

DDYJ “Swarms” to inventory training

By LT Kevin McNulty, DDYJ Public Affairs

In the distribution business, inventory accuracy is absolutely critical to a successful operation. Mechanics can't fix broken equipment if the needed parts, in the right quantities, aren't on the shelf.

To ensure the Defense Distribution Depot Yokosuka, Japan (DDYJ), always has the parts the ships of the Seventh Fleet are counting on, DDYJ is participating in a back-to-basics training approach – the Swarm initiative.

The Swarm initiative was created to improve inventory accuracy and stock management. Employees “swarm” stock problems by focusing on doing the basics correctly at each stage of the material handling process – receiving, warehousing, and stock management.

“The underlying goal is to re-emphasize standard distribution practices,” said DDYJ Accountable Officer Naomi Wilcox. “Luckily for us, those basic principles aren't deviations from how we normally do business.”

DDYJ's inventory accuracy historically has been outstanding, staying at about 99 percent. In December, DDYJ received an inventory accuracy award for meeting the goals set by the Department of Defense (DOD). DDYJ has met or surpassed the goals in every sample inventory for the last seven years.

But Wilcox said the Swarm training, conducted by video conference with the Defense Distribution Center (DDC), was still important. “It allows everyone to keep themselves current,” she said. “It also allows us to tap into the DDC subject matter experts.”

Employees from DDYJ's receiving and warehousing operations received Swarm training in their areas last month. Another training session

focusing on keeping items ready for issue, is scheduled for later this year.

The Swarm initiative is just one method DDYJ is using to ensure outstanding inventory validity and stock readiness. DDYJ has also created a cross-training program that teaches workers in different areas how their actions affect DDYJ's operations.

An additional training session later this year will focus on how items are packaged for storage. Correct packaging is critically important in preventing the item from deteriorating in storage, and can also make it easier to count when inventoried.

In the end, it's about more than keeping the books accurate. It's about having the parts the customers are counting on.

DDC rapidly reissues supplies lost in plane crash

By Jessica Walter, DDC Command Affairs

Collaborating with the Armed Services and DLA, the Defense Distribution Center (DDC) staff worked diligently to reissue 17 pallets of materiel on board a cargo plane that crashed at Dover Air Force Base in Delaware April 3.

The pallets, built at Defense Distribution Depots Susquehanna, Pa. (DDSP), and Red River, Texas (DDRT), included repair parts and other supplies valued at more than \$700,000. They were destined for DDC customers fighting the Global War on Terror.

“DDC immediately took action to verify which shipments were on board,” said Denise Parker-Kanelos, Chief of DDC's Customer Support Operations Division. DDC's Customer Support Army Team quickly identified the parts and provided the data to the DLA Headquarters Army Team. DLA

made the immediate decision to reissue DLA-managed parts and provided swift coordination with the right Army Materiel Command decision makers who authorized reissue of Army-managed materiel. The effective coordination of information across all parties resulted in orders being expedited almost immediately to the Warfighter.”



The C-5 Galaxy carrying pallets of materiel from DDC distribution centers crashed just outside Dover Air Force Base April 3.

In addition to DDSP and DDRT, four DDC sites aided in the effort to rapidly reissue materiel: Defense Distribution Depots Anniston, Ala. (DDAA); San Joaquin, Calif. (DDJC); Kuwait, Southwest Asia (DDKS); and Tobyhanna, Pa. (DDTP).

As officials at Dover Air Force Base recovered the cargo from the crash site, it was returned to DDC. According to Parker-Kanelos, the returned shipments were inspected for damage and disposed of or placed back in stock depending on the condition of the materiel.

Investigators determined that human error caused the C-5 Galaxy to crash in a cornfield just outside Dover Air Force Base about 20 minutes after takeoff. No fatalities or injuries were reported.

Nearly a football field long and six stories high, the C-5 Galaxy is frequently used to transport cargo and military and can hold the equivalent of six Greyhound buses end-to-end. Just the sixth crash in the aircraft's 38-year history, the C-5 has a solid reputation for reliability.