



# Inspector General Bullet in

*Shooting You in the Right Direction*

Volume II, Issue IV

July 2012

P.O. BOX 41502  
3041 SIDCO DR.  
NASHVILLE, TN  
37204-1502



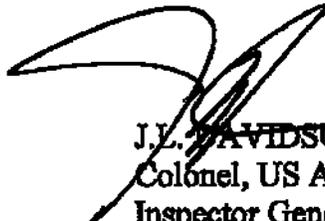
Inside this  
issue:

Motorcycle Safety	2
Can the IG Help Me?	3
Specialty Vehicles	4
Face book	5
Did Ya Know	6
About the IG	7

Greetings from the Command Inspector General's Office and welcome once again to the Quarterly IG Bulletin. The Tennessee Joint Force Headquarters recently hosted a Southeast and Northeast Regional IG Conference at the Smyrna RTI. LTG Pete Vangiel, The Inspector General, attended along with his senior enlisted advisor, SGM Davidson. Our focus, during the conference, was four focus areas/systems that the National Guard continues to struggle with: MEB Processes, Line of Duty Investigations, Command Inspections/Organizational Inspection Program and the Bonus and Incentive Programs. Hopefully, we will be able to take what we learn and continue to work these systems and functions to improve the service to our Soldiers and Airmen.

Sadly, we must say farewell to Lt Col Ben Welch our sole Air Force representative in the NGTN-JHQ-IG Office. Ben carried a heavy load as the only full-time IG in the Air Guard; he also supplemented Army IG cases with outstanding expertise and was in charge of Intelligence Oversight Inspections. The Tennessee Air National Guard has decided not to backfill Lt Col Welch's position, therefore, the Army IGs in the state headquarters will have to pick up the slack for the Air Force when required.

We would also like to welcome SFC Chris Layne as one of our M-day IGs. SFC Layne will bring a wealth of experience and knowledge to our Inspections Section and we are truly glad to have him on our IG team.

  
J.L. DAVIDSON  
Colonel, US Army  
Inspector General

## Motorcycle Safety



From my position I want to touch on a safety and compliance issue near and dear to the TAG's heart, specifically Motorcycle Safety. Motorcycles are becoming increasingly popular especially among our young Soldiers and Airmen. As a result, more and more military personnel are injured or killed in motorcycle related accidents. In fact, the Army recently report a 34% increase in motorcycle fatalities.

Daily, from my office, I witness numerous motorcycle riders drive on and off the TN JFHQ Installation, Houston Barracks, without proper Personal Protective Equipment (PPE). In fact, on 3 April 2012, I almost hit an Airman in his camouflage uniform, riding his motorcycle, while in the parking lot without any protective vest or brightly colored material. This is unfortunate for several reasons. Most obviously, it is contrary to

Army and National Guard Regulations and could result in a Soldier/Airman, if injured, not being found in the Line of Duty and thus being required to pay all medically associated bills or potential loss of SGLI compensation to his/her next of kin.

Additionally, it indicates that leaders are not engaged in their Soldier's and Airmen's Safety. Leaders must reinforce the mandatory training requirements and use of PPE for all ARNG Soldiers and employees. Compliance must be required regardless of duty status.

In accordance with Army Regulation 385-10, Air Force Instruction 91-207, and National Guard Regulation 385-10, all National Guard Personnel, regardless of duty status, are required to wear PPE when operating a motorcycle—even where not required by state law. Proper motorcycle rider PPE includes:

- (1) Department of Transportation approved helmet.
- (2) Face shield or impact goggles properly attached to the helmet.
- (3) Sturdy over the ankle footwear.
- (4) Long sleeved shirt or jacket.
- (5) Long pants.
- (6) Full fingered gloves or mittens designed for motorcycles.
- (7) Brightly colored outer garment vest/belt/riding jacket (day) /retro-reflective upper garment (night).

Additionally, all personnel operating a motorcycle must complete a Motorcycle Safety Foundation Course or Motorcycle Safety Foundation based approved motorcycle rider safety course.

Motorcyclists, as a rule, ride for many reasons. It could be financial; it could be for fun, or expression of personal freedom. Most riders agree that personal freedom is the biggest reason. But just like any other freedoms, especially in this case, freedom isn't free. Riding a motorcycle comes at a cost. The cost is responsibility; responsibility to ride in a legal mature manner and, as Soldiers and Airmen, to ride within the military rules and regulations.

For more information on Motorcycle Safety, contact the Tennessee National Guard Safety Office, LTC Kiehn at 615-313-0567 [terald.kiehn@us.army.mil](mailto:terald.kiehn@us.army.mil) or MAJ Powell at 615-517-0989 [travis.m.powell@us.army.mil](mailto:travis.m.powell@us.army.mil).

**COL Jeff Davidson**

## Can the IG Help Me?

One of the roles of the Inspector General is to provide Soldiers assistance with individual issues that they have not been able to resolve through other methods. The purpose of the assistance function of the Tennessee National Guard IG office is to provide Soldiers, Airmen, Family members, civilians, retirees, and contract employees the ability to seek help on matters affecting their health, welfare, and personal readiness. According to AR 20-1, Inspector General Activities and Procedures, anyone may submit a complaint, allegation, or request for information or assistance to an IG concerning any matter of concern. The IG's role, as The Adjutant General's representative, is to resolve these issues within the limits of the IG system. Complaints often contain both issues and allegations, but the assistance function focuses IGs on resolving only the issues. By definition, an issue is a complaint, request for information, or request for assistance to the IG that does not allege specific wrongdoing by an individual. Wrongdoing allegations fall into the investigation function of the IG and typically result in the prosecution of an IG investigation or a command directed AR 15-6 investigation. All requests for assistance presented to an IG are termed Inspector General Action Requests, or IGARs, and one who initiates a request is termed a complainant.



Although AR 20-1 does allow anyone to submit an IGAR, an IG will advise the complainant to discuss the issue first with the chain of command by using the open door policy outlined in AR 600-20, Army Command Policy. This serves two main purposes. First, it gives the command the opportunity to resolve issues and highlight its credibility. Secondly, it speeds the resolution process since the command is usually where the IG seeks issue resolution. By addressing an issue directly with one's command, a complainant removes the middle man allowing better coordination and quicker resolution. Many times the IG representative working the case learns that a complainant never addressed the issue any higher than a first line supervisor when the next level of leadership had the ability (and often the desire) to resolve the issue. On the other hand, if the complainant has already addressed the issue with the chain of command or does not desire to use the open door policy, the IG office will accept

methods: walk-ins, telephonic, email, fax, and postal letters, including anonymously submitted requests. However, AR 20-1 prohibits IG action in matters that are not IG appropriate. Inappropriate IG issues include serious criminal activity and those that have an official redress process. In the event specific redress is available, the IG will properly advise, or teach and train, the complainant on using appropriate redress procedures. An example of an issue that has a redress procedure is that of a Soldier requesting assistance with comments on his/her NCOER. AR 623-3 and DA Pam 623-3 provide regulatory guidance on the appeals process within the Evaluation Reporting System; therefore, this is not an IG appropriate issue because a form of redress for concerns with NCOERs exists.

Keep in mind that the IG is neither an advocate for a complainant nor an advocate for the command. The IG does not have command authority, and cannot establish policy. The IG is a fair, impartial, and objective fact-finder and problem solver who can review your issue and determine if you were treated in accordance with proper regulations and established policy.

**MAJ Tim Roberts**

## Specialty Vehicles

Personnel safety is an important concern when operating any type of motor vehicle, including what we like to call gators or mules. This class of vehicles is Commercial off the shelf (COTS) Specialty Vehicles. Besides the two mentioned previously they include Segway HT, Polaris UV and aircraft tugs.

These vehicles are not as common as automobiles or other types of NTVs and therefore require special attention and training to be operated safely. As we conduct site visits to units and even special inspections the variation between units on the correct safety programs concerning these vehicles is noticeable.

The State Safety Office has a published Specialty Vehicle SOP (Appendix I of State Safety SOP), dated Nov 2011, which addresses the requirements for safe operation. Further guidance is found in AR 385-10, 23 August 2007/RAR 4 October 2011, Chapter 11.

Commanders of organizations that operate specialty vehicles have the responsibility to develop robust safety and training programs in both a tactical and garrison environments. AR 385-10, paragraph 11-4 m., outlines these requirements:

*m. Specialty vehicles.*

(1) Commanders of organizations that use COTS, utility vehicles (referred to as specialty vehicles in garrison or tactical environments will establish the following:

(a) An SOP that includes at a minimum, the safe operations, limits of operational work areas, PPE, and vehicle safety equipment requirements.

(b) A driver qualification and training program.

(2) Operators must possess a military operator's permit with the vehicle qualification annotated on the operator's OF 346 (U.S. Government Operators Motor Vehicle Operator's Identification Card)...

Appendix I, TNARNG Safety SOP specifically addresses PPE in Para 3-4:

### 3-4. Personal Protective Equipment (PPE)

a. A Leader's risk assessment will be created before a Specialty Vehicle is operated...

b. At no time will operators or passengers wear shorts, t-shirts or other types of clothing where large portions of skin are exposed and unprotected. At a minimum, the following PPE will be worn as warranted:

(1) Helmets: DOT 218 Approved helmets or Military Kevlar (ballistic) helmets ARE required for both operators and passengers when the vehicles are utilized in either an operational work environment or on an installation to include civilian roads

(2) Gloves: Protective, full-fingered gloves will be worn if the risk assessment and operational work area environment deem it appropriate...

(3) Eyewear: ...The applicable level of eyewear will be worn as addressed in the risk analysis to include all installation and civilian laws that apply in the operational work area.

(4) Footwear: Leather boots or over the ankle shoes must be worn at all times...

Chapter 2 covers driver's training requirements for specialty vehicles. It

utilizes a master driver (train the trainer) that is certified on the specialty vehicles to train select Soldiers of the unit.

#### 2-1. Driver Training

a. The using Unit of the specialty vehicle will coordinate with a qualifying agency, to administer a Driver Certification Course with the intent to utilize a "train the trainer" model... All units that have specialty vehicles within the TNARNG should make certain they have adequate involvement since they will be individually licensing Soldiers within their respective units and facilities.

b. Once a Soldier successfully completes the Driver's Certification Course, they will be considered for licensing... The TNARNG DOL will serve as the primary POCs for the Specialty Vehicle driver qualification, training and licensing program.

c. At no time will Soldiers be authorized to operate a Specialty vehicle unless they are properly licensed.



While there are not as many specialty vehicles statewide as tactical vehicles or NTVs, it is still imperative and required, that units have a driver and safety program in place. Any type of wreck or misuse of these vehicles can result in serious injury and loss of work days.

**MAJ Doug Gale**

## Facebook

It seems like everyone, and everything, has a Facebook page. From middle school students to U.S. Army Chief of Staff Gen. Raymond T. Odierno to Camp Atterbury Joint Maneuver Training Center, millions of people, businesses and military organizations log on to Facebook every day to share information, interests and news. For members of the U.S. military and other government agencies, Facebook makes keeping in touch with friends and family easier than ever. Just as its slogan states, Facebook is "a social utility that connects you with the people around you." The section that Facebook appears to have left out of its slogan is the closing section that says, "To include total strangers, the guy that ran the stoplight this morning, scam artists and a collection of individuals working against ongoing U.S. military interests." Everything Soldiers and family members share, including birth dates, vacation photos and even their exact geographical location, can be logged by Facebook applications and then accessed by hackers, identity thieves, and advertisers. For Soldiers, government employees, and civilian contractors, the information shared on Facebook can not only endanger personal privacy, it can put operations security at risk and endanger the lives of service members at home and abroad. In a social network like Facebook,

even the most innocuous details of everyday life can be used against the Army. With just a bit of browsing on Facebook or other social media platforms, the enemy can easily gather valuable information about military officials, capabilities, troop movements and more. A photograph taken on a Smartphone in a combat zone and put on Facebook can provide opposing forces with exact locations of U.S. forces simply because the image is embedded with geographical data that Facebook uses to "tag" people and locations. Even personally identifiable information like phone numbers and names of relatives can give America's enemies enough information to compromise operations security and individual privacy. Although there are risks involved with using Facebook, YouTube or any other social media platform, there are real benefits to being online. By maintaining a social media presence, branches of the military, installations like Camp Atterbury and even individual units can share information, boost morale and strengthen relationships with the public. Facebook and other social media platforms let Soldiers show their support for the military while sharing photos or maintaining a virtual farm. For those deployed overseas,



websites like Facebook aren't just for recreation, they provide Soldiers with an instant connection to their friends and family back home, bringing them together whether they are in Kabul or Kentucky. The key to using and enjoying Facebook at home or overseas without sharing personal or sensitive information is the same for Soldiers and civilians alike: Privacy. The Army suggests using several strategies to make sure Facebook profiles and the posts of Soldiers' friends and family help maintain OPSEC. Facebook along with dozens of other social media platforms will continue to grow. Soldiers will find new ways to share their information and the little details of their lives with the world, but there will always be ways to protect the most sensitive information from reaching the wrong hands. Perhaps the simplest advice on how to maintain both operations and personal security comes from a passage in the 2011 U.S. Army social media and OPSEC guidance: "If you aren't comfortable putting the same information on a sign in your yard, don't put it online."

**MSG Cindy Wilson**

## Did Ya Know?

According to Army Regulation 385-10, all privately owned motor vehicles must meet all requirements of the DOT and the State in which the Command resides. Soldiers must use all Personal Protective Equipment and Clothing (PPEC) when operating a motorcycle. PPEC consists of: a DOT certified helmet with impact or shatter resistant goggles or full face shield properly attached, sturdy over the ankle footwear, long sleeved shirt or jacket, long trousers, full-fingered gloves or mittens designed for use on a motorcycle, brightly colored outer upper garment during the day and a retro-reflective outer upper garment during the night. Outer upper garment shall be clearly visible and not covered. Operators must also ensure that their passengers comply with PPEC. Rear view mirrors must be mounted on the handlebars or fairing, and headlights must be turned on. Operators of motorcycles are required to attend a certified Motorcycle Safety Course. Now, you may ask what this means to you if you don't even ride a motorcycle. It actually means a lot more than you may imagine. Chances are, if your reading this newsletter you are in some form or fashion associated with the military. This association is quite possibly because you are a member of the Armed Forces, in which case you are an Enlisted Soldier or Airman, a NCO, or an Officer. So even if you don't ride it still means a great deal because it sets a standard we are to abide by as well as enforce. Not to insult anyone's intelligence, but sometimes it helps me to understand policy and regulation by breaking it down into normal everyday scenarios. Who better to give advice on normal everyday scenarios than an advice columnist?

*Dear SGT Alaract,*  
I recently bought a new 2012 HD Road King (black of course) with POGS I saved the last time I was deployed. I've ridden motorcycles



*since I was 2 months old and won my First National AMA Champion ship when I was in kindergarten. I just returned to the National Guard after winning a Silver Medal in the X-Games for motocross freestyle. Do I have to attend a certified Motorcycle Safety Course?*

*Sincerely,*  
PFC S. Barger

**PFC Barger,**  
**All ARNG personnel, regardless of duty status, must comply with DoDI 6055.4 and AR 385-10 requirements for motorcycle safety. Requirements in DoDI 6055.4 and AR 384-10 state that all personnel operating a motor cycle must complete a Motorcycle Safety Foundation Course or Motorcycle Safety Foundation Based approved motorcycle rider safety course. Since you are a member of the Tennessee National Guard, you can attend a MSF Course for free at numerous locations around the state.**

*Dear SGT Alaract,*  
I have a 2007 Honda CBR1000RR. I ride to work three to four times a week wearing my uniform. I wear a reflective belt on my way to work, but I often times change to civilian clothes for the ride home. Since I'm not in uniform, I don't have to wear anything reflective .....right?????

SPC Skidmark

### SPC Skidmark

**ARNG personnel, regardless of duty status (that means on or off duty, M-day, AGR, Title 10 or 32, and technicians, etc, etc, etc) are required to wear PPE when operating a motorcycle—even when not required by State law. Rider PPE includes:**

- (1) Department of Transportation approved helmet.
- (2) Face shield or impact goggles properly attached to the helmet.
- (3) Sturdy over the ankle footwear.
- (4) Long sleeved shirt or jacket.
- (5) Long pants.
- (6) Full fingered gloves or mittens designed for motorcycles.
- (7) Brightly colored outer garment vest/belt/riding jacket (day) / retro-reflective upper garment (night).

In all seriousness, motorcycle safety is a very important detail we seem to overlook. I have on more than one occasion seen riders in uniform without the proper PPE. Many were not aware of the regulation, many just did not care. I'm more forgiving to the ones that did not know. I have on numerous, numerous, numerous occasions seen Soldiers and Airmen off duty and not in uniform riding without the required PPE. No matter how "Bad" or "Cool" you think your bike makes you look; a Harley t-shirt will lose a fight with asphalt every time. It has been my personal experience that there are two types of motorcycles riders; those that have wrecked, and those that are going to. It's our job as Soldiers, NCO's and Officers to mitigate the risk and injury to ourselves, our friends and our troops.

## "Now You Know"

MSG David Malone

**NGTN-JHQ-IG**  
**P.O. Box 41502**  
**3041 SIDCO DR.**  
**Nashville, TN 37204-1502**

COL Jeff Davidson  
 jeffrey.l.davidson@us.army.mil  
 (615) 313-3068  
 Inspector General

MAJ Doug Gale  
 doug.gale@us.army.mil  
 (615) 313-3064  
 Deputy IG, Chief, Inspections Branch

MAJ Timothy Roberts  
 timothy.e.roberts@us.army.mil  
 (615) 313-3067  
 Detailed IG, Chief, A&I Branch

MSG Cindy Wilson  
 cindy.layton1@us.army.mil  
 (615) 313-3065  
 Assist IG, NCOIC A&I Branch

MSG David Malone  
 david.c.malone@us.army.mil  
 (615) 313-3063  
 Assist IG, NCOIC Inspections Branch

Connie Witherow  
 connie.witherow@us.army.mil  
 (615) 313-3066  
 Assist IG, Management Assistant

#### AIR Wing IGs

Lt Col Kristi Downey—118th  
 kristi.downey@ang.af.mil  
 615-399-5608

Lt Col Kristina Whicker—164th  
 kristina.whicker@ang.af.mil  
 901-291-7492

Major James Blanton—134th  
 james.blanton@ang.af.mil  
 865-985-4444  
 865-985-4444



**Inspector General**

[ngtnig2@ng.army.mil](mailto:ngtnig2@ng.army.mil)

## About The Inspector General:

- Acts as impartial fact-finder and honest broker
- Is a problem solver; recommending solutions to Commanders
- Maintains open communication through non-attribution, but cannot guarantee absolute confidentiality
- Participates in regular staff planning and functions
- Shall not recommend adverse or punitive action
- Does not compare units for favorable or unfavorable recognition (inspections)

## IG Mission:

**Extend the Eyes, Ears, Voice and Conscience of The Adjutant General. Identify problems or Issues; determine their Root Causes; teach systems, processes and procedures; identify responsibility for corrective action and promote and spread innovative ideas.**

## IG Vision:

**Professional, competent special staff element that lives by the Army Values, has fun and gets the job done while demonstrating caring and concern in every action.**

## Before You Contact the Inspector General:

- Be sure you have a problem, not just a peeve (are the cooks turning out lousy chow or was it just one bad meal?)
- Give your chain of command a chance to solve the problem (many problems must be addressed to the chain of command for resolution anyway)
- If IG assistance is needed, contact your local IG first. (IG's at higher commands will normally refer the case to the local IG for action)
- Be honest and don't provide misleading information (IGs will discover the truth quickly in most cases and there are penalties for knowingly providing false information)
- Keep in mind that IGs are not policy makers (if a policy is flawed, you can submit proposed changes on a DA Form 2028)

We're on the Web

<https://tn.ngb.army.mil/tnmilitary/IG/Default.htm>