

official newsletter of the 124th Fighter Wing

THE BEACON



August 2011 • Idaho Air Guard • Gowen Field, Boise, Idaho • "First Class or Not at All" • www.idaho.ang.af.mil

124th ASOS 'Mountain Fury' provides joint training opportunities

By Staff Sgt. Robert Barney

124th Fighter Wing Public Affairs

As a CH-47 Chinook lands, Airmen with the 124th Air Support Operations Squadron (ASOS) exit out the ramp, guns ready, and secure the area. The helicopter pulls away after the last Airman leaves and the group circles together, watching for possible enemy as they plan how to navigate to their objective.

While this is a training scenario, it has many real life elements that have been planned into the 124th ASOS annual training in July.

Participants include opposing forces (OpFor) played by members of the 726th Air Control Squadron stationed at Mountain Home Air Force Base and Chinook helicopters from the Oregon Army National Guard. "We truly want to thank all the agencies that helped us execute this busy week of training here on the back side of Soldier Mountain," said Lt. Col. Tom Shuler, 124 ASOS director of operations.

The ASOS annual training this year is especially valuable as the squadron plans for deploying again in the near future. Some ASOS members have recently returned from service in Afghanistan and have incorporated their lessons learned in the Tactical Air Control Party (TACP).

With help and support from the Forest Service they are given access to the unique training environment of central Idaho that is very comparable to Afghanistan. "The valleys and ridges here provide line-of-sight challenges to our radio communication similar to what we face in Afghanistan" said Shuler.

After infiltrating by helicopter, they move tactically down a ridge line. With a heavy load of equipment and protective gear the TACP's facilita-



Joint Terminal Attack Controllers from the 124th Air Support Operations Squadron prepare to mount a US Army CH-47 Chinook helicopter during Operation Mountain Fury--the squadron's official annual training exercise in the Sawtooth mountains last month. (U.S. Air Force Photo by Staff Sgt. Robert Barney)

tors reinforce the principle of maintaining excellent physical standard with demanding hikes up and down uneven terrain, watchful of enemy ambushes.

The OpFor unleash an ambush on the TACP's as they walk down the ridge line. Utilizing Airsoft rifles that replicate M4's, the OpFor open fire on the approaching Airmen. The call of "Contact Right" rings out and is repeated by other flight members. As they return fire and engage the OpFor with their own Airsoft M4's, simulated mortars begin to rain down upon their position causing confusion and giving a realistic environment of a combat situation.

After they finish the first scenario, the TACP facilitator gathers everyone together for a quick review of what went well and more importantly what could be improved on. ASOS leadership planned multiple combat situations for their annual training

which includes small unit tactics, mounted patrols with HMWV's, and their essential Close Air Support (CAS) mission.

Providing communications with aircraft as they deliver munitions is the unique ability of a TACP and Joint Terminal Attack Controller (JTAC) Airman. This type of training, with help from A-10 Thunderbolt II's of the 190th Fighter Squadron, gives the Airmen of the 124th ASOS vital training, especially those preparing to deploy for ongoing operations overseas. "Giving the younger Airmen time on the radio is something really unique about [the 124th ASOS], we really try and prepare them to go to JTAC school with realistic training," said Senior Master Sgt. Phillip Dorosh.

More on this check thebeaconlive.com

Video-slideshow-interviews

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COMMANDER'S



CALL

Welcome back to a Robust ORE for August UTA



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WING COMMANDER

Col. James R. Compton

PUBLIC AFFAIRS OFFICER/ EDITOR

Lt. Col. Gary A. Daniel

Capt. Tony Vincelli (Deployed)

PUBLIC AFFAIRS NCOIC

Master Sgt. Tom Gloeckle

PUBLIC AFFAIRS STAFF

Tech. Sgt. Sarah Pokorney

Tech. Sgt. Becky Vanshur

Tech. Sgt. Heather Walsh

Staff Sgt. Robert Barney

Staff Sgt. Joshua Breckon

DO YOU HAVE NEWS TO SHARE?

We welcome articles and captioned photos relevant to members of the 124th Fighter Wing. Submissions must be accurate in fact, and will be edited for clarity and length. Articles will be published as space permits. They are due on Sunday of the UTA prior to the month the article will be published. Submit articles as e-mail attachments on Microsoft Word. Photographs must be non-copyrighted prints of 300 dpi or higher TIF or JPG images. Articles and images can be sent to:

124TH FIGHTER WING PUBLIC AFFAIRS

4474 S. DeHavilland St.

Boise, ID 83705-8103

Voice (208) 422-5398/5358

Fax (208) 422-6161

E-MAIL US

124fw.pa-publicaffairs@ang.af.mil

MORE NEWS ONLINE AT:

<http://idaho.ang.af.mil>;

www.thebeaconlive.com

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Summer is in full swing! I hope every Airman is enjoying time with family and taking advantage of the rewards of living in a free country. As I write this address I am once again reminded of the cost of freedom. Two soldiers from our 116th Cavalry Brigade currently serving in Iraq lost their lives while supporting Operation New Dawn. They passed away on July 7th from injuries sustained when insurgents attacked their convoy using an improved explosive device. Our thoughts and prayers go out to their families and to the soldiers of the 116th Brigade. Our business of National Defense is very serious, not just anyone can do what we do. Our Soldiers and Airman are by far best in the world. We are well educated, well trained and well equipped. We have support of our Nation and our Nation demands much from each of us. We are tasked not only to perform our mission in combat but to demonstrate, in peacetime, that we are capable, ready and in compliance.

This August we prepare for October's Operational Readiness Inspection by participating in our last Operation Readiness Exercise. There is no doubt we are combat capable, we just need to demonstrate this capability to the Inspector General team. We've received our "Prepare to Deploy Order" for this exercise and the Wing is preparing for release of a (exercise) Deploy Order (anticipated to arrive Aug 5th). August's ORE/UTA will be robust, I'm counting on every Airman to make special effort to accomplish all ancillary training and perform all essential elements of the ORE. Your professional attitude is essential. Sense of urgency is always in demand. Our exercise window is Aug 3-7 with Friday and Saturday as days we will be evaluated. We are building a training plan to cover Wed-Sunday 3-7 Aug. Take personal responsibility to ensure you complete your training events, that you accomplish your medical requirements, and that you are personally prepared for the ORI. This is our last scheduled exercise; we need to get it right.

Looking forward to September I'd like to say it will be a normal UTA, however it's filling up with events. I would like to make a special invitation to you and your spouse or significant other to join the Wing in our 9-11 retreat ceremony. We will not have a family day event in September, yet we would like to take time Sunday afternoon to wind down a little, celebrate our quality of life, pay tribute to 9-11 and frankly, just kick back and enjoy our Air Guard Family. We will have more details at Aug UTA and in September's Beacon.

My sincere appreciation goes to each of you. Range Squadron, 212th CACS, JFHQ-ID have all pitched in to support the Wings ORE's and will support our ORI. Other tenants on Gowen Field have stepped in and supported our Force Protection Condition changes for past exercises. The JOC has worked to become a force multiplier in our effort of communication to all of Gowen Field. I have received numerous positive comments from local communities concerning the support we provide for fly-bys, support to veterans, and educational programs. Our local citizens have significant comfort levels knowing we are here, ready to support them when called upon to do so. You are a Citizen Airman. Be Proud! I'm extremely proud of you. God Bless.

James R. Compton
124FW Commander

124th Fighter Wing Inspector General

Defining 'Chain of Command'



Lt Col Rick Harper
Inspector General
124th Fighter Wing

Chain of command includes not only the succession of commanding officers from a superior to a subordinate through which command is exercised, but also the succession of officers, enlisted or civilian personnel through which administrative control is exercised including supervision and rating performance.

What does that mean?

We often hear in our military roles to "follow the chain of command". This suggestion is normally meant to provide a means by which Airmen can progress issues and concerns, along with suggestions and opportunities up their reporting line in their assigned organization. When we speak of resolving complaints or addressing problems in the military, the Chain of Command is often the best tool to use. Practice shows this is typically the fastest way to fix issues and it allows supervisors to learn from and better prevent reoccurrences from happening. Circumventing the Chain of Command prevents good supervisors from becoming GREAT supervisors.

There are exceptions however when using the chain of command may

not be your best option. When these occurrences happen, the chain of command is designed so that you can move up or around the organization in order to access leadership and seek help or advice. When organizations or members are prevented from using or escalating topics in their chain of command, this can be considered "restriction" and is a serious offense in the military. Please ensure that you know who is in your chain of command, and work within it to disseminate suggestions, or resolve issues. Much of our success in the upcoming ORI will hinge upon how well we as a Wing communicate up and down the Chain of Command.

Richard.harper@ang.af.mil
422-5917-O
250-6543-C

This article is the third in a regular series of articles provided by the IG community to familiarize you with the role of the IG at the wing level.



August Drill Notes:

Is my flight/section/shop ready
for the ORE?

How can I contribute?

Is there a master plan out
there?

Yes there is! So glad you asked.

Start with the '30 Day Plan.'
You'll find this spreadsheet on
our network public (P-drive)
P:2011 ORI/Warlord/30DayPlan

What's new at thebeaconlive.com?

- Slide shows of the ACE Academy visit, •the Idaho State Science Scholars with Dr. Barbara Morgan
- the A-10 aerial demonstration in Idaho
- the 124th Civil Engineering Squadron training at the National Training Center (March ARB, CA)
- Motorcycle riding--a pilot's perspective
- Watch Staff Sgt Barney's documentary video of Operation Mountain Fury
- Softball tournament updates
- "The monitor" complete coverage of USAF/Air National Guard news



1 Scan QR code

A-10 DEMO Team headlines Celebration-of-Flight air show in Idaho



Top of page: The A-10 West Demonstration Thunderbolt II team pilot Capt. Joe "Rifle" Shetterly preflights his aircraft before he performs in the Celebration of Flight air show at the Caldwell Industrial Airport in Caldwell, Idaho on June 25. Left to right, Staff Sgt. Kenneth Rodriguez and Staff Sgt. Shawn Edwards, Crew Chiefs, and pilot Capt. Joe "Rifle" Shetterly of the A-10 West Demonstration Team from Tucson, Arizona prepare for take-off as part of the Celebration of Flight air show at the Caldwell Industrial Airport in Caldwell, Idaho on June 25. Lower Left: The A-10 West Demonstration Team from Tucson, Arizona. Left, Lee Lauderback and the A-10 West Demonstration team pilot Capt. Joe "Rifle" Shetterly recall their performance of the Heritage Flight in the Celebration of Flight air show at the Caldwell Industrial Airport in Caldwell, Idaho on June 25. (U.S. Air Force photos by Tech. Sgt. Becky Vanshur).



by Tech Sgt Becky Vanshur
124th Fighter Wing Public Affairs

7/08/2011 – Caldwell Industrial Airport, Caldwell, Idaho -- The Air Combat Command A-10 West Demonstration team served as one of the main attractions in the two-day Caldwell air show. The Celebration of Flight air show on June 24th and 25th filled the Caldwell Industrial Airport with dozens of various aircraft and thousands of fans gathered to watch the sky-filled event. The United States Air Force (USAF) A-10 West Demonstration (Demo) Team is based out of Tucson, Arizona. The A-10 West Demo Team is made up of 9 highly skilled Air Force members who love to perform in air shows, such as this, around the country. Capt. Joe “Rifle” Shetterly flew the A-10 Warthog aircraft. He is one of only two pilots in the nation currently certified as a demonstration pilot in this aircraft and he is the team’s leader. Capt. Shetterly showcased his skills as a USAF pilot, as well as the excellent maneuverability of the A-10 at low air speeds and altitudes, and the highly accurate weapons-delivery capability of the aircraft.

After the A-10 solo demonstration, Capt. Shetterly flew the A-10 in a duel performance with Lee Lauderback, pilot of the P-51 Mustang from Orlando, Florida. Together, they showcased their skills and the two soaring aircraft in the USAF Heritage Flight. Many members of the Idaho Air National Guard from Gowen Field, Boise, Idaho were a part of the audience watching the show. Additionally, a large group of Idaho guard members volunteered to help at this event. Chief Master Sgt. Pete Glick, State Command Chief of the Idaho Air National Guard led these volunteers.

“They deserve thanks for executing a great air show. Air shows don’t happen without the generosity of volunteers who give up their time. This show would not have been possible without volunteers like these. Several were put in positions of responsibility and leadership. That’s where their military experience shined! The air show staff was extremely pleased with the results these people produced.” Glick said.



Upper Right: The A-10 West Demonstration Team from Tucson, Arizona performs in the Celebration of Flight air show. Team pilot Capt. Joe “Rifle” Shetterly shows the maneuverability of the demo A-10 Thunderbolt II. Center Right: The 124th Fighter Wing recruiters display the GAU-8 Avenger Gatling cannon at the Celebration of Flight air show at the Caldwell Industrial Airport in Caldwell, Idaho on June 25. Lower Right: The 124th Fighter Wing recruiters represent the Idaho Air National Guard at the Celebration of Flight air show at the Caldwell Industrial Airport. (U.S. Air Force photos by Tech. Sgt. Becky Vanshur).



**By Lt. Col. Tony "SUMO" Brown
Chief, 124th Fighter Wing Safety**

'Tis the season, for motorcycles. The warm, sunny days of summer are upon us and with those days come motorcycles. With motorcycles comes the discussion of rider safety. I know what those of you lacking the two-wheel fetish are saying, "Here we go again, talking about motorcycle safety. What does this have to do with ME?" Well, the answer is pretty straight forward. Do you drive a car? If the answer is yes, this article pertains to you as well as those of us with that peculiar, indescribable desire to hit the road (no pun intended) un-caged.

For the riders in the crowd, we have a huge and important responsibility to ourselves, our families and our wingmen. If you have made the decision to hit the road on two wheels, that decision doesn't end when you buy the bike, it's only just begun! It's your responsibility to make sure you're prepared, properly trained and properly equipped with good quality gear.

The bike:

Your decision of what type of motorcycle tickles that particular fancy is very personal. Some are drawn to sport bikes, some to heavy metal (like me) and some to machines that can be used on or off road. The bottom line before buying is to look at the type of riding you plan to do, complete your research, test some bikes out if you have the luxury and then, most importantly, buy the machine that fits you. A lighter person that is vertically challenged may want to stay away from a 750lb. cruiser or it could possibly end up riding you one day! Oh, you may want to think about the \$\$\$ as well, just a thought.

The gear:

First and foremost, protecting the melon. You can survive a lot of injuries but, normally, having your skull re-shaped or reduced in size by blunt force trauma isn't one of them! There are many options in helmets. There are full face, open face and half helmets (my preference on nice days). The choice is really yours based on the type

'Wild Hogs'

of riding you plan to do and what suits your riding needs. The most important thing is that it's a quality piece of equipment that fits well, is at least D.O.T. approved and, above all, that you use it.

Second is the protection of the rest of the body. One of the worst things I see is the young person (mostly) on a new, shiny sport bike with a \$500 full face helmet, wearing shorts, a tank top (or no shirt) and flip-flops. I wonder what would happen to a foot at 40 MPH when it contacts the ground... The answer: Ground 1 / Foot 0. As military members, we're all trained in the use of Personal Protective Equipment (PPE). Riding a bike is no different. As with the helmet, the options are many. Pick good equipment that fits properly and is of good quality, then USE IT!

The Training:

Whether you're a new rider or an old hand, take an approved course to gain and/or improve your skills. Courses like the Idaho STAR are offered on Gowen Field throughout the riding season and are a great place to start, refresh or learn new skills. There are additional courses offered for advanced and sport bike riders. When that's done, practice, practice, and practice before you get out on the open road. There are fliers around the base with information pertaining to these courses or you can contact the safety office to get you going in the right direction.

The ride:

OK, you've bought the bike that fits you. You've gotten all the gear to look the part and protect your body. You've had the training and practiced so you're ready to roll, right? Not so fast. Whether you're going 5 miles from home to work, heading out on a Saturday loop through the mountains or leaving for an 800 mile 'Wild Hogs' trip with your buddies, you have some steps to take and some risks to manage. Some questions need to be asked every time before you saddle up:

What's the weather?

How are the roads?

Is there construction on my route?

Is my machine in good running order?

Am I prepared mentally and physically to ride?

What are my "what if" plans? (i.e. roads closed, weather changes, traffic, etc...)

These are just some basics that all riders need to confront before even strapping on the helmet. The list can be much longer depending on your situation and experience. The bottom line is preparation and honesty with yourself. Are you ready to ride?

Finally, on the road:

I ride with a basic mindset. I am invisible and everybody else is trying to kill me! Morbid? Maybe. Even with the best bike, the best gear, hours of training and perfect planning, not all risk can be mitigated. You MUST ride like no one sees you. I don't know of a driver on the road who would intentionally hit a motorcyclist. I do, however see plenty of texters, talkers, and gawkers who would be glad to run you over unintentionally. Keep your cranium up, ride defensively and don't rely on other drivers to miss you. If you plan on drinking, don't ride, period.

Non-riders I promised to involved you, so here you go:

While the steps above don't really pertain to you, let's review the 'On the Road' section. While you will probably survive an impact with a motorcycle in your 4 x 4 Ram, the after effect of permanently injuring or killing a rider due to inattention or distraction is a scar that you will live with forever. As we all know, not all riders follow the rules. Not all riders are cautious or smart in their decisions. Not all risk can be mitigated but you can be the one that breaks the link in the accident chain by being vigilant. Bikes are everywhere. Watch out!

I'll close this with the final note that we all have heard before and remains true. **YOU** are the most important asset to your families, this unit and our country's defense. None of our guardsmen are dispensable, not one. If you are a member of this unit, you have a purpose and a mission to fulfill, whether full time or traditional is irrelevant. We cannot accomplish our mission without you! Ride hard, ride smart and we'll see you on the road.

2011 Air National Guard Softball Tournament Held this Month in Boise

BOISE - The Idaho Air National Guard will host the 46th annual Air National Guard Softball tournament this August 17th-24th. Teams will travel from across the country to compete at the Willow Lane Athletic Complex in Boise, Idaho.

Senior Master Sgt. Steve Stephanie, 266th Range Squadron Branch Chief and Master Sgt. Milo Davis, Joint Force Headquarters Recruiter, lead the organization efforts as co-directors. The Idaho Air National Guard last hosted the tourney a decade ago. "In 2001 they set the bar extremely high, we just want to build on what they did," said Davis. "Our job is to get as many sponsors to come here as possible, to help put on a great event." The City of Boise has supported the organizers in helping them secure ample playing fields as well as other logistics.

Stephanie is encouraging "people to come out and watch some rivalry-filled games of Air National Guard teams from as far as New Hampshire and Maine." With over 40 teams already signed up, it is promising to be an exciting tournament. Air National Guard Command Chief Master Sgt. Christopher Muncy has plans to attend the tournament. To find out more details visit their website at:

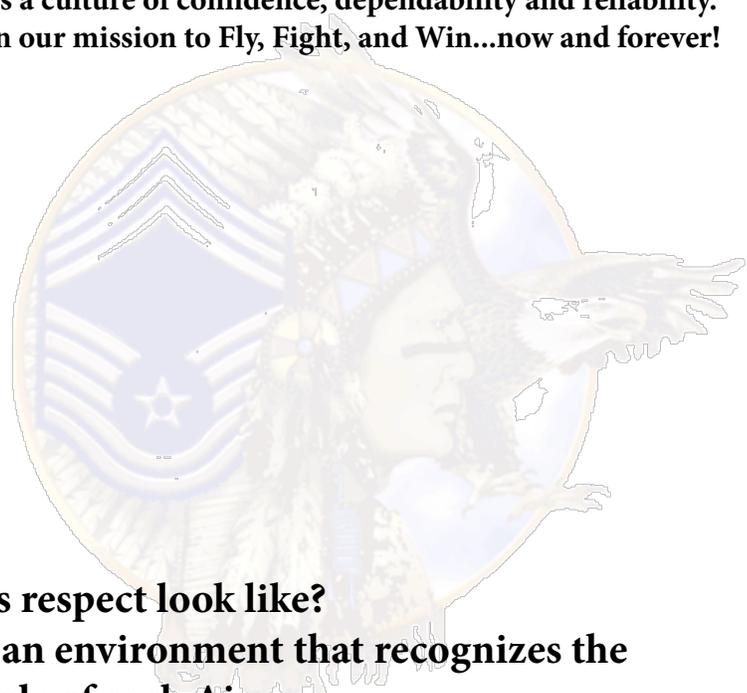
<http://www.idangsoftball.net>

<http://www.idangsoftball.net> or their facebook page <http://www.facebook.com/pages/46th-Annual-ANG-Tournament-Idaho-2011/144302132262578>.

FROM THE CHIEF'S GROUP Respect:

'...the action or behavior of acknowledging the humanity of our fellow unit members.' Regardless of rank, status, identity, or position we treat each individual we come into contact with dignity, proper acceptance and courtesy.

The ANG is committed to a tradition of mutual trust and respect, one that promotes a culture of confidence, dependability and reliability. This is vital in our mission to Fly, Fight, and Win...now and forever!



What does respect look like?

- Creating an environment that recognizes the valuable role of each Airman.
- Promoting a culture of confidence, dependability and reliability.
- Value the talents everyone contributes to the ANG.
- Developing strong relationships.

Do you show the members you work with or that work with you the same dignity, acceptance, and courtesy you show the members whom you work for?

We must all be committed to an environment of mutual respect that allows every member of the Idaho Air National Guard team to achieve his or her greatest potential.

Respect is the mutual and unbreakable bond that pillars our military strength and is the premise of public trust for the Air National Guard. Respect others; look out for your Wingman, a failure for one is a failure for all!



124th Fighter Wing
IDAHO AIR NATIONAL GUARD
4474 S. DeHavilland Street
Boise, Idaho 83705-8103

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Idaho Women Veterans Conference August 27

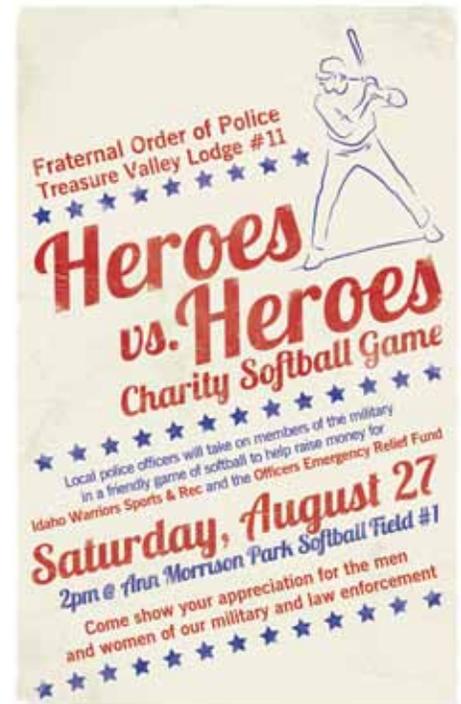


The State of Idaho Division of Veterans Services is hosting the Idaho Women Veterans Conference at the Doubletree Riverside Hotel on Saturday, August 27, 2011 from 9am-5pm. It is open to all women who served in the Military/current Active Duty/Guard and Reserve. There is no cost for participation but registration is required. If you are interested in attending, follow the link below for more information and registration. <http://veterans.idaho.gov/index.php/womensveteransconference>.

Free Lunch
Silent Auction
Door Prizes

Keynote speaker will be Betty Moseley Brown, Ed.D, Associate Director of the VA's Center for Women Veterans. Informative workshops on veteran benefits and women's health issues will be provided; this is a great place to meet and network with other women veterans! **Please direct any/all**

questions regarding this event to Gina Stamper at
gina.stamper@veterans.idaho.gov



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July

Promotions

MSgt James Lambrecht

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