	1	1	1	2	2	1	1	1	1	1	1
TOTAL	14	6	15	6	21	10	9	6	7	5	17	10
% Complete	43%		40%		48%		67%		71%		59%	

S=Scheduled
C=Completed

Total Completion %



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KAMGOW	Keating		Fritsche		Lowell		Mace		Hatchet		Bari Ali	
	S	C	S	C	S	C	S	C	S	C	S	C
2-Aug-09							2	2			2	2
3-Aug-09	2	2	2	0	2	2	1	2	1	1	1	1
5-Aug-09			2	2			0	1	4	4	1	1
8-Aug-09	2	1	2	1			2	2			2	2
12-Aug-09	2	2	2	2			3	2			3	1
16-Aug-09	3	0	2	0	2	0					3	1
17-Aug-09	1	1	1	1								
18-Aug-09					2	1	2	3			3	1
19-Aug-09	2	0	2	0								
20-Aug-09	2	2	2	1	2	2	2	0			2	1
22-Aug-09	2	2	2	2	2	2	2	3			2	3
26-Aug-09	2	2	2	1	2	2	2	2			2	2
29-Aug-09	2	1	2	0	3	0	2	2			2	2
TOTAL	20	13	21	10	15	9	18	19	5	5	23	17
% Complete	65%		48%		60%		106%		100%		74%	

S=Scheduled
C=Completed

Total Completion %



In addition to classes of supply there are many other missions revolving around Kamgows.

II. Secondary Essential Movements

- a. * Soldier R&R rotations – assuming a cancellation on 7 SEP, a cancelled KAMGOW on 11 September would have a more significant effect as it would prevent 10 Soldiers from returning to COP Lowell (6) and COP Keating (4) from R&R and 4 Soldiers from coming to Bostick for R&R. The 4 Soldiers beginning the R&R process could wait for the 13 September KAMGOW and still make their original flight to Kuwait on a compressed timeline, but will lose the opportunity for EML if the 13th is cancelled.
- b. Mail—C OP Keating currently has 6X multi-pack boxes of mail and 2X multi-pack boxes of anySoldier.com supplies. Mail is delivered to Bostick 2X per week. Mail continues to be put to the end of priority due to requirements for JP8, MRE and bottled water.
- c. KBR workers (HVAC, electrical, plumbing) – on the 31 Aug Kamgow we sent a KBR electrician to COP Lowell to fix the ISU-96 freezer before A Trp lost CL I frozen. The KBR

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electrician was able to make the repair, but he is now stranded at that COP, but desperately needed at COP Bari Alai to repair a different ISU-96 that is NMC for the last 48 hours. Bari Alai has already lost 5 DOS of frozen Class I. The 2nd KBR electrician at FOB Bostick is scheduled to go on leave in one week...leaving the FOB uncovered until we can get the other electrician from Lowell to Bari Alai and back to Bostick.

- d. Training – A Troop at COP Lowell has soldiers that need to conduct Sapphire, PUMA and Crow training. Manning is the issue and the Troop Cdr wants to send his Soldiers to training but cannot afford to have them stranded at Bostick early or upon completion of the training event. The current training for SEP is Sapphire-7-11 SEP at JAF, PUMA- 9 SEP at Bostick, Crow- 13th and 20th SEP at BAF. B Troop is in the same situation from Keating and Fritsche.
- e. Additional Gear – A and B Troops have been operating out their deployment bags, but their C bags with cold weather gear was and still is containerized. Those bags need to be pushed forward with winter approaching. Other classes of supply have been prioritized over the winter gear due to a lack of scheduled Kamgows being executed.
- f. ** Engineers (Construction) – currently half of the team is working on kitchen decking at COP Fritsche but need to move to COP Mace to finalize winterization. COP Mace's CP did not weather the recent storms and was damaged by excessive rain.
- g. *** Rapid Fielding Equipment i.e bringing new equipment to the forward deployed troops has been low on priority due to classes of Supply. From new laptops to Spider Weapons Munitions System, this equipment has not pushed forward.
- h. Specific "hot" repair parts—ie. Rear axle for NMC 4K forklift at COP Keating to move items from HLZ without damaging them.
- i. Platoon Swap-outs for Observation Posts – Fritsche and Bari Alai are rotated via lift...bi-monthly or monthly depending on Kamgows executed. EML personnel on those OPs are often stranded or bumped.
- j. **** Mechanics / Other Specialized Soldiers – ie. BSB offered SGT (b)(6) (92W) for QA/QC and cross-training additional TF Destroyer soldiers on water purification. Plan was for SGT (b)(6) to rotate between COPs Keating and Lowell. He is currently stranded on Keating. He is currently stranded on COP Keating.
- k. FOO & COR accounting, training, and drawing of additional funds. ie. LT (b)(6) is at JAF but needs to get to COP Keating on the Kamgow (5th) in order to pay LN working on the

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COP, then he needs to return to JAF by 12 SEP to close out FOO account. No Kamgow scheduled until the 13th.

- I. Kamdesh Shura and KLE engagements – SCO, DoS and ANSF leadership rely on Kamgow for transportation in to and out of COP Keating to conduct key meetings with local Shura elders. Last Shura the Cdr was stranded an additional two days waiting for the next Kamgow. These engagements (to include a future “Peace” Shura are key to the overall situation in Kamdesh.)
- m. Journalists— Greg Jaffe, a Washington Post reporter, and his photographer (b)(6) will be arriving to FOB Bostick O/A 05 SEP, and will be spending a week developing a story on COP closure. He will need to be transported to COP Lowell, Keating and/or Fritsche to be able to write his three-part series.
- n. Chaplain—CH (b)(6) relies on the Kamgow to conduct BFC to the outlying locations to minister to the soldiers.
- o. Other Contracted Civilians—DOD electricians, force protection assessments, environmental assessments, safety assessments all come through periodically to test and survey the COPs/FOB. ISI is the most recent example of a DOD contracted group conducting electrical site assessments but who have not been able to get to all of the air centric COPs.
- p. Cerebus and RDISS repair/assistance and other Field Service Representatives (FSRs). - Cerebus civilian T/I has been on OP BA since the last Kamgow. He is MC and needs to come down.
- q. Winterization: Construction, Equipment and Supplies all fall into these categories. Mark on the wall was 1 Oct.
- r. Removal of excess equipment in preparation for projected COP and OP closures.
- s. RIC weapons and equipment to/from the outlying COP/OPs. ie.NMC LRAS at COP Lowell that needs evac’d for repair.
- t. ANSF: ANA, ANP, ASG
 - i. Class I
 - ii. Class V
 - iii. Winterization for both Class I and V.
 - iv. ANA Soldier Swap-out and R&R

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u. Troop Commander Change of Command Inventories (HHT at Mace, B Trp at Keating/Fritsche), and scheduled B Trp Change of Command at COP Keating on 15 Sep.

* In general, cancelled KAMGOWs prevent the troops from optimizing the distribution of their Soldiers going on R&R. Since the KAMGOW schedule is so unpredictable, A and B Troops have been pushing their Soldiers to Bostick approximately one KAMGOW flight ahead of schedule. We cannot simply turn around and push these Soldiers to BAF as soon as possible either, because by this point, a specific flight date to Kuwait has already been allocated to each Soldier, and we are not supposed to have Soldiers in BAF more than days prior to their flight to Kuwait due to bed space limitations. Since A and B Troops have been "bumped" they will ultimately build a backfill of soldiers from the same unit needing to go on EML at the same time, causing manning issues within platoons.

** SFC (b)(6) Engineers are being pulled in a few weeks to work on the bridge that is out in Nangahar, even though they are primarily plumbers, electricians, carpenters, etc.

*** Spider Munitions System would be particularly useful in and around the OPs in the Kamdesh Valley, but those loads continue to be lower priority due to the need for Classes of supplies.

**** Specific maintenance support that if not completed will deplete supplies.

- ISU 96 Freezer breaks: Lose all frozen class I, and will need to be replaced via CH-47.
- Light Water Purifier (LWP) breaks bottled water consumption will increase as will MRE, due to lack of potable water for drinking, and lack of bulk potable water for cooking.

Kamgows	Keating		Fritsche		Lowell		Mace		Bari Ali		Pirtle King	
	S	C	S	C	S	C	S	C	S	C	S	C
1-Sep-09	1	1	1	1	1	1						
5-Sep-09	3	1	1	1			2	4	2	2		
8-Sep-09							1	1	2	0	3	0
11-Sep-09	2	0	2	0			1	0	2	2	3	3
12-Sep-09	0	1										
13-Sep-09	1	1	2	2	2	2			2	0	2	0
20-Sep-09	2	1	2	0	3	0	2	2	2	2	2	2
22-Sep-09	2	1	2	0	2	1	1	1	2	0	2	0
25-Sep-09												
27-Sep-09												
30-Sep-09												
TOTAL	11	6	10	4	8	4	7	8	12	6	12	5
% Complete	55%		40%		50%		114%		50%		42%	

S=Scheduled
C=Completed

Total Completion %

55%