

THE

official newsletter of the 124th Fighter Wing

BEACON

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

**1ST ANNUAL "LIVE
OUR VALUES" RUN
OVERCOMES WX**



**EMERGENCY
MANAGERS BUSY
IN MULTIPLE TESTS**



**IDAHO AIRMAN
PREVAIL IN GREEN
FLAG OPERATIONS**

Airman 1st Class Robert Pankowski and Airman 1st Class Jessica Kotter, crew chiefs from the 124th Maintenance Squadron, Boise, prepare an A-10 Thunderbolt II for night flying on March 12 at Green Flag East training, Barksdale Air Force Base, La. (Air National Guard photo by Master Sgt. Becky Vanshur)

THE BEACON is the official newsletter of the 124th Fighter Wing, Idaho Air National Guard. It is published monthly by the wing public affairs office. Views expressed may not be those of the U.S. Air Force, Air National Guard, Department of Defense or U.S. government.

National Guard Bureau 2013 Media Awards:

1st Place:

**Best Online Publication:
The Beacon—Idaho ANG**

1st Place:

**Outstanding Initiative in New
Media—124th Fighter Wing**

USAF 2013

**Global Media Contest
Online Publication: 3rd
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ANG**

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Commander's View

Commander's Trophy Standings

Colonel Sherrie McCandless

Commander, 124th Fighter Wing

Our Wing Inspection Team (WIT) will change gears and evaluate the mobility processing line as several of you complete your final travel arrangements before your trip to Combined Resolve II. I encourage those of you who are participating to enjoy your opportunity to represent your state while executing our mission in Germany, and I look forward to the lessons learned you share with all of us upon your return.

Have an enjoyable and productive drill weekend!

FY 2014* 124th Fighter Wing Commanders Cup

1st Place — Mission Support Group

65.08 Points

93.0%

2nd Place — Medical Group

63.62

90.9%

3rd Place — Fighter Wing Staff

63.41

90.6%

4th Place — Maintenance Group

60.92

87.0%

5th Place — Operations Group

60.43

86.3%

*standings are for the FY14 2nd Quarter ending 31 Mar 2014

From the Chief: *Rules of Engagement*



Spring is a fine time to reexamine ourselves and in doing so we are better prepared for any VIPs and distinguished visitors that may come to Gowen Field.

- Weeds and seeds: Take a moment and look around your facilities and the base at large. Does it look how you'd like to present it to our top leader? This is not a sole job the building manager; this is EVERYONE's job. You'll probably see me driving around, stopping and putting trash in the trunk of my car (love the Idaho wind!).

- Customs & Courtesies: Keep your head up and eyes peeled for vehicles w/DV plates on the front. A salute to our leadership costs nothing and is a long standing custom in our military. Keep your eyes open and render appropriate customs & courtesies.

Be proud of being an Airman and a Guardsman and let your pride show. It's a rare occasion to meet your top USAF leader (for example, I've never met one CSAF face-to-face in my whole career) so enjoy the moment and conversation with a great leader and an American Airman!

—Chief L

*Tammy S. Ladley, Chief Master Sgt.
Command Chief, 124th Fighter Wing*

*Take a look inside
the May edition of
The Beacon*



The Beacon is a compilation of command information of the 124th Fighter Wing and the Idaho National Guard. We encourage contributions from all Drill Status and full time Guardsman. Reach out to us at:
idaho.ang.mil@gmail.com

AFPAAS upgrades Accountability

By Master Sgt. Heather Bell

124th Force Support Squadron

AFPAAS, the Air Force Personnel Accountability and Assessment System is an upgrade to the way we have already done business in the Air National Guard for years. If we need to notify our members to take action or report their status because of a natural disaster we've always relied on the time-consuming recall roster process. AFPAAS allows the 124FW to notify all members to take action and report their status to a central location simultaneously.

During May UTA all members of the 124th Fighter Wing will be encouraged to logon and register with the system at <https://afpaas.af.mil/>.



We will exercise the capabilities of AFPAAS during subsequent drills to give all unit commanders, Wing Inspection Team managers and unit members a comfort level with this advanced reporting system by triggering an exercise. In addition to accounting for Airmen and their families, AFPAAS allows commanders and units to account, assess, manage and monitor the recovery

and reconstitution process every step of the way. AFPAAS provides valuable accountability at all levels of the Air Force chain of command, enhancing a commander's ability to make strategic decisions.

AFPAAS can also be accessed from the Air Force Portal, AF.mil and the Air Force Personnel Center website (www.afpc.af.mil) or by calling the AFPC Personnel Readiness Cell.

Look for the AFPAAS trifold brochure at FSS customer service.

UNLEASH THE HAWGS

By Master Sgt.
Becky Vanshur
124th Fighter Wing
Public Affairs

Idaho's A-10 Warthogs hold Green Flag record

BARKSDALE AIR FORCE BASE, La. Pilots from the 190th Fighter Squadron and their supporting team of 124th Fighter Wing airmen traveled to Exercise Green Flag East and “unleashed the Hawgs.”

From their operating base (Barksdale AFB, La) they decisively turned a major ground maneuver exercise at nearby Fort Polk in favor of the “Blue Forces.”

More than 120 airmen from the Idaho Air National Guard and nine A-10 Thunderbolt II “Warthogs” flew for the nearly three-week air combat exercise at Barksdale AFB March 9-26.

Green Flag East Commander Lt. Col. Brett Waring praised the 124FW and the 190FS airmen on March 25 as the exercise wound down. He spoke to airmen about the success of the daily sorties and missions. He painted a vivid picture about the scenarios executed in the Army range training grounds near Fort Polk and the Toledo Bend Army recreational lake.

“With units losing forces, all the while, having downed aviators out there in the mix of this fluid dynamic battlefield, it’s pretty amazing with the way you guys (190th FS) accomplished this, with the close air support missions,” Waring said.

“They unleashed the hogs and we had the most kinetic strike operations, in the last three years of Green Flag, just in those last few days.”

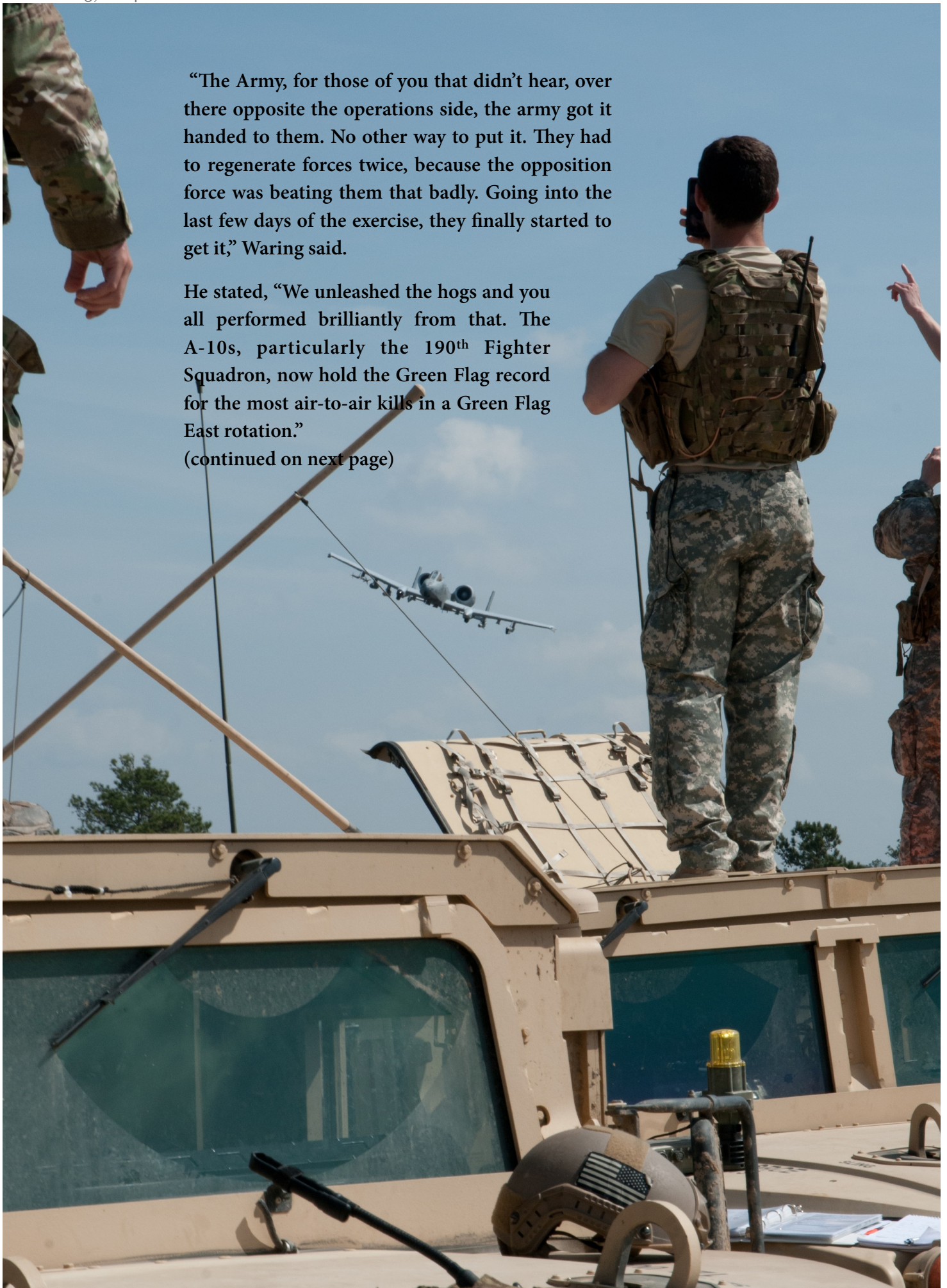
(continued on next page)



“The Army, for those of you that didn’t hear, over there opposite the operations side, the army got it handed to them. No other way to put it. They had to regenerate forces twice, because the opposition force was beating them that badly. Going into the last few days of the exercise, they finally started to get it,” Waring said.

He stated, “We unleashed the hogs and you all performed brilliantly from that. The A-10s, particularly the 190th Fighter Squadron, now hold the Green Flag record for the most air-to-air kills in a Green Flag East rotation.”

(continued on next page)

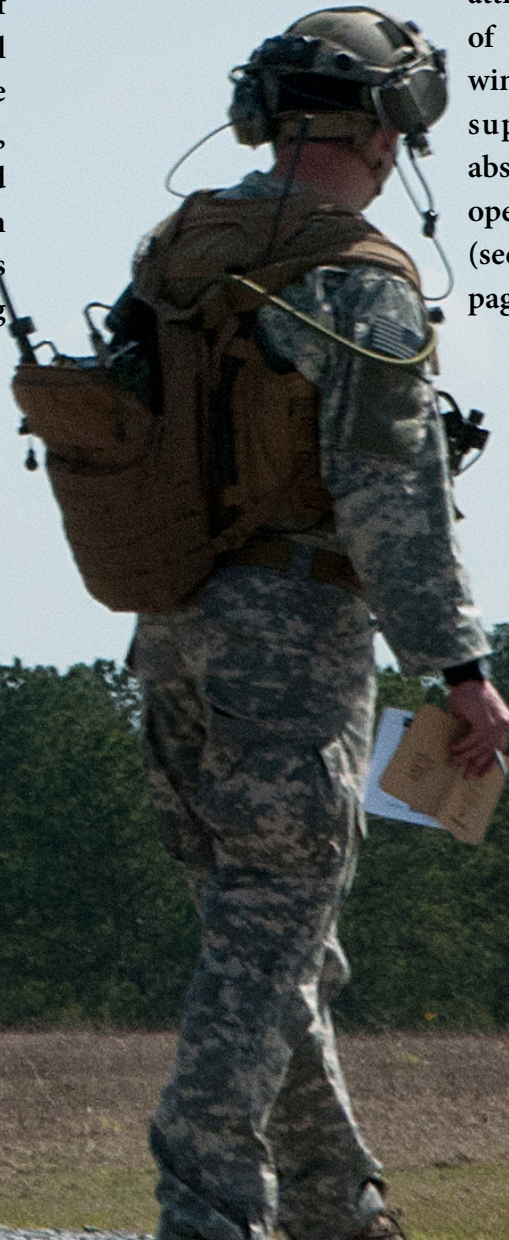


“One of our wing goals for Green Flag was to foster camaraderie amongst the airmen in different groups, area and shops,” said Idaho’s deployed Detachment Commander, Maj. Jennifer Chase.

“By supporting communication across all jobs and experience levels, each airman gained lasting knowledge of new fields and empathy for individual experiences. This experience broadened career prospects, strengthened friendships and ultimately benefitted every airman from the newest airmen, who has never deployed, to the Wing leadership,” she said.

Chase said Green Flag East was a beneficial exercise for everyone involved. “The tireless efforts of the 124th Fighter Wing allowed 133 personnel and nine A-10s to deploy only 55 days after being assigned to this exercise. The quality of this exercise is directly attributed to the professionalism of the men and women in our wing,” she continued, “and we supported every sortie with absolutely zero maintenance or operation cancelations.”

(see Hawgs: continued on next page)



Airman from the 122nd Air Support Operations Squadron, Louisiana Air and Army National Guard, call close air support (CAS) to the A-10 Thunderbolt II aircraft above. The 190th Fighter Squadron "Warthog" pilots trained with the CAS missions at the Army range training grounds near Fort Polk, March 21 while deployed to Barksdale Air Force Base. (Air National Guard photo by Master Sgt. Becky Vanshur)

Hawks Continued:

Waring said, “So what does that all mean? Single purpose, single mission? My a--. That bird out there kicks a-- because of what you all have done with it. The A-10 community has always been tight across the different shops, between ops, maintenance, munitions, support,” he continued, “Everybody knows what it means to load bombs onto that bird and see them come back without them.”

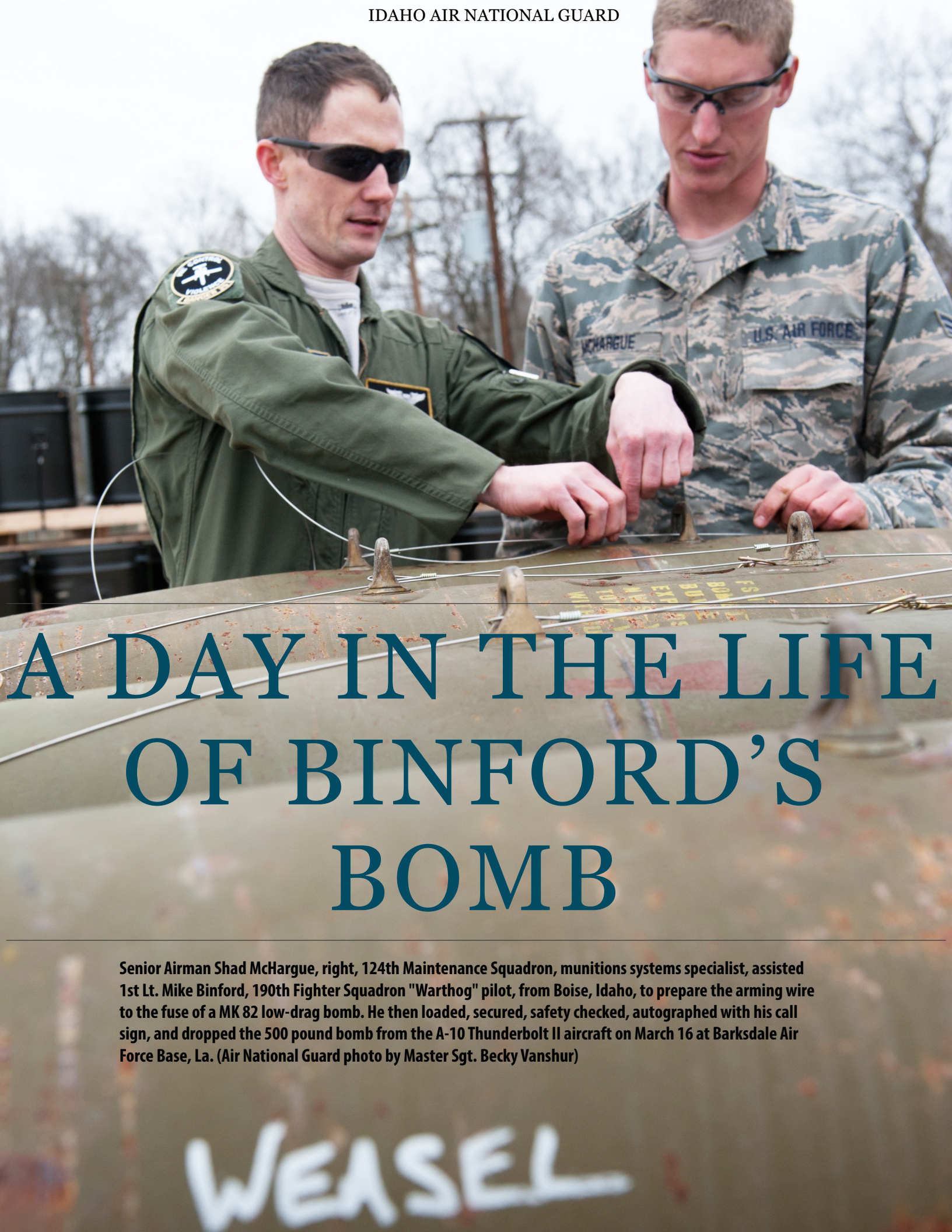
More photos about this in these 124th Fighter Wing accomplishments at Green Flag East on our Flickr site:

Idaho airmen build and load bombs at Barksdale AFB:

<https://flic.kr/s/aHsjVomPKe>

Idaho Air Guard trains during night mission at Barksdale AFB:

<https://flic.kr/s/aHsjUPShtL>



A DAY IN THE LIFE OF BINFORD'S BOMB

Senior Airman Shad McHargue, right, 124th Maintenance Squadron, munitions systems specialist, assisted 1st Lt. Mike Binford, 190th Fighter Squadron "Warthog" pilot, from Boise, Idaho, to prepare the arming wire to the fuse of a MK 82 low-drag bomb. He then loaded, secured, safety checked, autographed with his call sign, and dropped the 500 pound bomb from the A-10 Thunderbolt II aircraft on March 16 at Barksdale Air Force Base, La. (Air National Guard photo by Master Sgt. Becky Vanshur)



1st Lt. Mike Binford, 190th Fighter Wing "Warthog" pilot from Boise, Idaho, inspected a M-905 fuse for a MK 82 low-drag bomb with help from Senior Master Sgt. Thomas Parsons and Senior Airman Michael Keeton, from the 124th Maintenance Squadron, Munitions Flight. 1st Lt. Binford then loaded, secured, safety checked, autographed with his call sign, and then he dropped the 500 pound bomb from the A-10 Thunderbolt II aircraft on March 16 at Barksdale Air Force Base, La. (Air National Guard photo by Master Sgt. Becky Vanshur)

Story and photos by
Master Sgt. Becky
Vanshur
124th Fighter Wing
Public Affairs

BARKSDALE AIR FORCE BASE, La. – “Do you trust yourself?” That was the question asked of Idaho’s 190th Fighter Squadron “Warthog” pilot 1st Lt. Mike Binford, after he prepared, built, safety-checked, and autographed “his” bomb with his call sign, Weasel, on March 16 at Barksdale AFB.

Sitting in the cockpit of the A-10 Thunderbolt II aircraft, Binford was marshaled into the arming area with the live 500 pound MK 82 low-drag bomb safely secured below. The arming crew pulled the safety pins on the bomb. He then flew over the Army bombing range near Fort Polk in Louisiana and

successfully dropped the bomb on March 21.

More than one hundred Idaho Air National Guardsmen deployed for the first time to Barksdale for air combat training at the Green Flag East exercise for nearly three weeks. Binford had the unique opportunity to visit the “bomb dump” at the other side of the Shreveport, La area base and be involved--hands on, with the step-by-step process of building the MK 82 low-drag bomb.

“Every component to these bombs is pre-constructed and stored in these earth covered igloos,” said Senior Airman Craig Hereau, 124th Maintenance Squadron, Munitions Flight bomb

specialist. He explained each step to the process as he shows Binford how to build his own bomb.

“We are going to take every component from the storage (igloo) and inspect each piece. Then we are going to assemble the entire bomb with these components from beginning to end, using the specific configurations and fuse timings, you, as the pilot, have requested,” he said. “Then we will load all of these bombs onto the trailer. My job is line delivery, and I will drive them out to the flight line to be loaded onto your aircraft. From that point, you will work with the load crew.”



1st Lt. Mike Binford, 190th Fighter Wing "Warthog" pilot, left, with Senior Airman Craig Hereau, 124th Maintenance Squadron, Munitions Flight, built a MK 82 low-drag bomb, that 1st Lt. Binford then loaded, secured, safety checked, autographed with his call sign, and dropped the 500 pound bomb from the A-10 Thunderbolt II aircraft on March 16 at Barksdale Air Force Base, La. (Air National Guard photo by Master Sgt. Becky Vanshur)

Before loading “his” 500 pound bomb onto the trailer, Binford autographed it with his call sign--Weasel.

“It has been a really good experience to be able to come out here, as a pilot, and trust myself to build a bomb, ensure it is safely secured to the bottom of my plane and be able to fly the sortie

to deploy the live bomb,” he said. “It is important to see the entire process to gain a better understanding of the weapon itself.”



190th Fighter Squadron "Warthog" pilot 1st Lt. Mike Binford, from Boise, Idaho, autographed his call sign Weasel onto the 500 pound MK 82 low-drag bomb that he helped build on March 16 at Barksdale Air Force Base, La. (Air National Guard photo by Master Sgt. Becky Vanshur)



Staff Sgt. Taylor McBride, a crew chief with the 124th Maintenance Squadron, Idaho Air National Guard from Gowen Field, Boise, guides the A-10 Thunderbolt II aircraft for a night flying sortie on March 12 at Green Flag East training, Barksdale Air Force Base, La. (Air National Guard photo by Master Sgt. Becky Vanshur)

Motorcycle Awareness 2014

Accept What is Real

by Stacey 'Ax' Axmaker

Idaho STAR Motorcycle Safety Program, www.idahostar.org

May is Motorcycle Safety Awareness Month. Crashes between cars and motorcycles can happen – largely because motorcycles can be hard to see and many drivers (and riders) are paying attention to things other than driving. The rider is much more likely to be hurt or killed in these crashes. This is what we all want to prevent.



Bumper stickers, billboards, TV ads, and even internet and social media posts encourage drivers to 'Look Twice for Motorcycles' and to 'Share the Road.' The Idaho STAR Motorcycle Safety Program supports all of these efforts to promote driver awareness of motorcycles. This article, however, is directed more at the riders and what the riders can do to help prevent these crashes.

Let's talk a little about riding in the 'Real World.' As riders – we have to accept reality. If your gas tank is empty – that's real. If your tire tread is gone – that's real. If there is gravel on the road – that's real. If you get hit by a bug at 65mph – that's real (ouch!). Cars pull out or turn in front of motorcycles – that's real, too. In fact, over the past 4 years in Idaho, a car violating a motorcycle's right-of-way was involved in 20% of the fatalities. We can't pretend that any of those things aren't real or wish that they were different

We live (and ride) in a world of distracted road users. It's not that they are "out to get us." It's just that for far too many drivers – driving is not their first priority. Texting, talking on the phone, checking Facebook, Twitter, eating, drinking, reading, writing, and even shaving or putting on makeup – there are lots of distractions out there. Riders can be distracted too: GPS,

CB radio, music, communication systems, in-helmet phones, and watching the rest of the group we are riding with, can all distract us from our ride.

Regardless of who is at fault or who is distracted, the consequences of a car vs. motorcycle crash are always worse for the rider. We need to accept that the world of distracted road users is real. We should not expect anything different. Am I suggesting that we give up on motorist awareness campaigns? No. Should we continue with 'Look Twice' and 'Share the Road' programs and messages? Yes. Should we expect drivers to see us? No.

It is our wish that all riders across the state of Idaho (and everywhere else, too) ride crash free. We encourage everyone to expect those drivers to not see you, expect them to pull out, change lanes, or make that left turn across your path. Once you expect it, you can take action to be ready. In those moments of truth, it doesn't matter who's right and who's wrong. What matters is that we find a way to prevent the crash. No one gets hurt in crashes that never happen.



Riding our motorcycles through Idaho's beautiful country is something all riders enjoy. We also all share the goal of riding all the way home – safe and sound – to our loved ones. Accept what is real – a world of distracted road users. Be ready, act quickly, and prevent those crashes.

Ride well, Ride safe, and Ride lots!

~Ax

Airman 1st Class Sandra Ludwig, from the 124th Medical Group environmental office, proceeds through the decontamination tent after collecting samples from a simulated hazardous chemical threat for testing at Gowen Field, Boise, Idaho Feb. 28. (Air National Guard photo by

IDAHO AIR NATIONAL GUARD

124FW Emergency Mgmt team demonstrates skill with LIDS (Lightweight Inflatable Decontamination Systems)

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

124th Fighter Wing Emergency Management and the Gowen Field Fire department demonstrated their skill responding to and decontaminating personnel and equipment in simulated contamination incident at Gowen Field Feb. 28.

Members of the Wing Inspection Team reported the presence of hazardous chemical substances inside a building. The first responders from the fire department coordinated with emergency management and medical personnel to assemble a response team and a response plan, set up the decontamination processing area, and assess the threat to Gowen Field operations.

“The LIDS (Lightweight Inflatable Decontamination System) allows first responders to systematically remove contamination or potential



Firefighters from the 124th Civil Engineering Squadron respond to a simulated hazardous material threat exercise at Gowen Field, Boise, Idaho Feb. 28. (Air National Guard photo by Master Sgt. Becky Vanshur)



contamination from personnel protective equipment,” said 1st Sgt. Jeremy Hamrick, 101st Civil Support Team Weapons of Mass Destruction.

The response team was inspected by five members of the Wing Inspection Team lead by Lt. Col. Linda Schneider to evaluate unit performance and identify opportunities for improvement. The response team included an incident commander, operations officer, safety officer, and HAZMAT branch officer and many other personnel from the fire department and Emergency Management.

This was the first time Emergency Management had setup the LIDS so they were assisted by experienced 101st CST personnel. The LIDS are inflatable

Airman 1st Class Sandra Ludwig, from the 124th Medical Group environmental office, dressed in her hazardous material suit before entering and collecting a sample from a building with a simulated hazardous chemical inside, at Gowen Field, Boise, Idaho on Feb. 28. (Air National Guard photo by Master Sgt. Becky Vanshur)





Master Sgt. Robert McGarvie, from the 124th Medical Group environmental office, dressed in his hazardous material suit before entering a building with a simulated hazardous chemical inside, at Gowen Field, Boise, Idaho on Feb. 28. (Air National Guard photo by Master Sgt. Becky Vanshur)

structures to transition personnel from a “hot zone” or contaminated area to a “warm/cool zone” designated as free of contamination.

With practice, the LIDS can be fully setup in 20 minutes. They can be attached to water and heat and can facilitate decontamination with water, soap, bleach or even dry decontamination with M295 kits or RSDL (reactive skin decontamination lotion).

“Contamination is placed in overpacks, which are sealed plastic tubs to contain and dispose of contaminated suits,” Army Sgt. Gayle Bettis, 101st CST.

IG INSPECTION ALERT
During MAY UTA the Wing
Inspection Team will evaluate the
mobility processing line for
‘Continuing Resolve II’



Over 150 members of the Idaho Army and Air National Guard and Naval Reserves, participated in the first annual 5K run to "Live our Values, Step Up to Stop Sexual Assault" on April 25, 2014. The windy and rainy afternoon did not deter any of the runners and walkers from completing the course that traversed Gowen Field in Boise.



See the Flickr photo album of this event at: <https://flic.kr/s/aHsjXGRRdk>

Lt. Col. Richard P. Harper, Inspector General, runs through the rain and cold during the first annual Idaho National Guard Sexual Assault Awareness Month (SAAM) 5k run/walk at Gowen Field, Boise, Idaho on Apr. 25, 2014. (Air National Guard photo by Tech. Sgt. Joshua Allmaras)

Maj. Gen. Gary L. Saylor, Commanding General, prepares to participate in the first annual Idaho National Guard Sexual Assault Awareness Month (SAAM) 5k run/walk at Gowen Field, Boise, Idaho on Apr. 25, 2014. (Air National Guard photo by Tech. Sgt. Joshua Allmaras)



Gowen Field Firefighters Train on Fed Ex 727

By Senior Master Sgt. Christopher A. Brearley
Fire Chief, Gowen Field Fire Dept.
Special to the Beacon



Photo by Senior Master Sgt. Christopher A. Brearley

Last month traditional and full time firefighters assigned to the 124 CES Fire Department got a chance to put their skills to the test on a simulated Boeing 727 Cargo Fire.

The initial call came in as a Fed Ex 727 on the 3rd runway with smoke showing out of the rear

cargo door and a pilot and crewmember unaccounted for. Firefighters quickly responded with their brand new rapid intervention vehicles (RIVs), rescue truck, and 4,000-gallon water tender. Once on scene they deployed handlines and made entry while simultaneously fighting fire and egressing the pilot and crewmember.

This exercise was about as realistic as it gets, according to training officer Mr. Ryan York. "Smoking up an actual aircraft is something many fire departments don't get to do so we are very fortunate here in Boise to be able to do this."

Mr. York and Tech. Sgt. Wayne Riley came up with an exercise scenario that was based on an actual 727-cargo fire that occurred several years ago. A smoke generator was carefully placed inside the cargo hold and the pilot was strapped into his seat to make egress as realistic as possible.

Senior Airman Clint Colson was one of the first firefighters to make entry and he was quick to point out, "Once I entered the aircraft it was so smoky I could not see my hand in front of my face!" Despite the lack of visibility crews quickly located the victims and safely removed them from the aircraft.

The Fed Ex 727-200 Cargo Jet was donated in February of 2011 to the city of Boise for fire department and law enforcement training. It was also used last year for the Boise Airport's

triennial exercise. Since 2000 Fed Ex has donated 45 of its aircraft to various organizations and communities.

This time the scenario was staged but the chance of responding to a real world incident is very high. The Gowen Field Fire Department has a mutual-aid agreement with the City



of Boise to respond to any fire or vehicle accident off base when requested. We are also part of the Boise Airport Emergency Plan, which means we respond to civilian aircraft emergencies providing rescue support and egress.



Rescue mission photos by Master Sgt. Becky Vanshur.