

Joint Base McGuire Selected to Test Drive New Fuel Truck

by Pascual Flores
Joint Base McGuire-Dix-Lakehurst Public Affairs

JOINT BASE MCGUIRE-DIX-LAKEHURST, N.J. (AFNS) -- Members of the 87th Logistics Readiness Squadron here received a new refueling vehicle April 14 to evaluate its performance.

The Rampmaster 17.5K large capacity refueling vehicle is augmenting the current fleet of nine R-11 tank-refueling trucks and nine R-12 hydrant-servicing vehicles already used by the fuels management flight.

Joint Base McGuire-Dix-Lakehurst was chosen by the Air Force Petroleum Office and Air Mobility Command to be the first and only installation to test the vehicle.

Unlike self-service gas station, where cars and trucks must pull up to the pump, the responsibility of refueling airplanes falls on the shoulders of the fuels management flight personnel who must pull up to the parked aircraft in vehicles carrying the fuel.

"We were fourth in the Air Force and first in the AMC in regards to pumping fuel," said 2nd Lt. Delwyn Campo, the 87th LRS Fuels Management Flight commander.

Servicemembers of the fuels management flight pumped close to 80 million gallons of fuel last year.

With the Rampmaster 17.5K 's increased fuel capacity, the transporting and transfer of fuel to an aircraft on the runway decreases refueling time and reduces wear and tear on other refueling vehicles.

"This truck can pump fuel at a rate of 1,000 gallons a minute, unlike the R-11 that pumps 600 gallons a minute and the R-12 that pumps roughly 750 gallons a minute," said Chief Master Sgt. Bryan Creager, the fuels management flight chief.

"This vehicle gives us a lot more versatility, because it can be used as a hydrant-servicing vehicle or as a tank truck," Chief Creager said. "It also saves time in the refueling process."

In the past, topping off the tank of a C-5A Galaxy required the use of a hydrant pit, an underground system connected to external fuel tanks, or eight R-11s, a task easily accomplished by three Rampmaster 17.5Ks.

The vehicle can be broken down into three major components: power module, pump module and tank module. The parts are interchangeable with similar vehicles, allowing for faster turn-around should one component break-down.

May 1, marked the official start of the six-month test period for the vehicle at JB McGuire. At the end of the testing period, the truck's performance will be evaluated.



The Rampmaster 17.5K is parked between the R-12 hydrant-servicing vehicle and the R-11 fuels truck April 14, 2010 at Joint Base McGuire-Dix-Lakehurst, N.J. The large capacity refueling vehicle has a fuel capacity of 17,500 gallons, which is almost equivalent to three R-11s. JB McGuire was chosen by the Air Force Petroleum Office and Air Mobility Command to be the first and only installation to test the vehicle. (U.S. Air Force photo/Wayne Russell)

"The purpose of this six-month test is to see whether or not this vehicle could be a viable substitute to augment, not replace, the current refueling fleet," said Lieutenant Campo. "The results of the testing can potentially change Air Force refueling policy and be implemented throughout the whole Air Force."

Source: <http://www.af.mil/news/story.asp?id=123203119>