Inspection complete, successful outcome!

GOWEN FIELD, Idaho - “Congratulations, you should feel very good about where we are. The future is very bright for us,” said Col. Mike Nolan, 124th Fighter Wing Commander, when he addressed the Airmen of the Idaho Air National Guard after successfully passing the 2013 Consolidated Unit Inspection (CUI) Aug. 7.

The CUI was a six-part inspection by the Air Combat Command (ACC) Inspector General (IG). The 124th Operations Group’s Airfield Management Office successfully completed the Airfield Operations Certification Inspection (AOCI). The AOCI examines all aspects of airfield operations and management.

The Article 6 Uniform Code of Military Justice Inspection passed with a satisfactory and the Aircrew Standardization Evaluation Visit (ASEV) passed with an impressive excellent.

The 124th Fighter Wing (FW) and the 124th Air Support Operations Squadron (ASOS) all passed multiple inspections with satisfactory grades. (Continue on page 3)
Commander’s Column

Colonel Michael Nolan
124th Fighter Wing Commander

Q. Sir, What questions do Idaho Guardsmen repeatedly raise at commander’s calls?
A. The two most common questions are “when are we going to deploy as a wing for an Air Expeditionary Force rotation?” and “what is the future of the A-10?” All Air National Guard Wings will now deploy for six months instead of the old standard of four months. The Director of the National Guard has determined that all ANG fighter wings can handle the new commitment. We are not scheduled to deploy in 2014. The A-10 is our primary mission aircraft. Cutbacks are possible in future years for the national A-10 fleet. Before any of this affects us locally we have many steps ahead of us. Gen. Grass, the chief of the National Guard Bureau is visiting this fall to help us figure out where we best fit as a fighter wing and contribute to federal flying missions.

Q. What things can a drill status guardsman do this fall to best contribute to the Wing’s federal mission?
A. Be ready to get involved in home-station exercises, and off-station operational training like Jaded Thunder, Green Flag West, or Emerald Warrior.

Q. What is the idea behind the Wingman Trophy?
A. It’s our first year, the winning team will be the most combat ready, most combat capable unit—it should be worth bragging about. The next cup will include even more credit that ties directly to your combat mission readiness.

Q. Sir, any final thoughts?
A. Thanks to everyone for getting through the long grind of CUI readiness! Now we get to focus on executing our mission (and that is much more rewarding). That should be good news for all.
Top: Idaho Air National Guard Firefighters from the 124th Civil Engineering Squadron engage in a HAZMAT emergency fuel leak exercise during the Consolidated Unit Inspection Aug. 4 on Taxiway E at Gowen Field, Boise, Idaho. (Air National Guard photo by Tech. Sgt. Becky Vanshur)

RIGHT: Tech. Sgt. Brett Johnson (left) and Staff Sgt. Joseph Robinson of the 124th Logistics Readiness Squadron’s Fuel Shop fill a liquid oxygen cart used to service an aircraft’s life support system, Aug. 4 at Gowen Field, Boise, Idaho. (Air National Guard photo by Master Sgt. Tom Gloeckle)

124th Fighter Wing (FW) Commander Col. Michael Nolan addresses the FW Airmen with inspiring words at the start of the Consolidated Unit Inspection. (Air National Guard photo by Tech. Sgt. Sarah Pokorney)

(Continued from page 1) Inspection complete, successful outcome!

“As far as the overall CUI, everyone did really well with an overall satisfactory grade. To me, a satisfactory is getting a B plus. This was a very hard IG team and they found some things we needed to fix. Throughout the inspection everyone worked well together, even with long hours and long days,” said Lt. Col. Neal Murphy, Deputy Commander of the 124th Mission Support Group. “In the end, we successfully passed this inspection which enabled us to make sure we get to where we need to be, to continue on, and to be prepared for future deployments.”

“I am very proud of what we accomplished as a wing and group and feel optimistic about our future.” from Lt. Col. Chad Kornberg, 124th Fighter Wing Maintenance Squadron Commander.

The 124th Fighter Wing passed its Logistics Compliance Assessment Program (LCAP) with an impressive 88.91 percent success rate. Logistics Readiness Squadron’s overall score of 93.05 percent strong excellent and wing score with 88.91 percent. The Air National Guard LCAP IG team congratulated wing, maintenance and support group command, and maintenance and logistics squadron leaders for their effort.

“For the LCAP it was a group effort, the Logistics Readiness Squadron was inspected and did very well with excellent and outstanding grades. The 124th Communications Flight and 124th Civil Engineering Squadron and others from the Mission Support Group really helped (continued on page 4)
(continued from page 3) Inspection complete, successful outcome!

going the entire team set up. I am very happy with the outcome,” said Murphy.

The LCAP IG team awarded three outstanding teams, the Logistics Readiness Squadron’s Traffic Management, the Vehicle Operations sections, and the 124th Maintenance Group Inspection Section.

Staff Sgt. Seth Aberasturi, from the 124th Maintenance Squadron and Staff Sgt. Mikel Turner, from the 124th Security Forces Squadron were the only two Airmen to receive the Air Combat Command Inspector General’s coin, an accolade reserved for only a select few for outstanding performance during this CUI.

Wednesday morning’s ACC IG briefing was the final summary of a weeklong series of inspections for the Idaho Air National Guard at Gowen Field, Boise and Airman let out a sigh of relief with a loud applause and cheer.

“This was a very important inspection for our unit as a whole. Everyone took it very seriously and everyone was very engaged,” said Chief Master Sgt. Carlo Fenicottero, 124th FW Command Chief.

“I am very proud of all of us and also very proud of our leadership. They had a good plan to get us all through this. It was a steady and clear plan that was clearly communicated to us; it never changed and it remained constant. Our goal and our target never moved. There was never any wasted energy, allowing us to arrive to test day confident and ready to engage to be a success.”

“Morale and motivation were high going into this inspection and the difference, there, is good strong leadership, it gives people the confidence to be a success. The inspectors saw that when they arrived here,” said Fenicottero.

Assistant Adjutant General for Air, Brig. Gen. Richard Turner said some key words to focus on and take away from this inspection were ‘teamwork, enthusiasm, and attitude.’ “In my 41-years here I don’t think I’ve ever been prouder to be part of an organization,” said Turner.

Idaho Adjutant General Major General Gary Sayler reminded all leaders and supervisors “Be sure to congratulate your traditional troops, they sacrifice a lot, and we can’t accomplish our mission without them.”
2013 SUPERIOR PERFORMERS of the Idaho Air National Guard
Cited by the Air Combat Command Inspector General
during the Consolidated Unit Inspection - Phase 0

TEAMS the IG recognized:
Fire Emergency Services Aircrew Extraction Team 124 CES/CEF
Network Security Team 124 CF
Security Forces Bravo Flight Team 124 SFS/SFOB

INDIVIDUALS the IG recognized:

TSGT JANIE R. RAMOS 124 FW/EO
1LT SCOTT B. WALKER 124 AMXS/MXAA
MSGT JEFFREY S. WALTERS 124 AMXS/MXAAA
MSGT RAYMOND A. SPALL 124 AMXS/MXAAA
TSGT JESSICA K. THOMAS 124 AMXS/CCQ
MSGT CHRISTOPHER A. BREARLEY 124 CES/CEF
TSGT DONALD F. HUFFMAN JR 124 CES/CEX
TSGT ROGER J. MARCHESE 124 CES/CEO
SSGT JOSHUA D. MOEN 124 CES/CEO
MAJ PHILLIP A. MILLS 124 CF/CC
MSGT AILEEN F. CASTRO 124 CF/SCXK
MSGT JASON C. SWENSEN 124 CF/SCOO
TSGT BOBBIE JO LARSEN 124 CF/SCXS
MAJ RALPH R. TEETER 124 CPTF/CC
MSGT MICHAEL J. HENINGER 124 CPTF/FMA
TSGT JOSHUA J. WILLIAMS 124 CPTF/FMQ
SMSGT GARY D. WEISKIRCHER 124 LRS/LGRDC
SMSGT TRACY J. STEPHENS 124 MSG/MSC
SSGT DAVID J. DICKMAN 124 MSG/MSC
SSGT SETH ABERASTURI 124 MXS
SSGT MIKEL TURNER 124 SFS/SFO
MSGT SCOTT WEATHERS 124 ASOS
TSGT MARK ANDREWS JR 124 ASOS

TSGT NATHANIEL DURFEE 124 ASOS
TSGT SAMUEL TURMAN 124 ASOS
MSGT MICHAEL A. CHAMBERLAIN 124 MOF/MXOOA
MSGT MINDY S. PRUITT 124 MXG/CCQ
MSGT LELAND J. PATNAUDE 124 MXS/MXMTR
MSGT DAMIAN J. TENNISON 124 MXS/MXMP
MSGT THOMAS L. WIDICK JR. 124 MXS/MXMFS
TSGT AARON J. HARDIN 124 MXS/MXMVT
TSGT ERIC R. PATE 124 MXS/MXMTR
TSGT DAVID W. THOMAS 124 MXS/MXMTR
TSGT PHILIP WALKER 124 MXS/MXMCG
SSGT MITCHELL E. BURLEY 124 MXS/MXMFS
MAJ MARK D. FALSANI 124 OG/OGV
SRA ED J. LANDIS 124 OG/CCQ
TSGT CAROL A. KACZMARSKI 124 OSF/IN
SSGT PATRICK T. PERRY 124 OSF/IN
SRA MATTHEW D. SEMPSROTT 124 OSF/AFE
MSGT BUCKLY J. STEWART 124 SFS/SFO
MAJ JEFFERY A. SLIWOSKI 190 FS/OSK
CAPT THOMAS B. SILKOWSKI 190 FS/DOF
TSGT CHASE D. NEWMAN 190 FS/OSA
TSGT APRIL K. TORRES 190 FS/OSA
BOISE, Idaho – A team of 124th Maintenance Squadron specialists from Aircraft Repair and Reclamation and other work centers within the 124th Aircraft Maintenance Squadron demonstrated teamwork and attention to detail during a Crashed, Damaged or Disabled Aircraft Recovery (CDDAR) exercise Aug. 3 at Gowen Field for the Consolidated Unit Inspection.

The CDDAR team, led by Master Sgt. Leland Patnaude an Aircraft Repair and Reclamation Specialist, was presented with a scenario where an A-10 Thunderbolt II was taxing onto the active runway for takeoff when the right main landing gear strut snapped off at the bottom of the outer cylinder. Master Sgt. Kent Johnson, Aircraft Repair and Reclamation Supervisor explained that this training scenario was very similar to a real-world incident that occurred here at Gowen Field in November 2011 involving an A-10 from Nellis Air Force Base.

The team responded promptly and setup an elaborate system with air hoses, pressure gauges and an air compressor which inflated 15-ton pneumatic aircraft lifting bags under the right wing. The large square air bags were slowly pumped up to simulate lifting the right side of the aircraft. This process can take several hours because of the great attention to detail given to safety of Airmen and protection of the aircraft. The team then demonstrated how they would set the broken strut on the wheel skate, which allows the disabled aircraft to be towed to a maintenance facility.

"As the CDDAR Team Chief during the 2013 CUI CDDAR exercise I am truly very proud of the expert and technical manner in which the CDDAR team performed the aircraft recovery operations," said Patnaude. "Comments from the Inspector General (IG), to myself as the Team Chief, during and after the exercise were extremely positive which directly reflects back to the 'first class or not at all' attitudes of those assigned to the maintenance CDDAR Team."

Master Sgt. Patnaude was recognized individually as an "Outstanding Performer" by the Logistics Compliance Assessment Program inspection team for his exceptional performance as CDDAR Team Chief.

The CDDAR program is assigned to the 124th Maintenance Group with delegated responsibility to the maintenance command and designated CDDAR Team Chiefs. It is utilized by the Air Force and Air National Guard on all types of airframes with four goals: 1) Restoring the airfields operational capability in a timely manner 2) Preventing or minimizing secondary damage to mishap aircraft 3) Preservation of evidence for investigation purposes, and 4) Accomplishing all objectives without jeopardizing safety while using sound Operational Risk Management.

The inspection process for the CDDAR exercise involves every aspect of aircraft maintenance standards, practices, and techniques to include ensuring all aspects of other standards and practices such as the Air Force Occupational and Health Program are fully and effectively incorporated into the CDDAR program.

The IG also evaluated the CDDAR program for sound management and leadership along with evaluating the team's capabilities, training, equipment, while ensuring all documentation is in line for all of the various aspects contained within of the program as outlined in the numerous Air Force Instructions and technical publications.

Patnaude explained that it was not until 2011 that the Air Force published a CDDAR Technical Order/Manual that provided a directed approach to CDDAR training, operations, and equipment. With the addition of T.O. 00-80C-1 CDDAR Manual, has come a massive increase in manning, training, and equipment requirements for the CDDAR community.

"The 124th Maintenance CDDAR team is actively and energetically engaged in meeting all the new requirements as outlined," he said.
GOWEN FIELD, Idaho - The 124th Fighter Wing has passed its Logistics Compliance Assessment Program (LCAP) with an impressive 88.91 percent success rate, Logistics Readiness Squadron’s overall score 93.05 percent strong excellent and a wing score with 88.91 percent announced at the LCAP out-brief Aug. 4 at Gowen Field. Maintenance and Operations Flight received an overall score of 96.32 percent.

The Air National Guard LCAP team congratulated wing, maintenance and support group, and maintenance and logistics squadron leaders for their effort. The LCAP Inspectors General (IG) team, led by Lt. Col. John Ramos of the 163rd Maintenance Group, analyzed scores of workplace practices and compliance efforts in the Wing’s maintenance and logistics squadrons. They cited many best practices in every squadron and individual flight and recognized several individual top performers.

124th Fighter Wing commander, Col. Mike Nolan thanked those present for their dedication and perseverance to bring the wing to this level and urged everyone to remember to finish strong as several other inspections were still underway.

The LCAP team identified three outstanding teams, the Logistics Readiness Squadron’s Traffic Management and Vehicle Operations sections and the 124th Maintenance Group Inspection Section.

There were also 14 individuals identified as outstanding performers in recognition for their exceptional performance during the LCAP inspection and their contributions to the 124th Fighter Wing, the Air National Guard and the United States Air Force. Lt. Col. Ramos presented the certificates to the following:

- **Senior Master Sgt. Robby Nieskens** – Maintenance Group Quality Assurance
- **Master Sgt. Leland Patnaude** – Maintenance Aircraft Repair and Reclamation
- **Master Sgt. Raymond Spall** – Aircraft Maintenance
- **Master Sgt. Jeffrey Walters** – Aircraft Maintenance
- **Staff Sgt. Phil Walker** – Maintenance Egress Systems
- **Staff Sgt. Chance Gennette** – Logistics Readiness Squadron
- **Staff Sgt. Mary Gilbert** – Logistics Readiness Squadron
- **Staff Sgt. Ryan Green** – Maintenance Avionics Systems
- **Staff Sgt. Reannon Haskins** – Maintenance Production Scheduler
- **Staff Sgt. Andrew Jackson** – Aircraft Maintenance
- **Staff Sgt. Ryan McCormick** – Maintenance Avionics Systems
- **Staff Sgt. Jacob Odom** – Aircraft Maintenance
- **Airman 1st Class Matthew Bordges** – Aircraft Maintenance
- **Airman 1st Class Derek Deasy** – Aircraft Maintenance

The IG commented on the top-notch professionalism and teamwork, and remarked on the knowledge of mobility operations in conjunction with continuity books and cross talk amongst most offices. Other strengths pointed out by the IG were the Evaluation and Inspection plans, Quality Assurance programs and training aids for maintenance personnel.
Feedback from the Wing junior enlisted members suggests that they may be lacking in certain supervisory skills.

To help fill that gap, the Chief’s Group has revised and modified the NCO Enrichment course that was originally taught to Master Sergeants from 2005 to 2007.

The new course is targeted towards Staff Sergeants and Technical Sergeants in order to gain more confidence with their leadership abilities and supervisor tools.

This is a four-day course scheduled for Tuesday, October 15th to Friday, October 18th, 2013. Topics will include a self-assessment of strengths and motivations, 124 FW history, performance counseling, effective leadership, effective bullet writing (along with writing awards and EPRs), effective communication, situational leadership, the disciplinary process, mentoring, and other important subjects.

To be considered for this course, complete an application form and obtain your Commander or Chief’s endorsement. Candidates will be rated based upon their application. There are only 30 seats available (plus 5 alternates).

You must be in a military status to attend. If you have questions, please talk with your Chief or call CMSgt Rob Lyons at 422-5042 (UTA’s only) or e-mail robert.lyons@ang.af.mil.

“Split your lease” resolved

By Lt. Col. Gary Daniel
124th Fighter Wing Public Affairs

BOISE AIR TERMINAL, (Gowen Field), Idaho—The look of Boise Air Terminal (Gowen Field), ID, won’t change much in the near future, but the legal grants for operations here are completely restructured by a new lease between the City of Boise (owner all land on and around Boise Airport) and the US Air Force.

“About 10 years ago,” said Lt. Col. James Heuring, Base Civil Engineer, “the Air Force and the National Guard Bureau said ‘split your lease.’”

The U.S. Air Force, the Air National Guard, the National Guard, the Army, Naval, and Marine Reserve, and the city of Boise have studied, negotiated, and worked to resolve this ever since.

In the past the City of Boise leased much of the land south of Boise Airport (Boise Air Terminal) to the U.S. Air Force who in turn licensed the base to the 124th Fighter Wing. Now both the U.S. Air Force and U.S. Army have separate grants (leases) with the City of Boise. Numerous military tenants on base will not longer have grants with the U.S. Air Force and will now receive grants from the U.S. Army.

“We will continue to function as if we are all one National Guard base. The Security Forces and Fire Department are still all Air National Guard but will continue to support the entire base,” said Lt. Col. Ken Williams, deputy Base Civil Engineer. “We are still the Boise Air Terminal (Gowen Field), ID.”

Lt. Col Heuring explained that the U.S. Air Force desires Air National Guard bases to right size their overall operational footprint and land ownership to reflect only the land they need for current and future missions.
When OSHA comes knocking

During the 124th Fighter Wing Logistics Compliance Assessment Program (LCAP) inspection in late July, an Occupational Safety and Health Administration (OSHA) inspector also made a visit to Gowen Field.

This unannounced visit serves as a reminder to all of us to always contact the safety office first if an OSHA inspector contacts you or anyone in your work area. And, of course, contact safety if there is ever an incident or mishap or if you have questions about safety training or personal protective equipment (PPE).

OSHA inspectors have not issued any citations in their past two visits over the last two years, according to Senior Master Sgt. Becky Hawk, Ground Safety Manager.

OSHA inspectors will show up if there has been an employee complaint, an accident where three or more individuals have been hospitalized or a death occurred, or based on random selection (you know, just like the urinalysis testing). Inspectors could visit the base to inspect federal contractors and subcontractors as well.

Hawk explained that the military is a unique mix of state and federal employees so OSHA inspectors are only allowed to visit certain areas of the base and speak to certain individuals. The safety representatives know the rules that apply to us and are best suited to handle every aspect of an OSHA inspection.

If OSHA inspectors visit the base, what should we do?

1) Inspectors should show credentials and identify themselves as OSHA inspectors at the gate
2) Security Forces will notify the respective safety office and direct the inspectors to pass and registration where they are to wait for an escort
3) A representative from safety will notify the commander and escort the inspectors on base
4) Inspectors will meet with the commander and safety representative to explain the reason for the visit
5) A safety representative will escort the inspector at all times while on base

An inspector should never be on base unescorted. If you encounter an OSHA inspector on base that is not escorted by a safety representative, stay calm, stay with the inspector and contact the safety office, located in building 400, immediately.

Lt. Col. Ryan Odneal
Chief of Safety
DSN 422-5600
Cell 208-850-0382

Senior Master Sgt. Becky Hawk
Ground Safety
DSN: 422-5317
Cell 208-841-9069

Senior Master Sgt. Brian Hobbs
Weapons Safety
DSN 422-5870
Cell 208-921-2596

Visit 124th Fighter Wing Sharepoint to download a safety poster for your workplace bulletin board.

“MISSION FIRST – SAFETY ALWAYS”

Master Sgt. James Buongiovanni and Maj. Jason Cobb stand in front an A-10 Thunderbolt II from the 124th Fighter Wing with members of the Boise Hawks minor league baseball team Aug. 28 at Gowen Field, Boise, Idaho. The Hawks were visiting to shoot photos for this season’s team poster that will also feature images from the Idaho Air National Guard. (Air National Guard photo by Master Sgt. Tom Gloeckle)
Sharing the road safely with school buses

School buses are one of the safest forms of transportation on the road today. In fact, according to the National Highway Traffic Safety Administration, riding a bus to school is 13 times safer than riding in a passenger vehicle and 10 times safer than walking to school. The reality of school bus safety is that more children are hurt outside the bus than inside as passengers. Most of the children who lose their lives in bus-related crashes are pedestrians, four to seven years old, who are hit by the bus or by motorists illegally passing a stopped school bus. For this reason, it is necessary to know the proper laws and procedures for sharing the road safely with school buses:

- All 50 states have a law making it illegal to pass a school bus that is stopped to load or unload children.
- School buses use yellow flashing lights to alert motorists that they are preparing to stop to load or unload children. Red flashing lights and an extended stop sign arm signals to motorists that the bus is stopped and children are getting on or off the bus.
- All 50 states require that traffic in both directions stop on undivided roadways when students are entering or exiting a school bus.
- While state laws vary on what is required on a divided roadway, in all cases, traffic behind the school bus (traveling in the same direction) must stop.
- The area 10 feet around a school bus is where children are in the most danger of being hit. Stop your car far enough from the bus to allow children the necessary space to safely enter and exit the bus.
- Be alert. Children are unpredictable. Children walking to or from their bus are usually very comfortable with their surroundings. This makes them more likely to take risks, ignore hazards or fail to look both ways when crossing the street.
- Never pass a school bus on the right. It is illegal and could have tragic consequences.

Sharing the road safely with child pedestrians

All drivers need to recognize the special safety needs of pedestrians, especially those that are children. Young, elderly, disabled and intoxicated pedestrians are the most frequent victims in auto-pedestrian collisions. Generally, pedestrians have the right-of-way at all intersections; however, regardless of the rules of the road or right-of-way, you as a driver are obligated to exercise great care and extreme caution to avoid striking pedestrians.

- Drivers should not block the crosswalk when stopped at a red light or waiting to make a turn. Do not stop with a portion of your vehicle over the crosswalk. Blocking the crosswalk forces pedestrians to go around your vehicle and puts them in a dangerous situation.
- In a school zone when a warning flasher or flashers are blinking, you must stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk.
- Always stop when directed to do so by a school patrol sign, school patrol officer or designated crossing guard.
- Children are the least predictable pedestrians and the most difficult to see. Take extra care to look out for children not only in school zones, but also in residential areas, playgrounds and parks.
- Don’t honk your horn, rev your engine or do anything to rush or scare a pedestrian in front of your car, even if you have the legal right-of-way.
Sharing the road safely with child bicyclists

On most roadways, bicyclists have the same rights and responsibilities as other roadway users and often share the same lane, but bicycles can be hard to see. The riders are exposed and easily injured in a collision. Oncoming bicycle traffic is often overlooked and its speed misjudged. Children riding bicycles create special problems for drivers because they are not capable of proper judgment in determining traffic conditions.

- When passing a bicyclist proceeding in the same direction, do so slowly and leave at least a distance between you and the bicycle of no less than 3 feet. Maintain this clearance until you have safely passed the bicycle.
- The most common causes of collisions are drivers turning left in front of an oncoming bicycle or turning right, across the path of the bicycle.
- When your vehicle is turning left and there is a bicyclist entering the intersection from the opposite direction, you should wait for the bicyclist to pass before making the turn.
- If your vehicle is turning right and a bicyclist is approaching on the right, let the bicyclist go through the intersection first before making a right turn. Remember to always use your turn signals.
- Watch for bicycle riders turning in front of you without looking or signaling, especially if the rider is a child.
- Take extra precautions in school zones and neighborhood areas where children and teenagers might be riding.
- Watch out for bikes coming out of driveways or from behind parked cars or other obstructions.
- Check side mirrors for bicyclists before opening the door. Some communities may fine drivers for collisions caused by opening a vehicle door in the path of a bicyclist.
124FW “Wingman Trophy” standings

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<th>Group</th>
<th>Overall</th>
<th>Fit Test</th>
<th>OPR/EPR</th>
<th>TFAT/2A</th>
<th>IMR</th>
<th>Self Assess</th>
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<td>84.86%</td>
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<td>91.70%</td>
<td>13.00%</td>
<td>96.00%</td>
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</table>

13th Annual Family Day Toy Show!!!

When: Family Day, Sunday, 8 September 2013. Show area gate opens at 0700 Sunday morning for parking. Please bring toys down early if possible. Show is from 1030 – close.

Where: Special show parking will be located on the west side of the A-10 flight line again this year. Gate access to the show will be between Bldg. 148(A-10 Main Hanger) and Bldg. 150 (AGE shop). Gate will be open all day for entering/exiting.

Who: Open to all current and retired members of the Idaho Air National Guard to bring their toys. NO REGISTRATION REQUIRED, JUST SHOW UP.

What: Bring your toys! Cars, boats, motorcycles, bikes, planes and other items of interest! We’ve had people bring everything from a miniature jet engine to art and craft displays. It’s a great opportunity to share your hobby! Items don’t need to be “show quality”, it’s just for fun! Keep in mind show will be outdoors. For special rules for bringing aircraft, please contact Ken Shields at 867-5698. Please contact Phil Bates or Greg Slater for any questions, 422-5411.

The Meritorious Service Medal was awarded to Air Force Senior Master Sgt. Darren Burnett, formally from the 124th Security Forces Squadron, June 7. Award was given by Army Gen. Frank Grass at the Pentagon. (U.S. Army National Guard photo by Sgt. 1st Class Jim Greenhill)
September Family Day Schedule:

Wingman/Family Day Sun. Sept. 8
0915 - Leave work areas to go to Building 1530
0930-1000 - Resiliency briefing from Pat DeBor in Building 1530
1000-1020 - Fun run to Building 148
1020-1100 - Change to civilian clothes/relay runners change into relay race outfits
1030 - Families join Family Day
1100 - 2 P-51s arrive
1115-1130 - Relay race for Wingman's Cup
1130 - First band plays/food service begins/Retirees join family day
1215 - Wingman's Cup presentation (see page 12)
1230 & 1300 - The story of the P-51 at Gowen Field in tent by P-51s
1230-1330 - Pie in the face for CFC
1400 - P-51s depart
1330-1430 - Third band plays
1500-1600 - Clean up
Idaho Beef Council - Fuel Your Training with Beef

Food and nutrition go hand-in-hand with physical activity. Whether you are taking a walk after work or preparing for a marathon, what you eat can affect your performance and energy levels. Eating right can give you the energy to have a great workout or reach your fitness goals. But which foods are best for fitness activities, and which should be limited?

Research continues to reinforce the importance of protein before and after exercise. That’s good news for beef lovers because it’s a nutrient powerhouse that helps active Americans “protein up” to provide the fuel to finish a favorite workout or other fitness goal.

So what is it about protein and exercise anyway? Coupled with physical activity, the high-quality protein in lean beef can help adults maintain a healthy weight, sustain weight loss and keep a favorable body composition over time. Individuals who ate protein within an hour of exercise achieved more muscle growth than those who just ate protein in the morning and evening. Additionally, individuals also lost more body fat when eating protein closer to the time of exercise.

Beef’s 10 Essential Nutrients:
Not only is beef an excellent source of protein, its nine other nutrients work together to build muscle and keep your body healthy. And, it’s a low calorie, nutrient-package. A 3-ounce serving of lean beef has on average just 154 calories, yet supplies a variety of nutrients. According to the research published in the Journal of American Dietetic Association, beef is the number one source of protein, zinc, and vitamin B12, it’s the number two source of selenium, the number three food source of iron, vitamin B6, phosphorus, niacin and potassium, and the number four food source of riboflavin. Great tasting and good for you… Beef is natures best-tasting multi-vitamin!

To learn more visit the Idaho Beef Council website at www.idbeef.org or on Facebook.

Retiree Day Schedule
0800 - Check in
0830 - Welcome
0845 - IDNG state of affairs briefing/Q&A
0945 - Break
1000 - Retiree benefits briefings
1115 - Vendors tables open
1130 - Lunch at Family Day - Building 148
Pilots, ground troops train in Boise urban setting

By Tech. Sgt. Sarah Pokorney
124th Fighter Wing Public Affairs

BOISE, Idaho - The A-10 Thunderbolt II pilots conducted Urban Close Air Support training over the city of Boise July 16-25. Residents of Boise heard the aircraft flying near the city and saw the troops on the ground in neighborhoods and in the nearby foothills, communicating with the pilots above.

The A-10 Thunderbolt II mission is to provide close air support to ground troops which require constant communication between pilots and ground troops.

These U.S. Air Force ground personnel are known as Tactical Air Control Specialists and they play a key role in the teamwork needed to successfully conduct urban combat operations. They look like any normal civilian, with the exception that they wear specialized equipment including tactical vests with radios and antennas.

As a key part of the exercise, the ground troops called in simulated air strikes on ground targets. All exercise combat operations were simulated and there was no live ammunition aboard the aircraft. The aircraft flew at altitudes between 10,000 and 15,000 feet above ground level and produced less noise than a commercial jet.

The purpose of this training was to hone pilots' capabilities to conduct combat operations in an urban environment should the 190th Fighter Squadron be mobilized overseas.

While there is no such mobilization currently scheduled, this type of training develops important skills for the pilots who fly this specialized combat aircraft. Since overseas combat operations often require U.S. military personnel to operate in cities, the need for this urban-type training is critical.

“Boise is an outstanding place to train in this crucial skill set, since it has many of the elements we might face if our men and women are called by the President into harm's way in an overseas urban combat environment,” said Maj. Gen. Gary Sayler, Idaho Adjutant General. “In the past, Boise residents have been very understanding and gracious hosts, and we will try to minimize any inconvenience for this training cycle.”

This training was coordinated with the Federal Aviation Administration, the Boise Police Department and Boise Mayor’s Office.

“THE GUARDIANS” Idaho’s Air Guard drag racing team

Did you know that Gowen Field has a drag racing team?

The Guardians Drag Racing Team is looking for new members interested in drag racing their car or truck at Firebird Raceway, Eagle Idaho.

We are looking for anyone interested in racing any vehicle, fast or slow, with a high level of safety in mind.

With our type of racing (bracket racing), consistency is the name of the game. Vehicles will have to pass an on the spot safety inspection conducted by the safety team at our local track. Helmets may also be required, based on your vehicles top speed.

Our races typically happen on the first or second Friday of every month throughout the spring and summer. There are 7 total races between April and October.

These are trophy class races, meaning the winners get a trophy instead of a cash prize. Please, if you have any interest in joining our team, or if you have questions, contact one of these “Guardians” team members:

MSgt Mike Clement, MSgt Mike Greenup, TSgt Dave Heitzman, or SMSgt Neil Ramey.

We would enjoy having you join our team. - The Guardians Drag Racing Team

VETERANS, ACTIVE DUTY MILITARY, NATIONAL GUARD AND RESERVES, AND MILITARY SPOUSES JOB FAIR

Thursday, September 12, 2013
10:00 a.m.-4:00 p.m.
Idaho Center | 16200 Idaho Center Blvd., Nampa

This 3rd annual job fair, a day-long event, is specifically for veterans, active duty military, members of the National Guard and Reserves, and military spouses. Local businesses will be recruiting the exceptional talent of our service members for many positions.

EMPLOYERS:
If your company will be hiring in the near future, please consider being a vendor at the job fair to connect with these job seekers. Register by clicking on the link below where you will find more information.

HELPING JOB SEEKERS:
Please forward this to any job seeking veteran and military member who you know so they can register for this event. Last year, many job interviews were scheduled after the companies met with the veteran job seekers. The Boise Metro Chamber is pleased to be a supporter of this important job fair for our veterans!

EMPLOYERS - Register at the link below for this free event.

MILITARY JOB SEEKERS - Register at the link below to guarantee admission.

Live Links Can Also Be Found on the Boise Metro Chamber’s Calendar of Events at www.boisechamber.org.

VENDOR SPACE IS LIMITED AND RESERVED ON A FIRST-COME, FIRST-SERVED BASIS. REGISTER TODAY!

Sponsored by: