

Decals

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Fort Sill's 24/7 access control points are Key Gate West and Sheridan Road gate (Bentley Gate), but visitors can enter at any gate.

"The 'stickers' were a way for honest people to be honest, but never were a way to indicate the good guy from the bad guy," Pirtle said. "People would trade vehicles and not remove decals. It just didn't pass the common sense test."

Maj. Gen. David Quantock, Army provost marshal general and Criminal Investigation Command commander, said the move to eliminate the archaic registration and decal system came about because it only offered a false sense of security. The Air Force and Navy have already adopted similar policies to eliminate the decals, known as DD Form 2220.

Quantock said that if every post and garrison did away with the decal requirement, the cost savings would be about \$256,000 per year, or \$1.2 million over five years.

The provost marshal general granted commanders the authority to keep the post registration and decal systems in place if they believe it is in the best interest of their installations.

Installations that continue the decal registration will do so through garrison funding, Pirtle said. "My understanding is that the majority of installations are adhering



File photo by James Brabene

Fort Sill no longer requires Department of Defense decals on privately-owned vehicles to enter the installation. Soldiers, family members, DA civilians and contractors entering the post will only need to show their military identification or common access cards.

to the recommendation and no longer issuing decals."

Pirtle said existing DoD decals on vehicles do not need to be removed; some posts may still require them. Fort Sill gate guards will ignore them, but will scan the driver's and occupants' IDs with hand-held card readers.

"We scan through most national law enforcement databases" Pirtle said. "If you're barred at another installation, we'll know it. If there is a warrant for you in another county, we'll know it."

For more information about vehicle entrance requirements, visit police administration, Building 4700, Mow-Way Road, second floor, or call 442-0130.

Courses mandatory for motorcyclists

Did you know motorcycle accidents continue to be a great concern across the Army, and increased at Fort Sill in fiscal 2011?

Common factors were vehicles pulling out in front of riders and riders who encountered wildlife. In one instance, mechanical brake failure led to an accident.

The fiscal 2012 Commanding General's Annual Safety Guidance, dated Dec. 6, 2011, made some changes to the requirements to ride a motorcycle on Fort Sill. The requirements are in accordance with the rapid revision to Army Regulation 385-10, Army Safety Program, dated Oct. 4, 2011.

The last Fort Sill motorcycle fatality happened in 2006, but to keep the current trend it is going to take everyone being involved. The Fort Sill Motorcycle Safety Program includes mandatory training, leader mentorship and reinforcement of a Soldier's personal responsibility to keep safe.

For a Soldier to ride a motorcycle he or she must meet the following training requirements set forth in the CG's annual safety guidance: motorcycle training consists of a basic rider course, an experienced rider course, sport bike rider course and motorcycle refresher training. Because of present contract restraints, Department of the Army civilians, family members and retirees are not permitted to take any of the motorcycle training offered by Fort Sill.

The BRC is the initial



Did you know?

By Col. Paul Hossenlopp
Fort Sill Garrison commander

motorcycle training course. It is a two-day course and is usually scheduled weekly. Soldiers who complete the course and possess a valid driver's license are allowed to register the motorcycle on the installation for one year. There are loaner motorcycles available for the basic course, but those riders who choose to use a loaner motorcycle will have to retake the BRC on their own motorcycle to lawfully ride on the installation. Soldiers taking the BRC on their own motorcycle are required to have a rider's permit and valid proof of insurance.

Soldiers will complete the experienced or sports bike course, depending on the type of motorcycle they ride, within one year of completing the BRC. The sport bike rider course is for all sport and sport touring motorcycle riders and is to be completed following 12 months of riding experience. Every three years following completion of the experienced or sport rider course, operators shall complete motorcycle sustainment training.

For all those Soldiers returning from a six-month or greater deployment, refresher training must be completed prior to riding their motorcycles.

Training is only effective when it is completed. Commanders and motorcycle mentors have the responsibility of ensuring Soldiers receive the prescribed training. To attend the courses, Soldiers have to register on the Army Installation Management Command Registration System at <https://apps.imcom.army.mil/airs/>.

In addition to training, Soldiers have to protect themselves by wearing mandatory personal protective equipment, and it's not enough just to use PPE when riding on Fort Sill.

Personal protective equipment must be worn when riding off post, too.

The items that must be worn are a Department of

Transportation approved helmet, full fingered gloves or mittens, long sleeved shirt or jacket, long trousers, boots or over the ankle sturdy shoes, impact or shatter resistant goggles and a brightly colored garment during the day or a reflective garment at night.

Fort Sill's seventh Annual Freedom's Thunder Motorcycle Safety Rally is May 10, and it reinforces motorcycle riding requirements. I hope those of you who ride on Fort Sill will ride in this event and learn something that will make you a better rider.

As the Army moves to a leaner, smaller fighting force, each and every Soldier is that much more valuable to the Army mission. Because of that, it is especially important for riders to comply with established Army safety guidelines. So, enjoy your motorcycle and the scenic areas of Southwest Oklahoma, but do so in a safe manner.



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Soldiers repair, restore Cold War artillery



Spc. Shane Gallagher welds a wheel lifting handle to a D-30 122 mm howitzer chassis.

Story, photo by
Capt. Corey Robertson
B Company commander,
168th BSB

On Dec. 1, B Company, 168th Brigade Support Battalion armament repair Soldiers performed a unique and important mission "repair history."

The mission was to receive, repair and make functional four D-30 122mm howitzers that have sat dormant for the last 20 years as museum pieces and "flower pots" on Fort Sill.

The rehabilitated artillery pieces will support B Battery,

2nd Battalion, 5th Field Artillery and its mission to train some Afghanistan National Army soldiers on the D-30s.

The initial challenge was that the D-30 is a Cold War relic of the Soviet Union and is not manufactured anywhere in the United States.

Maj. William Vick, 168th BSB support operations officer, coordinated efforts from multiple agencies and organizations on Fort Sill and procured four D-30s to facilitate the mission. The Fort Sill Field Artillery Museum provided two D-30s, the other two came from the Fort Sill Noncommissioned Officer Leadership Academy.

"Without the full support of the artillery museum and the leadership academy this mission would not have been a success," said Vick.

Once the D-30s were received, the repair would pose the next hurdle in the mission. How do you repair something that has set dormant for over 20 years? This job became the responsibility of the armament repair section which consists of three artillery and small arms repair Soldiers and one armament repair technician warrant officer.

"We welcomed the challenge and looked forward to it," recalled Warrant Officer Taron Chambers from when he initially got the phone call.

B Company Armament Section immediately set to the task at hand, from downloading a Russian field manual for the D-30 that was translated to English to working hand-in-hand with the B Company welders and machinists to

fabricate specialty tools and parts needed in the repair.

"This mission changes every day," said Chambers. "We are constantly given a new set of problems to solve, and you never know what lies behind that rusty bolt or seized hand crank."

To date B Company has one D-30 mission ready and is working to bring two more back to life.

"The resiliency of these Soldiers is amazing, every problem or challenge they face is met with an out-of-the-box solution. They are a true testament to the logistical Soldier spirit," said Lt. Col. Mendel Waddell 168th BSB commander.

Picatinny Arsenal in New Jersey is currently working on a D-30 project similar to B Company's mission but on a much larger scale. Picatinny is sending a quality assurance, quality checks team to Fort Sill to inspect the pieces and perform a lessons learned after action review.

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