

The

# Eagle's Eye

Summer 2010

Florida Air National Guard

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A man in a military uniform, wearing a cap and glasses, is speaking at a podium. The background shows a large, open structure, possibly an aircraft hangar, with a blue sky. The man's name tag reads "TITSHAW".

A New  
Era  
Begins



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**FRONT COVER:** Maj. Gen. Emmett Titshaw, Jr., The Adjutant General, gives his speech after assuming command of the Florida National Guard.

**BACK COVER:** Maj. Gen. Emmett Titshaw, Jr. poses in front an F-15.

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# Commander's Column

By Brig. Gen. Joseph G. Balskus  
Assistant Adjutant General for Air  
Commander, Florida Air National Guard



If you didn't have a chance to participate or attend, let me tell you that the weekend events of June 25-26 were spectacular. The Friday night event, hosted by our very own Florida Air National Guard, honored the 47 years of service to state and nation of Maj. Gen. Douglas Burnett.

There is no need to even discuss whether his 8.5 years will just go into the history books and he will be forgotten. Why? Quite simply and to the point, Burnett made an ineradicable mark on the Florida National Guard that will live on in the form of modernization of equipment and buildings, along with improvements in readiness and inspection ratings, bringing us to levels of success never before seen. To you sir, we say thank you and we offer our prayers for you and Judy as you move on to new chapters in life.

Maj. Gen. Emmett "Buddy" Titshaw, Jr. became the 10th adjutant general in the Florida National Guard's history as he proudly accepted the flag during a change-of-command ceremony.

The parade field was magnificent, and even with heat in

*'All listened intently as the speech began. Our shoulders went back with pride, and our new leader was in command.'*

the 90s the event was attended by more than 1,000 guests who witnessed a world-class ceremony complete with a formation of Army major commands and the Air National Guard.

Showcasing the proud history and preservation of the military change of command, the colors advanced and were presented and the major commands echoed the commands of Brig. Gen. Don Tyre, the commander of troops.

Patriotism abounded with the audience and participants when the Humvee carrying the new adjutant general, the outgoing adjutant general, and the commander of troops did the ceremonial pass and review.

All in attendance knew a new era had begun and there was not apprehension, but rather a very peaceful confidence in know-

ing this new adjutant general would continue to lead and lead well, giving his all to ensure the Florida National Guard stayed on course and thrived under his watch.

Titshaw stepped to the podium and first gave thanks to the governor for the opportunity, then to the leadership at the National Guard Bureau, both Gen. Craig McKinley, chief of the NGB, and Lt. Gen. Harry M. Wyatt, director of the ANG, and then to his friend and mentor of 40 years, Maj. Gen. Burnett.

All listened intently as the speech began. Our shoulders went back with pride and our new leader was in command.

"Let me say with great conviction that I believe serving in the National Guard is both a noble and a difficult calling. We Guardsmen derive our satisfac-

tion not from material rewards, but from a sense of duty and commitment to our fellow countrymen. Like you on the field before us today, I am in the National Guard because I believe in what we do, and because I can think of no higher calling than standing shoulder to shoulder with you, in service to our nation and state. I want you to know that I take seriously the sacred trust of command and I will work long and hard for you and your families,”

Titshaw said.

With that, the ceremony ended. All in attendance felt invigorated by the event and its significance. We stepped out of formation and the phone rang.

“Copy, got it,” I answered. “You need augmentation for the 101st Air Operations Group within a week to work Deepwater Horizon. Colonel Spear, Colonel Barbarides, circle up, we’ve got work to do.”

Yes, my fellow National

Guardsmen, life in the guard continues. We will press on giving the new adjutant general our very best, falling right in line with his proven leadership. We will excel in the tasks before us as we provide safety and security to the citizens of Florida. We will fight and win our nations wars with the unyielding commitment that is a part of us. I am honored to serve as your commander.

Enjoy this edition of *The Eagle’s Eye!*

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## Chief’s Counsel

By Chief Master Sgt. Charles W. Wisniewski  
State Command Chief Master Sgt.

The state of Florida has, in 2010, an estimated population of 18,537,969 people. There are only 12,000 Soldiers and Airmen currently serving in the Florida National Guard. That puts you in an elite group of less than .0006 percent of the population that has voluntarily stepped up to wear this uniform and serve this state.

Being such a small number, we must always remember that we have to project that professional image that gives our citizens confidence that we are the rock that will be there in their time of need.

If you have seen any of the recent polls taken about how people view their government, you know those numbers are bleak; only the military ranks high as a competent, professional and reliable force.

These are extremely tough times that our state and nation are going through with the current

economic crisis. People are uncertain about their jobs. Can they continue to pay their mortgages? How long will it be before things start to look better?

We, as Florida Guardsmen, can give them that confidence that we are the one constant that they can trust and believe in by the way we wear our uniforms and how we act while in the public eye. They know we will be there when the storm strikes.

Every time we go out our front door we have to remember that they are looking at us, they want us to continue to be the one group that they can believe in! Wear your uniform with pride and project that image of confidence, professionalism and strength.

Our job is to be there for the citizens of our state and nation, to manage the crisis and overcome whatever difficulties they face. We must be ready 24/7, 365 to

respond when we get the call, to put on the uniform and come to the rescue.

I know this may sound overly dramatic, but I really believe that people are hurting; the polls show they are losing faith, confidence and trust in their government to do the right things.

We as members of the Florida Air National Guard still have their trust and confidence and we must continue to do those things that have earned that trust and confidence.

Be proud of who you are and what you do. Be proud that you are part of that .0006 percent that stepped up to serve.

Be proud that you are the lighthouse in the storm and by your professionalism, dedication and commitment you above all the rest have earned the trust and respect of the citizens of our state and nation.



# From the Cockpit

By Col. Bob Branyon  
125FW Commander

## Red Flag Alaska: Fox-3!

Despite it being the middle of June, the morning temperature in Alaska is cool. I grab a jacket as I head into the Red Flag building at Elmendorf Air Force Base, thankful to be absent from the sweltering heat back in Jacksonville.

Our mission is to escort a strike package of: F-16CJs, an F-16 model tasked to destroy Surface-to-Air Missile (SAM) sites and suppress other enemy air defenses, A-10 Thunderbolts, F-16 Falcons and Marine AV-8B Harriers bombing targets, and C-130s with planned airdrops and pick-ups.

After our flight briefing, we link up with the forces from Eielson Air Force Base, Alaska, via video teleconference and brief with the forces located there, including four Japanese F-15Js.

Opposing our strike into enemy territory will be 12 “Red” Aggressor F-16s, trained to disrupt and destroy our “Blue” forces. For the next hour, we cover the mission details and Rules of Engagement.

Fast forward another hour and I’m finally in my F-15 with the engines cranked. I am programming the jet’s HAVE QUICK radio to sync with Blue aircraft. HAVE QUICK allows our radios to “hop” frequencies to defeat enemy communications jamming.

Forty minutes later our F-15s are roaring off the runway in full afterburner, accelerating quickly in the cool Alaskan air. We rendezvous with our tanker for air refueling as we fly north to the friendly side of the war. It’s critical for our Eagles to be full of gas when we push into bad guy land,

as we must provide protection for the strike “package” for almost an hour.

During that time, the 12 Aggressor aircraft will regenerate at simulated enemy bases to create at least 36 total enemy aircraft, each simulating a SU-27 Flanker with 10 missiles each. That makes around 360 missiles that could be flying toward our entire strike and escort package! The Aggressors are very proficient, achieving kills against Blue escorts or strikers on every mission. Our job of protecting the strikers and ourselves is very challenging, but if it was easy anybody could do it, right?!

What makes the FANG particularly lethal during this Red Flag is operation of our first two Active Electronically Scanned Array (AESA) radars. Additionally, several jets are fitted with the new Joint Helmet Mounted Cueing System (JHMCS). These helmet-mounted sights allow our targeting data to appear in our helmet visors, so anywhere we look with our eyes we can immediately lock-on to targets and fire either AIM-120 AMRAAM radar-guided missiles or our new AIM-9X Sidewinder heat-seeking missiles. Furthermore, almost all friendly aircraft will appear on one of our cockpit “God’s-eye” displays because of our Fighter Data Link (FDL) capability, giving us great situational awareness. With these upgrades, the 125th Fighter Wing F-15s continue to be some of the most lethal air-to-air fighters in the world.

Our FDL shows us that our Blue forces are in

place and ready to go. Unfortunately, the Japanese F-15Js and C-130s are not FDL-capable. We are hopeful that everyone will stick to the plan, reducing identification challenges. The very worst thing you can do in a Red Flag scenario, other than crash a jet, is commit fratricide (kill your buddy).

Our Airborne Early Warning and Control (AWAC) controller gives us a “picture” call, describing the location of the airborne bandits, as the flight lead calls, “Angry Flight Push,” telling our strikers we’re crossing into bad guy land. I love the descriptive call-sign “Angry” assigned to one of our FANG flights of 4 (4-ship) for the duration of the Red Flag. Too bad the call sign assigned to our second 4-ship is “Curly!”

The enemy screams north as we fly south, closing at 20 miles per minute. Lead calls, “Burner!” and we light three stages of our five-stage afterburner, climbing into the thin air of 40,000 feet, where our missiles can extend their range. Our eight Eagles will attempt to “clean up” the 12 Aggressors headed our way.

Soon the radio is crowded with multiple “Fox-3!” calls, as our pilots unleash their AIM-120s. A few miles later, our AMRAAMS have found their targets, allowing the Eagles to “break lock” and turn 180 degrees, exiting back north. The idea is to defeat the enemy missiles headed our way, while our AIM-120s track down and destroy the enemy. Unfortunately, many of the bandits maneuver aggressively, and some of them defeat our missiles.

Now, it gets really crazy. There are bandits close behind us who have survived our initial onslaught of missiles, and they are determined to either kill an Eagle or attack the Blue aircraft on strike routes to their targets. Our flight lead exclaims, “Angry and Curly, hot right!” as we engage full afterburner and a max performance turn to get our radars pointed quickly at the enemy.

Immediately, the bandits launch missiles before we have finished our turns. We have precious few seconds to acquire, identify and launch against the enemy. This is where the two AESA radars, flown by the flight leads of Angry and Curly, make their money. Detection of multiple bandit groups is almost instantaneous. Other flight members use their own radars and help from the AESA Eagles

to quickly launch their missiles. Angry and Curly, who are “spiked” by the enemy radar, execute max performance defensive maneuvers, dropping their onboard countermeasures of chaff and flares in order to survive.

The calls are non-stop and overlapping on the radio. Multiple aggressor aircraft are “killed” and, in some cases, only seconds before the enemy missiles would have killed our Blue forces. A lone Aggressor sneaks past our Eagles and AWACs, prioritizing protection of the strike package. Before an F-16CJ finds the bandit and achieves a kill, the Aggressor is able to kill a Blue striker.

The FANG and the remaining 2 Japanese Eagles set up in their “reset” orbits, just outside of the range of the enemy SAMs, yet very close to the Red regeneration airfields. We are running low on missiles, but stay until the last striker is off-target. Some of our Eagles lead the strikers back north, while the remaining Eagles fly in trail to protect against the regenerated inbound enemy F-16s. Finally, the last of the Blue forces exit the enemy airspace and the exercise is terminated.

While returning to base, I have a few minutes to catch my breath and admire the Alaskan landscape from 20,000 feet. It is absolutely beautiful as I gaze across the mountain ranges and the glaciers below. I see Mt. McKinley standing majestically in the distance. This was my first time flying in the Alaskan airspace. It was an incredible exercise with lots of learning. We interacted with foreign countries, worked through language barriers and increased our combat capability. The 125FW was able to bring lethal force to the enemy because of the contribution of every single person at the Wing.

It is ironic that last week I met my youngest daughter, Katie, at the Jacksonville International Airport as she returns from Air Force ROTC Field Training. Her 369-person Maxwell encampment chose “Fox-3” as their flight slogan. She said, “Dad, they told us that when a pilot calls ‘Fox-3’ and launches a missile, it can only occur successfully by the contributions of every single person on an Air Force base.”

So, on behalf of all of the men and women of the 125th Fighter Wing, to our future bad guys, I say, “Bring It...Fox-3!”

# News from HQ

## ‘Fitness is here to stay for combat Airmen’

By Kathy Bellas

Executive Assistant to Brig. Gen. Joseph Balskus  
FLANG, AAG-A, Commander

Substantial changes were made to the Air Force Fitness Program July 1 impacting all active duty Air Force, Air Force Reserves and Air National Guard personnel. The goal of the Fitness Program is to motivate all Airmen to participate in a year-round physical conditioning program that emphasizes total fitness.

The best way to ensure a rating of “excellent” on your next Physical Training (PT) test is to engage in aerobic activity, flexibility training and weight training at least three times per week to help maintain superior fitness levels. Airmen may access their individual fitness reports directly from the Air Force Portal.

As in the past, an overall composite fitness score will be based on aerobic fitness, body composition and muscular fitness components to determine overall fitness. The minimum composite score required to pass the PT test is still 75; however, minimum scores per component have now been established. Obtaining only the minimum score in each component will not provide you with sufficient points to pass the test.

Airmen with waist measurements exceeding 39 inches for men and 35.5 inches for women will be counted as an automatic failure and will not be permitted to take the PT test. Additionally, changes were made to the possible points available for two components, body composition (waist size) and 1.5 mile run time. Overall maximum component scores are:

**Run time:** 60 total possible points (previously 50 points)

**Body composition/waist size:** 20 possible points (previously 30 points)

**Push-ups and sit-ups:** 10 points each (no change)


Along with the changes to the points system, Airmen should be aware of the following:

- A Fitness Screening Questionnaire must be submitted 90 days prior, but no later than 7 days prior to test date (minimum one UTA prior for DSGs).

- The step test has been replaced by the one-mile walk measuring an individual’s aerobic capacity (VO2 max). However, previous steppers are not automatically walking. All Airmen will run unless medically exempted or on a one-time 90-day deferral.

- Score Calculator and charts are available at:  
<https://125fw-sp-01/C13/Fitness%20Program/default.aspx>.

Brig. Gen. Joseph G. Balskus, FLANG commander, has asked his Commander Advisory Council to review the new program. They will recommend a standardized program throughout the FLANG for compliance and commander action for non-compliance. Look for the FLANG/CC policy letter soon.



**I**'m a seven-year staff sergeant who recently returned from my second Area of Responsibility tour and had the world at my feet.

**I never thought it would happen  
to me...**

*By Anonymous*

**A**fter returning from my last deployment, I was eager to move into my new apartment and start my new job. It was the weekend and most of my friends from the base had the next two days off. Being that I returned without a scratch and with some good stories in my pocket, we decided to go out that Friday to celebrate.

Dinner was great. I ate good food with great company and a beer. It was a rather large beer, but nothing out of the norm. It was rounding 10 p.m. when we headed out to the bar. Everyone was having a great time. Between our shop talk and the few rounds, time flew by. When closing time came around, all my friends were with their girls, so they had designated drivers. Since I had no DD, my plan was to get a cab and return

later that day for my truck. Waving to them as they headed out, I turned to the bartender and asked for a glass of water, the tab and a cab. It was 1:30 a.m....

At 5:30 a.m. I came to in the back of the state trooper's car. I assessed my face for damage in the rearview mirror and said what I was thinking out loud, "I must've won the fight." The state trooper looked back over his shoulder through the mirror and said this, "What fight?" I figured that would be the only reason he picked me up. Not that I would have started any fights, just in general that could be the only reason. He then started to describe this horrible scene to me: **Mister, you were pulled over for a DUI. You were on I-295 South driving in a northern direction.**



*Photo Illustration By Jaelyn Gallucci  
LongIslandPress.com*

**S**tunned and on my way to county lock-up, nervous would be an understatement. While I was still trying to compute the trooper's story they began to book me. You always hear terrible stories of guys my size in jail. Stories where the guy my size would have to fight and win in order to... well, you get the picture. As I was finishing the booking process, I realized that the only phone numbers I really knew were the base command post and my parents'. Neither would have helped, plus it was the weekend... I was going to be in there for a long time.

Luckily, I was told the judge would see me and I should be released by night fall. I've been in jail long enough by this point to process most of the situation: I'm going to lose my job, have to pay lots of fines and lose my driver's license. The time came to face the judge. I tell him that I can't recall the event and that I'm more than sorry for my actions, but I need to enter a plea of not guilty. He understood my situation and released me on my own accord. Next came the longest leg of this awful trip...

The first step was to find my truck and retrieve it from the police impounds. While I did that I found a lawyer that specializes in DUIs. He did his best to calm me down and walked me through my options.

They started with \$2,500 to get a business purpose only driver's license - this is so I can drive back and forth to work, church and hospital if need be. My attorney fee was \$5,000; this did not include the \$400 it cost me to retrieve my truck and the subpoena charges for the courts; those totaled about \$1,500 more. We still hadn't factored in the fines, community service, and the charger for the Ignition Interlock System - a device I blow into that reads my blood alcohol content before I can drive my vehicle. Also, I had to pay for DUI classes that were required to get my license back. All in all, the total was around \$10,000.

**T**he AFI clearly states that a DUI is grounds for discharge. Thankfully, I've had a pretty clear record so far, and the leadership is willing to stick with me through this tough time.

I've been given an LOR and may get an Article 15. This road is long, difficult and very trying. I'll get through it though, with the help of my family, good friends and the backing of our understanding leadership.

Thank you for reading my story and I hope this will help someone before they make the same mistake I did.

# 202nd REDHORSE



A 10K adverse-terrain forklift with a generator is loaded on a lowboy trailer. The forklift is used for loading and unloading palletized equipment up to a 10,000 pound limit.

## Crisis Handlers

*Story By 2nd Lt. Joshua A. Hornick and Senior Master Sgt. Carmel Latta  
Photos By Tech. Sgt. David Scarborough  
202REDHORSE*

The 202nd REDHORSE was selected in October 2009 as the lead engineering squadron in a joint services operation called CBRNE (Chemical, Biological, Radiological, Nuclear, high-yield Explosive) Consequence Management Response Force, or simply CCMRF. It is a force prepared to react to any national disaster.

The unit deployed July 10-24 to Indiana where it participated in the joint exercise with the opportunity to display the skills and resources that it has available to support other military and civilian assets in the event of natural disaster or terrorist attack.

The squadron began loading and trucking its

overweight and oversized vehicles, such as bulldozers and cranes, July 8. Two days later, with the assistance of the 125th Fighter Wing Traffic Management Office, the 202REDHORSE proceeded to load, secure and send off another 55 tractor trailers, accomplishing the task in about 13 1/2 hours. In all, the move required 72 commercial tractor trailers and carried approximately 1,760,000 pounds (880 tons) of cargo to be off loaded at Camp Atterbury, Ind. That's like transporting more than 200 African elephants.

From there, many pieces of the 96 rolling stock items and 81 pallets were forward deployed to Forward Operating Base Panther and the Muscatatuck

Paystar Tractor is loaded on a lowboy trailer. The Paystar is an 18-wheel tractor used to transport heavy construction equipment such as excavators, loaders and forklifts. Also pictured are a 6-pax and a 15-pax van. This was an exercise of U.S. Transportation Command to react and move massive amounts of equipment quickly and efficiently.



Urban Training Center. It is in these three areas the 202nd personnel bed down and completed mission taskings, the primary mission being route clearance in a location simulating a nuclear disaster complete with burning wreckage and collapsed buildings.

The 202REDHORSE deployed 117 personnel to join approximately 3,800 more Soldiers and Airmen from 43 states for this training scenario. During the exercise, the Air Force Radiological Assessment Team conducted radiation level measurements while Security Forces patrolled accompanied by helicopters flying over the “affected” area. The exercise also saw search and rescue teams, chemical decontamination teams, and medical personnel all forward deployed in mobile facilities to react



A dumptruck loaded on a removable gooseneck lowboy trailer. The removable gooseneck makes loading and unloading the trailer much easier and safer.

to any scenario where victims of the “disaster” will be.

The main emphasis during training, while humanitarian in its efforts, was to get a better understanding and plan for all the various groups necessary to react to such a scenario. Focus was placed on communicating not only with each other, but also keeping Public Affairs informed allowing them to project to the populace the confidence of a force that will provide assistance to them in such a critical time.

Interestingly enough, much of the preparatory work for this exercise and mission was computer based. All 202REDHORSE personnel were required to complete more than 16 hours of Computer Based Training courses with the Federal Emergency Management Agency.

“This will be a great learning experience for our younger Airmen as well as our more experienced NCOs and officers,” said Master Sgt. Christopher Liston, heavy equipment operator for the Airfields Section. “This will help us in our planning for response to hurricanes and other natural disasters that this unit is consistently tasked in support of our state emergency management functions.”

With the high level of training and the great camaraderie within the 202REDHORSE, the squadron will be ready and able to respond to any type of disaster that the CCMRF mission will require.

# PRIVACY ACT

## Personal Identifiable Information

By Tech. Sgt. Serita L. Morgan

125 CF/SCXK

Knowledge Operation Management Functional Manager

What is Personal Identifiable Information (PII)?

In accordance with Department of Defense 5400.11 R, PII is defined as information about an individual that identifies, links, relates or describes a person.

Maintaining information privacy is the responsibility of every federal employee, military member and contractor who comes into contact with information in identifiable form. All individuals must exercise caution before transmitting personal information over e-mail to ensure it is adequately safeguarded. At a minimum, when sending personal information over e-mail within DOD, ensure:

- ✓ There is an official need
- ✓ All addressee(s), including “CC” addressees, are authorized to receive it under the Privacy Act
- ✓ It is protected from unauthorized disclosure, loss or alteration

When transmitting personal information over e-mail, add “**FOUO**” at the **beginning** of the subject line, followed by the subject, and apply the following statement at the beginning of the e-mail:

“This e-mail contains FOR OFFICIAL USE ONLY (FOUO) information which must be protected under the Privacy Act and AFI 33-332.”

A complete list of releasable and non-releasable information can be found in DoD 5400.11-R and AFI 33-332 Privacy Act Program. In the event of a loss or suspected loss involving PII the individual who discovers the loss must report the incident within one hour to the Wing Privacy Act Officer or the Alternate.

Violations for unauthorized PII exposure include:

Listed below are a few examples of releasable and non-releasable PII:

**Releasable (does **not** require protection)**

Full Name  
Rank  
Home of record (state only)  
Gross salary  
Basic pay entry date  
Duty status  
Official photo

**Non-releasable (requires protection)**

Home or cell phone number  
Social Security Number  
\*(**whole or partial**)  
Security Clearance  
Emergency Contact info  
Driver’s License Number  
Religious Preference  
DOB, Birth Place

- ✓ Civil lawsuit of the AF or the individual who fails to comply with PA or DoD 5400.11-R
- ✓ Misdemeanor charge
- ✓ Fine of \$5,000

If you have any questions please contact Tech. Sgt. Serita L. Morgan, wing Privacy Act officer, or Tech. Sgt. Angela Lee, alternate Privacy Act officer.

**PII: if you collect it..it must be protected!**

# U.S. combines with U.K. during comm. exercise



Senior Airman Rebekah Davison and Tech. Sgt. Scott Crawford work on Early Entry Package with (top to bottom) United Kingdom Cpls. Johnson, Oaks and Bloor.

*Photo by Tech. Sgt. Raymond Hundley*



*Photo Courtesy of 290JCSS*

Airmen from the 290th Joint Communications Support Squadron stand with members of the 30th Signal Regiment from Bramcote, U.K. after the Cobb Ring Exercise. Cobb Ring tested the interoperability of communications equipment and operation procedures.

*By Master Sgt. Dawn Carrera  
290JCSS*

Eight members of the 290th Joint Communications Support Squadron worked with the members of the 30th Signal Regiment from Bramcote, United Kingdom June 5-24 as part of the Cobb Ring Exercise. The goal of this exercise was to test interoperability between the tactical communication equipment of both countries.

One four-person team from the 290JCSS, operating an Early Entry Package (EEP), was co-located with 15 British Army communicators operating their Cormorant at MacDill Air Force Base. Another four-person team from the 290JCSS traveled to Bramcote with an EEP to work with our U.K. allies. An EEP is a basic package consisting of a satellite and communications equipment used for data and voice transmissions.

Despite minor problems encountered with different interfacing protocols running over the



*Photo by Tech. Sgt. Raymond Hundley*

Senior Airman Rebekah Davison (standing) and Tech. Sgt. Scott Crawford prepare an Early Entry Package in Bramcote, United Kingdom with an unidentified United Kingdom sergeant.

equipment of the two nations, the exercise was met with a measure of success: both teams were able to share ideas and technologies as well as build camaraderie during the World Cup soccer game.

# 50



## *Years of flight together*

By Col. Bob Branyon  
125FW Commander

“Turn in...fight’s on!” calls my flight lead from his position four miles away.

We were in a one-vs.-one high-aspect dogfight setup and were now closing in at almost 1,000 m.p.h. We passed close, both of us yanking on the sticks of our F-15s to reach 8.5 to 9.0 Gs, striving to make our F-15 outmaneuver our opponent’s. We continued to roll, pull and reverse turns, violently maneuvering the stick and rudder pedals to max perform the F-15. I was doing my very best to achieve a missile or gun “kill shot”...against my best friend!

As commander of the 125th Fighter Wing, I am extremely lucky to have my best friend as my vice commander, Col. Jim Eifert. In fact, he’s been my best friend since we met in 7th grade math class in Orlando in 1973. Jim had his sights set on attending the U.S. Air Force Academy (USAFA) and was trying to convince me what a great place it was.

Jim’s dream began in 3rd grade when his teacher tasked the class with writing their first formal letter and mailing it out. He wrote to USAFA expressing his interest to join and they responded by sending him a full application package. His future brother-in-law, recently retired Maj. Gen. Steve Miller, who was dating Jim’s sister, immediately borrowed Jim’s information in order to start his own successful application to USAFA.

As for me, I had never heard of the Air Force Academy, but it sure sounded good. Jim convinced me to join some clubs and try for leadership positions as we shared classes together throughout junior high and high school. With amazing luck, six years later we graduated from high school in the same class and immediately reported to USAFA, entering in the class of 1982.

After four “fun-filled” years at the Academy, Jim and I were both awarded a UPT (Undergraduate Pilot Training) position at Williams Air Force Base in Phoenix, Ariz. We were even assigned to the same squadron. It was an easy decision to become roommates at an apartment near the base, and we buckled down to study for T-37 and T-38 training.

Halfway through UPT I caused our first “break up” by proposing to my girlfriend, Leslie, and getting married. Jim was not too disappointed since he had been great friends with Leslie for three years in high school, even sitting next to her in several classes. Though friends themselves, Leslie insisted that Jim find another apartment. Go figure!

At the end of our year at UPT, it was time for “Assignment Night.” Amazingly, Jim and I were both assigned to Homestead Air Reserve Base in South Florida.

En route, we had a two-month TDY to Fighter

125th FW

Lead-In Training at Holloman Air Force Base, Ariz. There we learned basic fighter maneuvers and tactics in the AT-38B, again both in the same squadron. Sure enough, from there we were assigned to the same squadron at Homestead.

Between studying and flying, we found time to fish, water ski and scuba dive in the Florida Keys. As the end of the year approached, it was time for another "Assignment Night." Unbelievably, of all of the F-4 bases available in 1984, we were both assigned to Seymour Johnson Air Force Base, N.C., although to separate squadrons this time.

Flying the mighty F-4 was amazing. We conducted every kind of mission imaginable at the time, to include tactical nuclear deliveries and precision guided munitions. At the end of three years, Jim and I finally parted for the first time in 14 years. I went off to be an Aggressor pilot at Nellis Air Force Base, Nev., and Jim was assigned to F-15s at Bitburg Air Base, Germany.

Before he left for Germany, Jim married Beth Hamel, who happened to be the younger sister of one of our best friends from high school, Paul Hamel. Yes, it continues to get weird.

Jim and I both loved the Air Force, and we wanted to make it a career. After flying the F-5 and the F-16 at Nellis, I was assigned to Kadena Air Base, Okinawa, for another F-16 Aggressor assignment. Unfortunately, the Aggressor program was temporarily cancelled, as was my assignment.

Not wanting to quit flying, I learned of the Florida Air National Guard in my home state. After visiting the unit, I decided to join the FANG to fly F-16s in Jacksonville, with the added benefit that my children would grow up close to both sets of grandparents in Orlando.

Meanwhile, Jim loved flying the F-15, and his goal was to attend the USAF F-15 Weapons School. It did not look like that opportunity would happen on active duty, so Jim joined the Hawaii Air National Guard (HANG), which immediately sent him to Weapons School.

Jim served four years in the HANG, until he learned that Jacksonville was transitioning to the F-15 Eagle. Needing an F-15 Weapons Officer, the FANG hired Jim in 1996, and we were once again flying together.

When I joined the FANG, I joined as a part-timer, and my other job was an airline pilot. Soon after Jim joined our squadron, I became a flight commander while Jim was the weapons officer. So, basically, we were peers. Next, Jim was selected to be the squadron operations officer. So, he became my boss. Several years later, I was selected to be the 159th Fighter Squadron commander. So, I became Jim's boss.

Our working relationship was incredible. We had few arguments, I believe, as a result of a strong family upbringing, the values instilled at the Air Force Academy and the desire to do what was right for the people and the mission.

Sure enough, it wasn't long before Jim was ready for and promoted to the operations group commander, where he pinned on O-6. He was my boss again. After a couple of years, I was given the opportunity to be the maintenance group commander, pinned on O-6 myself, and we were peers again. Soon thereafter there was a change in the wing's leadership, and I was asked to be the wing vice commander. Four years later, I was asked to be the wing commander, so it was an easy decision to pick Jim as my vice commander.

As a part-time wing commander, I have truly been challenged to fill the big shoes of the great full-time wing commander who preceded me, retired Col. Scott Stacy. Although I am at the wing about 50 to 70 percent of every month, I rely heavily on Jim to carry the daily workload. He works a lot of the recurring meetings, money and personnel issues, and I try to work the strategic issues, headquarters relationships and community relationships. In fact, with the mix of part-time and full-time Airmen here at the 125th, there are many non-traditional roles that have to be shared to get the J-O-B done.

So, Jim and I have been best buds for 37 years, and we've been flying fighter aircraft for a combined 50 years. I am sure that flying F-15s won't last very much longer for either of us, but it's been a good run. Our relationship has always been strong, but it makes it even easier when you embrace the core values of your organization: Integrity First, Service Before Self and Excellence In All We Do.

# Heritage to Horizons...

Florida's Adjutant General discusses roles of history and future in his leadership philosophy

By Master Sgt. Tom Kielbasa  
FLNG Public Affairs

Adjutant General of Florida Maj. Gen. Emmett R. Titshaw, Jr. knows that at any given time the Florida National Guard is poised at a crossroads. It's not a physical crossroads, but a temporal point between the rich heritage of the Guard's past and the boundless opportunities of its malleable future.

That crossroads is reflected in Maj. Gen. Titshaw's leadership philosophy titled "Linking Our Heritage to Our Horizons." During a recent interview with the Adjutant General he said he hopes his tenure as Florida's top military leader will reflect that idea of tying the past and future together. The end result, he explained, will be a stronger Florida National Guard.

"I think increasingly if one looks at our history and looks at what motivated our forefathers to establish not only this country, but our constitution...we see that those principles have stood the test of time," Maj. Gen. Titshaw, who became Florida's Adjutant General on June 26, said.

The general noted that he is modeling some of his leadership principles on many of the previous Adjutants General, including those he personally knew.

"If you look back in our history you see that there aren't that many Adjutants General," the general noted. "To be included in that group is a phenomenal thing for me. I'm honored to be among that group of leaders. I have been privileged to know five previous Adjutants General throughout my 40-year career – Generals McMillan, Bullard, Ensslin, Harrison and Burnett. I have studied several of the others, such as Lang and Collins, and have come to admire their transformational leadership. I said in my Change of Command speech that we would 'fight and win our nation's wars with unyielding commitment.' It was David Lang's demonstration of unyielding commitment in battle after battle and then later, in peacetime, to his soldiers of the Florida Militia that motivated me to say that."

But beyond the leadership aspect, Maj. Gen. Titshaw noted that the militia tradition of

the National Guard just "makes sense" for Florida and the United States – especially considering the breadth of the current economic recession.

"We are entering an era in which the militia heritage makes so much sense for this nation," he explained. "We were predominately a militia nation until the end of World War II, and the Cold War required us to have a large standing Army with our strategy of containing the Soviet Union... We could afford it. Our nation was very prosperous and was emerging as an economic powerhouse.

"But today we are significantly challenged by our economic condition," he added. "Our economic status in the world is becoming a matter of national security, and I think the solution to our problem is founded in the forefathers setting up a militia which became the National Guard."

He said because the National Guard can offer the same capabilities of active duty forces at 30-40 percent of their cost, our "militia tradition" can help offer a solution to economic challenges facing the Department of Defense.

"There is very little silver lining around this dark cloud," he said, "but if there is one it's what reserve components in general – and the National Guard in particular – offer this nation as a solution."

Maj. Gen. Titshaw took command of the Florida National Guard during what he terms a



Photo by Ms. Debra Cox

**Maj. Gen. Emmett Titshaw, Jr. and his wife, Gretchen, speak at a reception following the change of command ceremony.**





*Photo Courtesy of Ms. Debra Cox*

**Major General Emmett Titshaw accepts the Joint Force Headquarters flag signifying his acceptance of command of the Florida National Guard at the change of command ceremony held on June 26, 2010 at Camp Blanding Joint Training Center.**

“high-water mark” in the Guard’s history: this year more than 3,600 Soldiers and Airmen will be serving around the world at the same time for operational deployments, forecasters have predicted an active hurricane season, and the Florida National Guard is still involved in Deepwater Horizon relief operations.

“But, we are ready,” the general said. “Our equipment levels are the highest they’ve ever been. Our training has resulted in a very proficient force for hurricane or domestic response. And we have plans – if we need to reach deeper – to call from other states through Emergency Management Assistance Compacts.”

While the Florida National Guard and the Department of Military Affairs is ready for short-term missions, Maj. Gen. Titshaw said he wants his leadership team – both military and civilian – to be ready to face the uncertain future at the opposite side of the “crossroads.”

“The era in which we live is going to be extremely demanding,” he explained. “Enhancing and improving the readiness of the Florida National Guard is going to be a challenging endeavor in an era of constrained budgets, ...I want to guide this force through these very troubled waters and I want to come out on the other side a very highly capable combat-ready force that is prepared for the next challenge. We certainly are going to work

hard to modernize some of our equipment to obtain additional force structure. We know there will be changing force structure in the National Guard.”

As a past Air National Guard Advisor to Air Combat Command, the Advisor to the Director of the Air National Guard, and Advisor to the Chief of Staff of the Air Force, Maj. Gen. Titshaw brings a unique insight into how the Florida Air National Guard fits – and will continue to fit – into the larger Air Force.

“The message that I want to send to all Florida Air National Guardsmen is that our horizons are bright,” he said. “The mission sets that we’re currently performing in the Florida Air National Guard are required missions of the United States Air Force. I look around the state and I see tremendous potential.”

He said that potential includes the entire organization including the air and space operations, communications, range operations, weather flight and training, engineering missions, pilot training, and the missions of the 125th Fighter Wing.

“They are going to be in high demand – they will be highly regarded and highly needed in the future,” he noted. “So the future looks bright for the Florida Air National Guard.”

# Three ways to victory

## The 114th Range Operations Squadron initiates Emergency Support Function 5 in response to Operation Deepwater Horizon

By Tech. Sgt. Brian Mongold  
114ROPS Public Affairs

Airmen from the 114th Range Operations Squadron were activated June 11 to perform an oil reconnaissance mission in support of Operation Deepwater Horizon which followed the BP-contracted rig's explosion just two months earlier.

The U.S. Coast Guard estimated 200,000 gallons of crude oil spilled into the Gulf of Mexico each day. With an expanding oil slick already 600 miles in circumference, Governor Charlie Crist made Florida's preparation and response top priority to protect the health and well-being of both residents and visitors.

These Guardsmen were called to action to the State Emergency Operations Center (SEOC) in Tallahassee. The well-trained and mission-ready Airmen have manned the Emergency Support Function 5 (ESF-5), a planning element that retrieves and reviews messages while extracting data to compile reports.

The ESF-5 supports five critical components: reconnaissance, situation, resource, reservations and documentation. Collectively, they utilize multiple sources, providing real-time reports and information to the state coordinating officer, Da-

vid Halstead, and the governor.

While many Florida Guardsmen are conditioned to weather-related disasters, the Deepwater Horizon oil spill has brought a new challenge. As the team quickly learned, impacts to the shoreline have arrived in the form of tar balls, oil sheen and an oily/watery pudding-like mixture. These Airmen quickly adapted and excelled in every facet.

To establish an open flow of multi-directional communications, the ESF-5 utilize three different approaches. The first method analyzes disseminated information from sources such as BP, Unified Command, USCG and the Florida County Branches. Data is then compiled and conveyed in three key forms of documentation, which include snapshot, the situation report and tracking spreadsheets. The second technique analyzes aerial reconnaissance photos to better direct clean-up teams to oil locations, sheen or tar balls. The third spoke ensures meetings and conference calls take place at designated locations and times.

The team works diligently to confirm each report by scanning all reconnaissance products for oil, mapping each location and predicting future impacts to our shores. Following the confirmation, cleanup assets are alerted.

Airmen from the 114ROPS who've taken part in the ESF-5 are Chief Master Sgt. Leigh Dumas, Master Sgt. Melissa Merideth, Master Sgt. Jennifer Harris, Senior Master Sgt. Bill Lamb, Senior Master Sgt. Orazio Longo, Tech Sgt. Jereme Wyrick, Master Sgt. James Clay, Staff Sgt. James Williams and Airman 1st Class Brandon Rogers.

The involvement of this team exemplifies their mission focus, flexibility and dedication to our great state of Florida. Thanks to the work of the ESF-5 team and other key players in the SEOC, residents and visitors can now breathe easy.



Photo By Master Sgt. Jennifer Harris

**Senior Master Sgt. Orazio Longo continuously reviews messages to extract critical data for accurate reporting as part of ESF-5.**



# Survey asks servicemembers about Don't Ask, Don't Tell policy

By Army Staff Sgt. Blair Heusdens  
FLNG Public Affairs

A change could be on the horizon for a Department of Defense-wide policy, and leadership wants to know how you feel about it.

“Your inputs will be instrumental in shaping the implementation of any change to the law that may occur,” said Gen. Craig McKinley, chief of the National Guard Bureau.

The DoD is currently reviewing the impact of a potential repeal of a law banning gay and lesbian servicemembers from serving openly in the military. The proposed legislation would repeal the existing “Don’t Ask, Don’t Tell” law after a comprehensive review of its effects and implementation is complete and with the certification of the president, secretary of defense and chairman of the Joint Chiefs of Staff.

“Without your views on this subject, a reflective policy cannot be crafted,” said Maj. Gen. Emmett Titshaw, the adjutant general of the Florida National Guard. “I encourage all Guard members to provide this important feedback.”

A Comprehensive Review Working Group has been tasked with examining all regulations and policies related to homosexuality in the military and with reaching out to members of all of the services, including National Guardsmen and reservists.

Servicemember input is essential to determine what impact a possible repeal of the current policy might have on military readiness, military effectiveness, unit cohesion, recruiting and retention,

and family readiness.

The DoD has multiple ways for servicemembers to provide input and feedback. Approximately 400,000 surveys were recently e-mailed to selected personnel across the services, both full-time and part-time, and another 150,000 were mailed to military family members. Servicemembers who did not receive the survey can provide feedback regarding the policy via an online inbox at [www.defense.gov/DADT](http://www.defense.gov/DADT).

The survey and online inbox offer an anonymous option for servicemembers to provide comments regarding the policy.

Servicemembers who would rather opt for a confidential method of providing feedback can do so via a special link provided in the survey and on the website which will provide the servicemember with an untraceable PIN code they can use from any computer. A third party contractor is charged with monitoring the comments to ensure that all names and identifying information is removed to maintain the confidentiality of those who participate.

Servicemembers should be aware that the “Don’t Ask, Don’t Tell” law is still in effect and the DoD remains obligated to apply the law consistently and uniformly.

The online survey will be open for approximately one month and mailed surveys will be due back in mid-September. The overall review process will be completed by Dec. 1.

# Deepwater Horizon airspace activity

By Lt. Col. Susan A Romano  
AFNORTH Public Affairs

As the Deepwater Horizon Response Operation entered Week 13 since the rig exploded April 20 in the Gulf of Mexico, senior Department of Defense and Homeland Security officials made the decision to centralize airspace management operations in the 601st Air & Space Operations Center due to the organization's "inherent and unique skill set" when dealing with airspace deconfliction and ability to respond to natural and man-made disasters.

The Aviation Coordination Command (ACC) was created to alleviate the burden the U.S. Coast Guard was undertaking since the response mission began. Coast Guard Capt. Mike Emerson was tapped as director of the ACC to manage and coordinate the abundance of aviation resources currently operating in the Gulf Region.

"Our primary role is to ensure the safe and efficient use of the temporary flight restriction area where several hundred airframes operate on a daily basis," Emerson said. "By centralizing the management of resources and aircraft activity in the Gulf, we can integrate the air campaign and work closely with the affected states' incident command posts."

The 601AOC is no stranger to responding to natural disasters. In the wake of the earthquake that devastated Haiti in January 2010, the 601AOC was tasked to assist with airspace deconfliction and air flow in and out of the Port-au-Prince airport, while maximizing the efficient use of inbound and outbound air traffic. The organization took what some pilots called "a big giant hairball" of air traffic and streamlined air operations to get much-needed aid to the Haitian people.

"The decision to move airspace coordination operations to the 601st AOC makes complete sense," Emerson said. "The men and women of U.S. Northern Command's air component have world-class capabilities and expertise when it comes to airspace management and deconfliction, and we've been able to leverage that to our advantage. Things like access to networks, shared databases, common operating pictures and full motion video have proven to be invaluable to the initial success of the ACC."

"Likewise, they bring experience from past events like the earthquake in Haiti that you just can't glean from a textbook or corporate manual," he said.

On any given day, the temporary flight restriction area (TFR) sees up to 135 various types of aircraft: fish and oil spotters, banner towers, boom operators, spray flights, oil platform helicopters, media representatives, general aviation pilots, state and federal participants, and military aircraft. The TFR covers a 20,000 square mile radius up to an altitude of 3,000 feet (which excludes commercial airliners) and the Federal Aviation Administration dictates the required compliance within that airspace.

"Our job is to ensure all aircraft flying in the affected area are FAA-compliant while operating in a safe, manageable environment," Emerson said.

Currently, the 601AOC has approximately 75 members supporting the ACC. The support covers a broad spectrum of backgrounds and services, including active duty Air Force and Navy personnel, federal and state National Guardsmen and civil servants.

"In addition to the AOC's participation in the ACC we also have several liaison officers from the FAA, the Department of Interior, National Geospatial-Intelligence Agency, Customs and Border Protec-

# now coordinated through 601st AOC

tion, U.S. Fish and Wildlife Service, the National Oceanic and Atmospheric Administration, the Coast Guard and BP, just to name a few,” said Col. Randy Spear, 601st AOC commander. “Their input is critical to our overall operation because they are on hand to coordinate activities between their parent organization and the ACC. They also provide technical and subject matter expertise and are able to offer vital interface with the many interagencies that are supporting clean-up efforts in the Gulf.”

While the DOD is known for the mass and speed when responding to disasters of this scope, the ACC director is quick to point out that this is not exclusively a military operation.

“The U.S. Coast Guard remains the lead federal agency for the Deepwater Horizon response, but there are dozens of private and non-government organizations participating in recovery efforts, and our role could change at any time, depending on how events unfold,” Emerson said.

Emerson, a career C-130 pilot and Coast Guardsman, came to Tyndall from Washington, D.C., where he serves as the Chief of Aviation Forces for the Coast Guard. His aviation

background is extensive, having flown in operations in the Caribbean and Pacific Ocean for the past 20 years.

Despite being the ACC director for just 21 days, the seasoned maritime aviator approaches his role not only with eyes on the mission, but with the citizens of the Gulf in the forefront of his mind.

“Being in such close proximity to the affected shoreline certainly ‘puts a face’ on the individuals, businesses and industries that have been affected by the spill,” he said. “It makes it personal, which prompts me to ensure we are doing everything in our power to help restore this beautiful coastal region as quickly as possible.”

Working closely with the ACC director and his liaison officers is the 601AOC’s Intelligence & Reconnaissance Division (IRD). The IRD is providing satellite imagery to help locate surface slicks, recover spewing oil, and minimize environment impacts. The collected imagery is passed to the command and control elements at the Incident Command Posts in New Orleans, Mobile, Ala., or Miami, which then assign spotters and skimmers to the affected areas.

“The IRD folks are able to provide near real-time imagery from the Gulf to the Unified Area Command, which ultimately helps to streamline the efficiency and effectiveness for the on-scene responders,” Spear said.

Along with support to the ACC, Air Forces Northern deployed an Air Component Coordination Element (ACCE) liaison officer and Emergency Preparedness Liaison Officers (EPLO) to the Unified Area Command in New Orleans. The ACCE serves as the Air Force’s subject matter expert on movement of Air Forces assets in and out of the region, while the EPLOs help the federal on-scene commander procure military logistics, medical, security and public affairs assets, if requested.

“The Deepwater Horizon incident has affected us all – not just those along the Gulf Coast, but across the nation, and we will continue to assist in any way we can, for as long as our expertise is requested and deemed beneficial to the response operations,” said Maj. Gen. Garry C. Dean, AFNORTH commander. “As our Air Force Chief of Staff frequently says, ‘We’re all in,’ and that certainly holds true for us here at Tyndall as well.”

# STARBASE



Photo Courtesy STARBASE

Summer campers practice take-offs and landings with Senior Master Sgt. Dave Lowe on aircraft flight simulators.

## STARBASE says goodbye at final session

Story By Greg Stritch  
Director of STARBASE



Photo Courtesy STARBASE

Lee McCook, STARBASE instructor, and one of the campers examine the patient (egg) following re-entry. Campers designed apparatuses to keep the patient safe during a long fall back to Earth.

After teaching nearly 1,000 students from Duval County Public Schools in the dining facility, STARBASE instructors Melissa Lilly and Lee McCook hosted their final camp session and dazzled children from the 125th Fighter Wing with science, physics and magic.

Campers made tie-dyed tees, designed a rover vehicle on the engineering program and launched less-than-fresh eggs to earth on the space shuttle.

Many thanks to the commander for allowing us to use every available inch of space in the wing to stage classes. Loss of grant funding presented a challenge for transporting students to STARBASE from their schools. As a result of the dynamic leadership from the Wing, State Headquarters and new STARBASE Board President Jim Agee, a new partnership with the PGA Tour will fund transportation in the coming year and allow us to target the most challenging demographic in the DCPS district. We appreciate our great leadership and gracious partners who make it possible to bring science, technology, engineering and mathematics to life for the students we serve each year.

# TEAM MUD & GUTS



Story and Photos By Maj. Teresa Frank  
125FW

Members from the 125 Fighter Wing joined 2,800 other participants March 20 to “Get Dirty for a Good Cause!”

The cause was the second annual Multiple Sclerosis Mud Run and fundraiser. Held at Cecil Commerce Center, the MS Mud Run Jacksonville is a 10K, military-style obstacle course race, with most of the obstacles surrounded by (or consisting entirely of) mud. Individuals, teams of two and teams of five competed for prizes and the satisfaction of a doing a dirty job very well.

This was Maj. Teresa Frank’s second year competing. Last year she raced with retired Senior Master Sgt. Mark Penwell and Master Sgt. Nick Barnhart.

“Those guys compete in marathons for fun; they were beasts during last year’s race!” Frank said. “I about died during the race, and the only way I could tell they were sweating was through the streaks in the mud on their faces!” she said laughing.

This year Frank wanted to inaugurate some new folks to the fun and challenge of the 10K run, trudge and crawl through the mud. She convinced Senior Master Sgt. Angella Beckom, Master Sgt. Sue Kirkland, Tech. Sgt. Brian Devine and Master Sgt. Christina Gordon to form Team Mud and Guts. As part of the fun, each team was encouraged to create unique names centering on the race’s central theme - mud. Unfortunately, Gordon could not compete due to injury but the rest of Team Mud and Guts made it through the race together.

All teams must start and finish the race together for their times to count. This year the team crawled through 50-foot mud and water filled trenches,

crawled up the “ladder to heaven,” slipped through shin-high mud, dove under and over logs in a muddy pond and crossed rope bridges over mud.

“We helped each other through every obstacle,” Devine said. “It was an awesome team challenge; I’m hooked. I will be back again next year!”

This year the MS Mud Run raised more than \$400, 000, exceeding last year’s total by more than 300 percent. Funds raised will support ongoing research for MS and services for those living with MS throughout the Northeast Florida area, according to *The Florida Times Union*.

Team Mud and Guts raised \$723 for the cause. The team would like to thank Master Sgt. Guy Reinecke, who provided the team shirts and donated his proceeds to the MS Mud Run.

Next year the race is scheduled for March 19-20. If you are looking for a unique challenge, want to test your endurance and contribute to a worthy cause, the MS Mud Run is the race for you!



Photo By Maj. Teresa Frank

Team Mud & Guts cools down after a quarter-mile run with a refreshing crawl through a 30-foot culvert of muddy water.

# FLANG Time Capsule

## Yesterday made a difference for today

By Brig. Gen. Joseph G. Balskus  
Assistant Adjutant General for Air  
Commander, Florida Air National Guard

We are extremely excited to add this new column, "FLANG Time Capsule," as a regular feature in *The Eagle's Eye*.

This column will complement the vision of *The Eagle's Eye* - to capture an abbreviated history of the Florida Air National Guard dating back to our beginning on February 9, 1947.

Stories for this column will be written by retirees and senior members from "a day in the life" perspective. We would not be the organization we are today were it not for the prodigious contributions of

those who have served before us. The people and missions of the Florida Air National Guard have made a difference in our state and nation.

Those who make significant history on a daily basis rarely make a deliberate effort to record their activities. Through this column, contributors will impart their knowledge and experiences sure to capture the attention of our growing number of retirees, and our current and future members. We hope you enjoy it!



## SUPERSONIC ARCHER: AIR-2A "GENIE" ROCKET SHOOT, 1985

By Col. Alan Rutherford  
FLANG HQ

I am airborne over the Gulf of Mexico in a beautiful 125FIG F-106 Delta Dart. I'm doing my best to sound bored and cool on the radio, because nested inside its internal weapons bay is an AIR-2A "Genie" rocket with a simulated W-25 nuclear warhead. No live nuke, though. Instead, the weapon has been modified with a telemetry package that will transmit data while the rocket is en route during its short - but spectacular - flight.

The mission today is to validate the airplane's (and my) ability to destroy enemy bombers while being filmed, taped and visually monitored by a chase plane, engineers, radar controllers and squadron mates. No pressure.

Since the AIR-2A is a rocket, not a steerable missile, the launch must take place in a precise moment in space and time to ensure a high probability of kill. We are briefed that small errors in





*Photo Courtesy Heritage Center*

**A 125FIG F-106 Delta Dart fires a AIR-2A “Genie” rocket with a simulated W-25 nuclear warhead at an unmanned drone.**

shot parameters will be compensated for by the thunderous nuclear detonation of a live AIR-2A. To that end, my F-106 pilot’s manual goes into great detail on the exact post-launch maneuvers required to survive the weapon’s 1.5 kiloton explosion...

The ground-based radar controllers soon call that my target, an unmanned F-100 “Super Saber” drone flown by remote control from Tyndall Air Force Base, Fla., is airborne and headed down track towards the overwater “shoot box.” Searching in the hooded radar scope, I detect and lock-on to the drone. Radar control verifies that my contact is indeed the target, and the safety chase plane clears me to fire. The chase pilot wisely does a quick barrel roll to position his jet a safe distance from me just in case there is a hairy launch anomaly... sometimes this happens.

Lighting the afterburner, I maneuver the F-106 to center the MA-1 fire control computer’s steering dot. This puts the rocket on a straight-line collision course intercept to the target. I silently verify one more time that I am cleared to fire and concentrate on flying a smooth platform for the rocket launch.

The MA-1 computer indicates that the final countdown has begun by a slowly collapsing circle on the radar scope’s perimeter; when it shrinks to display center, the weapon will fire. I can see the

F-100 drone’s silver contrail inching above me as I squeeze the launch consent trigger with the steering dot buried in scope center.

The countdown circle is almost closed and the airplane shudders as the missile bay doors snap open. An instant later the circle disappears. THUMP as the weapon ejector system kicks the rocket into the supersonic slipstream. There is a mighty roar as the Genie, trailing a brilliant yellow flame and white smoke trail, streaks to its target. The entire airplane jumps again as the missile bay doors close, and I do a half-hearted escape maneuver so I can watch the show outside the window! The Genie’s Mach-3 exhaust plume and the drone’s contrail form a perfect giant X against the sky. In combat, the next sunrise would be now.

A half hour later I taxi back into my parking spot at the Tyndall AFB ramp. Big smiles and thumbs up come from all the maintenance workers waiting to hear first-hand how it went.

As they pin the jet I reflect on the amazing work all the maintenance and support troops did to make today happen. I know that many of them will be out here all night long getting the jets ready for the morning mission. I also know that I don’t have the words to express my admiration and gratitude for their diligence.

# inbrief



## Safety Matters

*By Senior Master Sgt. Dana Gaffney  
125FW Safety Office*

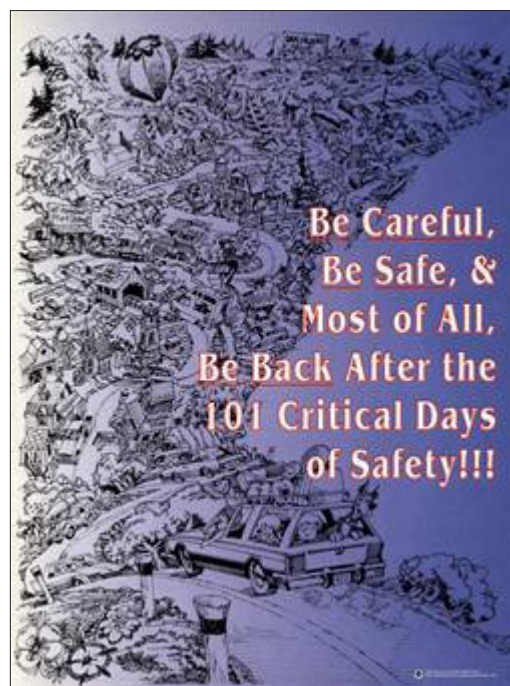
Between Memorial Day and Labor Day the Air Force places great emphasis on the safety of Airmen and their families. This time is known as the Critical Days of Summer (CDOS), and each year a campaign begins May 28 and ends Sept. 7.

During the last three campaigns, an average of 19 Airmen were lost during this time. Last year, that number was 21. Thirteen of these accidents were privately owned vehicle (POV), off-duty fatalities. Alcohol was involved in 33 percent of those incidents. This trend has persisted over the past decade with an average of 24 Airmen lost every summer.

While there were some slight improvements during the past few years, we're far from our goal of zero preventable fatal mishaps. This year's campaign urges everyone to: Live to Play, Play to Live!

As of July 15, the 125th Fighter Wing has 23 reported injuries for the year. Out of the 23, 16 of the injuries were on-duty and seven were off-duty. Five of the seven off-duty were POV related. To date, two off-duty injuries and three on-duty injuries have occurred since the CDOS Campaign began.

Accidents happen when Airmen become complacent in their everyday tasks – both on and off-duty. They gain experience and seem to think that shortcuts can be taken to finish a task in less



*Courtesy Air Force Safety Center*

time. This dangerous frame of mind is one reason we need to remind fellow Airmen to be safe and follow proper procedures every day.

Keeping safety in the forefront of our Airmen's minds is key. It takes each of us to save lives, and we have a responsibility to teach, mentor and provide the right message for everyone from children to adults to make a difference. Remember, Safety... it's an attitude!

# Chaplain's Corner

*By Lt. Col Steven E. Thompson  
125FW Chaplain*

I am reminded of the story of the little boy who, remembering his Sunday school lessons about creation, called out to his mother, "Is it true that God can make people out of dust?" His mother relied, "Yes." He continued, "Is it true that we return to dust after we die?" She said, "I suppose so." With that the little boy exclaimed enthusiastically, "Then there might be somebody comin' or goin' under my bed!"

This summer was one of those comin' and goin' kind of seasons in our Florida Air National Guard. New leadership transitions at our top positions, deployers returning while others got ready to go, a few inspections behind us and a few more ahead, new PT Test standards, retirements and recruitments - it seemed like our "hot and humid with a chance of afternoon thundershowers" summer forecasts were our only constant.

Life's unpredictable paths and patterns impact us all. Relationship issues, finances, career choices and personal goals are always in some sort of flux - comin's and goin's. Wouldn't it be easier if we could all walk by sight rather than having to depend so much upon faith (2 Corinthians 5:7)? Maybe, but let me share with you a couple



of handles that have helped me keep from getting dizzy on this roller coaster called "Life."

First, Jeremiah 29:11 assures me that God has a plan for my life. Second, I get to participate in the working out of that plan. I can wonder about what is going on or worry about what might happen next. I can wallow in self pity or wait for things to start going my way. Or, I can work with God in checking out my options, making any necessary personal changes, collaborating with those who love me and charging ahead in the confidence that I must win if God is with me (Romans 8:31)!

Changes? Comin's? Goin's? Not sure? Try my strategy and let me know how it works out for you.

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## FLANGRA

*By Retired Senior Master Sgt. Donald Bunk  
FLANGRA President*

The Retirees are busy planning for the October dinner meeting. We are looking forward to having the new adjutant general of Florida, Maj. Gen. Emmett Titshaw, Jr., as our special guest and speaker for the evening.

Having come through the ranks in the Air National Guard, Titshaw is fondly known to many of the retirees as Buddy. We have spent years watching Buddy celebrating his many successes along the way to his new position. We are happy to have this opportunity to celebrate with him.

The dinner will be Oct. 16 at the Jacksonville

NAS Officer's Club. Social hour will be at 5 p.m. and dinner at 6 p.m. Reservations are made through the Retirees' Association.

The Retirees' Association hosts two dinners per year where we get together with old friends and share a wonderful meal and laughs from the past. We also endeavor to keep members updated on happenings within our group and things of mutual interest by means of e-mail.

To sign up for e-mail, membership or further information, contact Don Bunk at (904) 910-9428 or [FANG.125@bellsouth.net](mailto:FANG.125@bellsouth.net)

# Family Focus

## Key Volunteer (Spouse) Program

### A building block to Mission & Family Readiness

By Laura Pageau  
FLANG Family Program Coordinator

The Key Volunteer program is an official Family Readiness program that supports Airmen and their families during deployment, separation and emergencies, as well as enhancing and encouraging regular communication between units and families. Key Volunteers provide a chain of communication which allows a conduit for information sharing and issue resolution at the grassroots level.

The Key Volunteer Program is a commander's program. The commander establishes and maintains the program at each unit. The Key Volunteer team is comprised of the commander, first sergeant, key volunteer(s) as well as the Airman and Family Readiness program manager.

#### ***What Key Volunteers are:***

Volunteers, trained, active, visible, available, team players, conduits of information, official unit representatives.

#### ***Who is eligible to become a Key Volunteer:***

Unit spouses, adult family members, parents, significant others, etc... The overall goal is to designate a key volunteer who is passionate about helping military families and increasing unit readiness.



#### ***What Key Volunteers are not:***

Counselors, babysitters, “taxi” service, gossipers, fundraisers, expected to work alone or to assume leadership authority.

#### ***Where and when does a Key Volunteer accomplish their tasks?***

A key volunteer attends meetings and events both official and unofficial. A key volunteer can work from home, a unit office (if provided) or anywhere really!

The National Guard provides a comprehensive training program for volunteers. Certain categories of volunteers are eligible to have some of their expenses reimbursed like mileage and childcare. There is also an opportunity to attend the National Guard annual volunteer symposium. Your hours are tracked and recognition is provided. You can even use your volunteer role as work experience when applying for federal jobs!

If you are interested in learning more about the Key Volunteer Program, contact the Florida Air Guard Family Programs office at (904) 741-7027 or 7843. The objective is to designate a Key Volunteer for every FLANG unit – let's do this together and be 100% ready by the end of 2010!

# In the Spotlight...

# Staff Sergeant Michael Hosea

*By Chief Master Sgt. Gloria Simon  
125FW Asset Management Flight Superintendent*

Staff Sgt. Michael Hosea joined the 125th Fighter Wing in June 2009, and later that year he seized the opportunity to compete in the Falcon Air Meet/Eagle Tiger Exercise.

Combining with the 169th Fighter Wing, South Carolina Air National Guard, Hosea deployed to Jordan from Oct. 5, 2009, through Nov. 9, 2009, as part of Operation Eagle Tiger/Falcon. The concept of that exercise is a friendly competition centered on the world's only multi-role fighter jet, the F-16 Fighting Falcon.

It was inspired by Prince Feisal Bin Al Hussein, special assistant to the chairman of the Joint Chiefs of Staff of the Jordanian Armed Forces, and first organized in 2006. The goal of this F-16 competition is the improvement of the relationship of Jordan with its partners and the promotion of the stability in the region.

"The idea was to get all the F-16 users in the region to exercise and hopefully learn from each other and exchange information," Al Hussein said. "The nice thing about making it a competition is that you get the best of the teams together and with the smartest and brightest people working together they tend to learn from one another. The idea eventually will be to make this more of a coalition exercise."

As the contracting officer, Hosea managed



*Photo Courtesy Staff Sgt. Michael Hosea*

**Staff Sgt. Michael Hosea stands with Lt. Col. Jeff Sullivan, 125th Support Group commander, with his certificate and two coins: Gen. Craig McKinley's coin and the unit coin from the 169th Fighter Wing, South Carolina Air National Guard.**

vendors that provided base maintenance, rental car support, meals for nearly 230 Airman and civil engineering material for base setup.

"The exercise changed my whole view of how contracting is done in a contingency environment compared to how we do business here in the United States," Hosea said. "Before deploying to Jordan I didn't realize how many important things the contracting officer is responsible for, and how many things have to be done by the contracting officer for a mission to be successful or it could end tragically because the contracting officer didn't do his or her job correctly."

He also coordinated contractors to set up several generator power runs to extend the hours of competition.

"I saw firsthand that by just choosing to use the right vendors and buy the right goods, materials and equipment how much of a difference it made in morale among the troops and capability of mission success," Hosea said.

Hosea was presented with a coin from Gen. Craig McKinley, the chief of National Guard Bureau, for his patronage, superb working knowledge with vendor and contractors, and his personal initiative and dedication to compete and win for our country.

# Welcomes

**Maj Kevin D. Humphrey, 114ROPS**  
**Maj Patrick L. Lanaghan, 125MDG**  
**Maj Timothy J. Spencer, 101AOG**

**Capt Lacy L. Davidson, 101AOG**  
**Capt Valerie M. Gironda, 125MDG**  
**Capt Charles D. Sellers, 101AOG**

**TSgt Lara A. Ray, 125HQ**

**SSgt Rolando M. Balmoja, 101AOG**  
**SSgt Scott J. Boever, 125AMXS**  
**SSgt Jeremy L. Brownfield, 125FW**  
**SSgt Jeremiah J. Burns, WRTC**  
**SSgt William J. Calderwood,**  
**125AMXS**  
**SSgt Roberto Carbonell, 125AMXS**  
**SSgt Thomas J. Donlon, 202RHS**  
**SSgt Jeffrey E. Frost, Det 1/125FW**  
**SSgt Jose M. Gonzalez, 101AOG**  
**SSgt Bartholomew M. McDowell,**  
**114ROPS**  
**SSgt Ryan G. Seifert, 101AOG**  
**SSgt Kerri M. Skobic, 114ROPS**  
**SSgt Merlynda P. Thibodeaux,**  
**125AMXS**  
**SSgt Steven B. Wolters, 114ROPS**

**SrA David J. Bell, 202RHS**  
**SrA Bobbie J. Chabot, 101AOG**  
**SrA Patrick K. Freeman, 202RHS**  
**SrA Dylan J. Gooding, 101AOG**  
**SrA Jason L. Graff, 202RHS**  
**SrA Amanda L. Guevara, 290JCSS**  
**SrA Michael C. McPhilomy, 125AMXS**  
**SrA Stephanie D. Mendez, 290JCSS**  
**SrA Christopher R. Nelson, 125MXS**  
**SrA Nelson Pacheco, 125MXS**

**SrA James E. Skarin, 202RHS**  
**SrA John C. Thursby, 202RHS**  
**SrA Tracy A. Valenti, 125OSF**

**A1C John D. Beaty, 125AMXS**  
**A1C Cory B. Bilodeau, 125MXS**  
**A1C Christopher L. Boies, 101AOG**  
**A1C Mark E. Boomhower, 202RHS**  
**A1C Jonathan J. Burch, 202RHS**  
**A1C Jason W. Clements, 290JCSS**  
**A1C Michael W. Dean, 290JCSS**  
**A1C Dan E. Demartino, 125AMXS**  
**A1C Hector U. Diaz, 202RHS**  
**A1C Tammy L. Enfield, 101AOG**  
**A1C Jason E. Fasick, 125MXS**  
**A1C Quintin J. Gilbert, 202RHS**  
**A1C Jorge Gutierrez, 202RHS**  
**A1C Nicholas B. Howard, 125MXS**  
**A1C Michael D. Hutchinson, 12MXS**  
**A1C Drew P. Jackson, 202RHS**  
**A1C Derek J. Lakoskey, 125AMXS**  
**A1C Dale T. Long, 202RHS**  
**A1C Blair R. Lutterloah, 125MXS**  
**A1C Badr Milligan, 125AMXS**  
**A1C Tracy J. Moore, 125MXS**  
**A1C Matthew L. Peluyera, 125MXS**  
**A1C David A. Poston, 202RHS**  
**A1C Christopher C. Stone, 125AMXS**  
**A1C Huynh M. Vo, 202RHS**  
**A1C Jessica D. Walls, 202RHS**

**Ann Corrie E. Warrum, 101AOG**

# Retirements

**Lt Col Felice Franklin, 125FW**

**SMSgt Warren Emerson, 125 OSF**

**SMSgt Andrew Weaks, 125 SFS**

**MSgt Travis Moore, 290 JCSS**

**TSgt Timothy Whited, 125 SFS**

**TSgt Jeffrey Trumble, 125 FW**

# CCAF Graduates

**Corey G. Blue, 125CF**

**Stephanie L. Boop, 601AOG**

**David W. Cannon, 202RHS**

**Danny E. Cooper, 601AOG**

**Brett D. Dunning, 601AOG**

**Clifford F. Fallico, 601AOG**

**Anthony J. Hagan, 125MS**

**Christina I. Kelbaugh, 290JCSS**

**Geoffrey M. LaGarde, 125SFS**

**Matthew J. Lee, 125SFS**

**Raymond A. Mackney, 114ROPS**

**Michael T. Moleta, 125MS**

**William J. O'Donnell, 601AOG**

**Eric R. Padua, 125MOF**

**John E. Potts, 290JCSS**

**Christopher E. Proulx, 290JCSS**

**Tiffany J. Saavedra, 601AOG**

**Crystal N. Sims, 125FSS**

**Marlon R. Smith, 125MDG**

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