

# DID YOU KNOW?

## How did I save energy for the Navy?

As a founding member of Naval Aviation Energy Conservation (Air ENCON), I helped implement energy-saving practices such as Short Cycle Mission and Recovery Tanking (SMART) across the fleet. Based on the current price of JP-5 jet fuel (around \$3.84 per gallon), the projected potential savings for Navy-wide implementation of SMART is approximately 10.5 million gallons of fuel and \$40.3 million dollars annually.

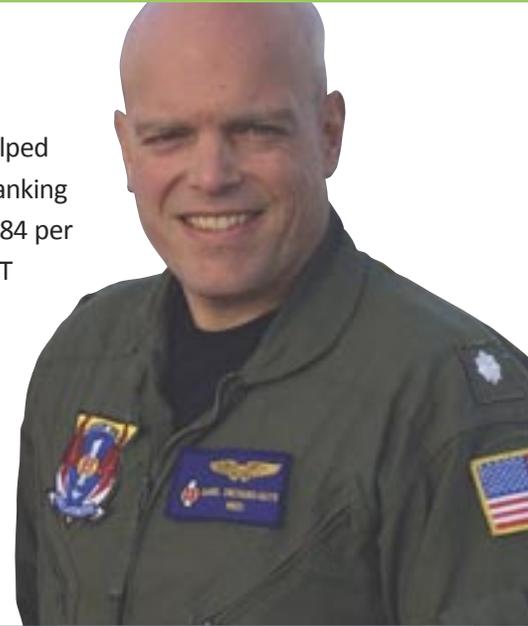
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**Age:** 40

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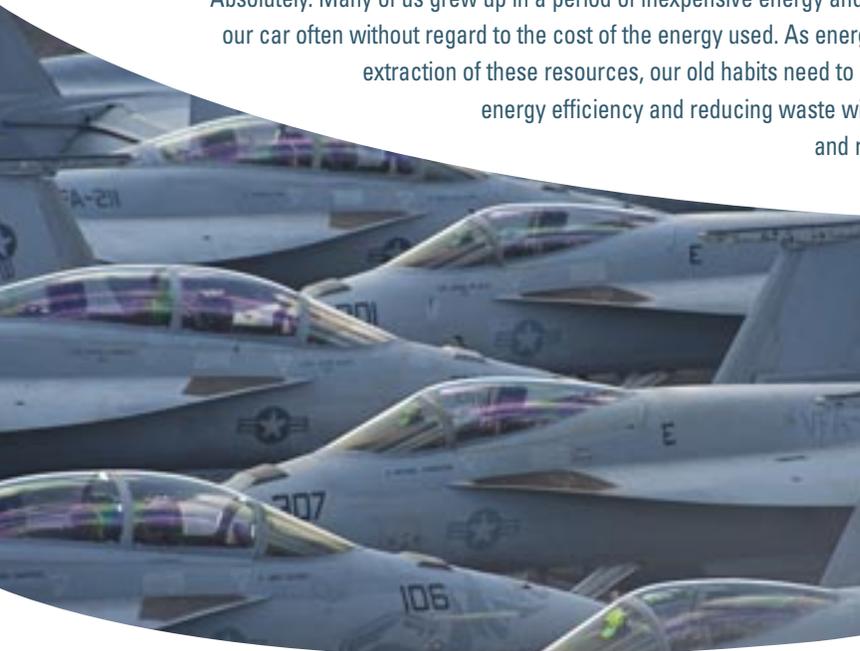
**Job:** Operations Officer

**Command:** Air Wing One



## Do you think culture change, in regards to energy conservation, is important for our Navy?

Absolutely. Many of us grew up in a period of inexpensive energy and have become accustomed to leaving the lights on or driving our car often without regard to the cost of the energy used. As energy costs increase due to higher demand and more expensive extraction of these resources, our old habits need to adjust so we can reduce our energy consumption. Improving energy efficiency and reducing waste will allow us to allocate our resources to maximize our training and readiness in preparation for carrying out the nation's mission.



**ENERGY SECURITY ENHANCES COMBAT CAPABILITY**

# Did you know that Naval aviation operates more than 3,700 aircraft that consume more than 600 million gallons of petroleum-based fuels each year?

As a Naval aviator, I've always found energy security to be a critical element for warfighting, particularly to the carrier aviator. Maintaining energy security allows the warfighter to execute the assigned mission with the full range of capabilities.

While assigned to Commander, Naval Air Force Atlantic, I participated in the Navy Task Force Energy Working Group on behalf of Commander, Naval Air Forces and Commander, Naval Air Forces-Atlantic to develop strategies to improve energy-saving practices and principles. While working with operational units, we codified the use of different F/A-18E/F tanker configurations, which resulted in reduced fuel usage without impacting our operational capability. In addition, we developed a plan that utilized alternate means for moving external armament equipment and stores during cross-country flights to reduce drag on the aircraft. This also resulted in

measurable fuel savings. Finally, we determined that more energy savings could be obtained by refueling aircrafts by truck instead of "hot pit" refueling. By reducing fuel waste through energy-saving practices such as these, not only are we able to use the saved fuel for additional training and readiness, but we are also able to reduce the logistical resupply for operationally deployed units.

As the Operations Officer for Carrier Air Wing One, I continue to seek out opportunities to identify and implement energy-saving practices, such as SMART tanking, across the naval aviation community.



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