

To those of us who have been under persecution for dual comp fraud (beginning in 2010) and fought diligently for our innocence and reputations, and to those of you who have supported our efforts, I thought you'd enjoy reading this newly published ANGI 10-203 (as of 11 FEB 2021). Specifically paragraph 2.1.2, Attachment 3 and Attachment 4.

History: In the 90's the alert/technician guidance was clearly defined in accordance with U.S. Comptroller Decisions (i.e., "law"). Over the years, and particularly after 9/11, the alert/technician guidance from NGB grew more cloudy, and the corporate knowledge at NGB was not passed down through the generations. However, work practices at those Wings with the alert mission remained the same. Fast forward to 2010: a pilot who fairly recently had to transferred to Fresno from another Wing, retired in the fall of 2010. On his way out, he filed a complaint of alleged dual comp fraud. Painful investigations and multiple audits ensued. The audits eventually involved the fighter pilots of the Hawaii ANG as well. The NGB/IR auditors did not clearly understand the law (U.S. Code and Comptroller General decisions), previously established practices in the ANG, and current practices in the Air Force Reserves. In late 2011, NGB forced very large dual compensation debts on those pilots who were technicians pulling alert on mil orders between FY2007-2010 (typical work schedule was on technician status during the day; on mil alert orders at night and into the next morning; then off mil orders to resume technician status the remainder of that day). The Hawaii pilots were also sacked with large debts. It was a very difficult and tumultuous period and topic for later discussion.

This newly revised ANG publication clearly defines that technician duty and military alert duty on the first and last days of military orders is permissible and is not dual compensation if there are no overlapping hours / duty periods. It doesn't reintroduce Standby Days; I don't think those will ever come back. But it does CLEARLY allow the very thing that NGB was persecuting us for in 2010-2011. This new version of 10-203 has been in the works for the last several years; but has just now finally been published.

It was a long, hard, frustrating, and tedious fight with NGB, DFAS, and DOHA to get our dual comp debts waived and achieve some sort of justice. The process started in 2011, and the first "win" was 17 APR 2017 when Diggler's debt was waived (I'll never forget that day; a fun story for another time), and it took nearly two more years for the rest to cycle through.

Having our debts waived was phase 1 of winning. Having this clearly defined alert guidance with reference to technician work days is phase 2 of our win. It doesn't make up for the damage done by NGB and CA JFHQ (which is another conversation for another time), but it is still a significant win.

Additionally, we all owe John Frank a great round of applause! For your recollection; John was the 144FW Comptroller for a number of years way back. And if it weren't for John being such a pack rat by nature and digging out a treasure trove of old NGB guidance in his barn (dating back to the 70's, 80's and 90's) for me back in 2011 that I could use in formulating our appeal packages to NGB, DFAS, and DOHA; none of this would have been possible. We are eternally grateful to you John; thank you!

Additional huge thanks to Howdy, Grinder, and JAD for their leadership and moral support. And unbeknownst to most of you, we owe a huge thank you to Kristoff “JAG” Sills of the Hawaii ANG. They too were under the gun for alleged dual comp fraud. We compared notes and shared info (regulations, timelines, legal reviews, etc); it was a combined effort to achieve this win. Additionally, JAG wrote his Master’s thesis for Air War College on this very matter. It too is attached for your reading pleasure.

Thank you all!

Moreover, this re-introduced clear guidance will help the current and future generations of Guard technician pilots to be able to do their jobs without ever having to go through the pure hell that we endured. Together we have been able to affect a positive outcome for those of us who spent time living in Dante’s Inferno, and for current and future generations of ANG fighter pilots.

I only wish I could share this with Grinder and Meat (both RIP).

I hope this news makes your day. It has certainly made mine! I’m ecstatic!

Hope you’re all well and safe!

Cheers,

Siko