

Combat Edge

May / June 2009

Air Combat Command's Safety Magazine

**CRITICAL
DAYS
OF SUMMER**



ARE YOU READY?



Combat Edge

Volume 18 Issue 1, ACC SP 91-1

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ON SAFETY



Col Roger L. Wagner
Deputy Director of Safety

The “Critical Days of Summer” safety campaign starts Memorial Day weekend and runs through Labor Day (22 May – 7 Sep 09). The Critical Days of Summer is a special campaign designed to reinforce threats and common hazards associated with the perceived ‘good weather’ time of year. Does this mean we put more emphasis on safety during the summer months than other times of the year? No! However, history shows that depending upon the year, between 35 and 45 percent of the yearly fatalities occur during this time frame.

Last year, through your individual and collective involvement, Air Combat Command had the safest summer on record. Unfortunately, we still suffered three Class A mishaps — that’s three Airmen no longer in our ranks to help us do the work of defending our country. All three of these mishaps were categorized as motorcycle incidents, statistically the most dangerous form of transportation. Each and every one of those mishaps was preventable, indicating that we have room to improve. I challenge each of you to build on our success from last year and set another record for this command. Make no mistake about it, the goal is “ZERO.” I understand the potential is always there for more mishaps during the summer due to increased outdoor and leisure activities. However, we cannot become complacent from a safety perspective; it can be dangerous when assuming too much risk or when poor decisions are made — remember, it all boils down to personal responsibility!

Each year we’re reminded about the dangers of excessive speed, fatigue, lack of seat belt use and drinking and driving. If we didn’t keep losing precious Airmen year after year during the summer months to senseless preventable tragedies, we would not have to repeat this exercise. If we don’t look out for each other and apply the basic principles of risk management, our mission will be jeopardized. Our existing wingman program and solid supervisor involvement has proven effective.

Supervisors, I know it’s impossible to watch over your people when they go home at the end of the day, but I urge you to help them make smarter decisions — whether it’s on duty or off. Get personal with your Airmen; ask them their weekend or vacation plans and help them formulate a safe agenda so they are less likely to end up a statistic. Commanders and senior enlisted leaders, your support for the command’s safety program has not gone unnoticed. The commander’s call, roll calls, Top 3 meetings, and Chief’s Group meetings are making a difference. Every supervisor needs to continue to beat the safety drum in order for the safety message to propagate and multiply. I ask for your continued support in helping spread the safety message. Constant reminders will help ensure a heightened level of safety awareness. Your ACC safety staff stands ready to assist throughout the summer as you implement your mishap prevention programs.

Chicago Cubs in 2009 — you read it here first (it’s been 101 years ... kind of appropriate!)

PLEASE ME TO PLEASE YOU

by Mr. Bruce J. Green, Springfield ANGB, Ohio

Every day I'm a mild mannered air traffic controller, but by night I'm the aviation safety crusader. Well not really, but I do teach a Human Factors course at the University of Dayton, which lets me, ah, pontificate, if you will, about human error.

During a recent class on risk management, one of my students asked who I would rather be stranded with Bear Grylls from Man vs. Wild, or Les Stroud, of Survivor man. I tossed it back to the class and the consensus was that we'd have more fun with Bear, but would probably end up dead!

In order to eliminate unnecessary risk and error from our professional jobs, the Air Force has provided us with technical orders, checklists, and safety awareness training. But what about those risks and errors that aren't so obvious, such as the ones that come wrapped in the cloak of a desire to please?

Case in point, as a young Airman stationed at Shaw AFB, I vividly recall hearing the BOOM! of an RF-4C ejection seat as it propelled an Egress troop through the canopy to an early death. On that day, a well intentioned young man paid the ultimate price for a training mission. The accident investigation determined that he'd taken an unauthorized shortcut so that the aircraft could meet its sortie time. Good intentions, bad consequence.

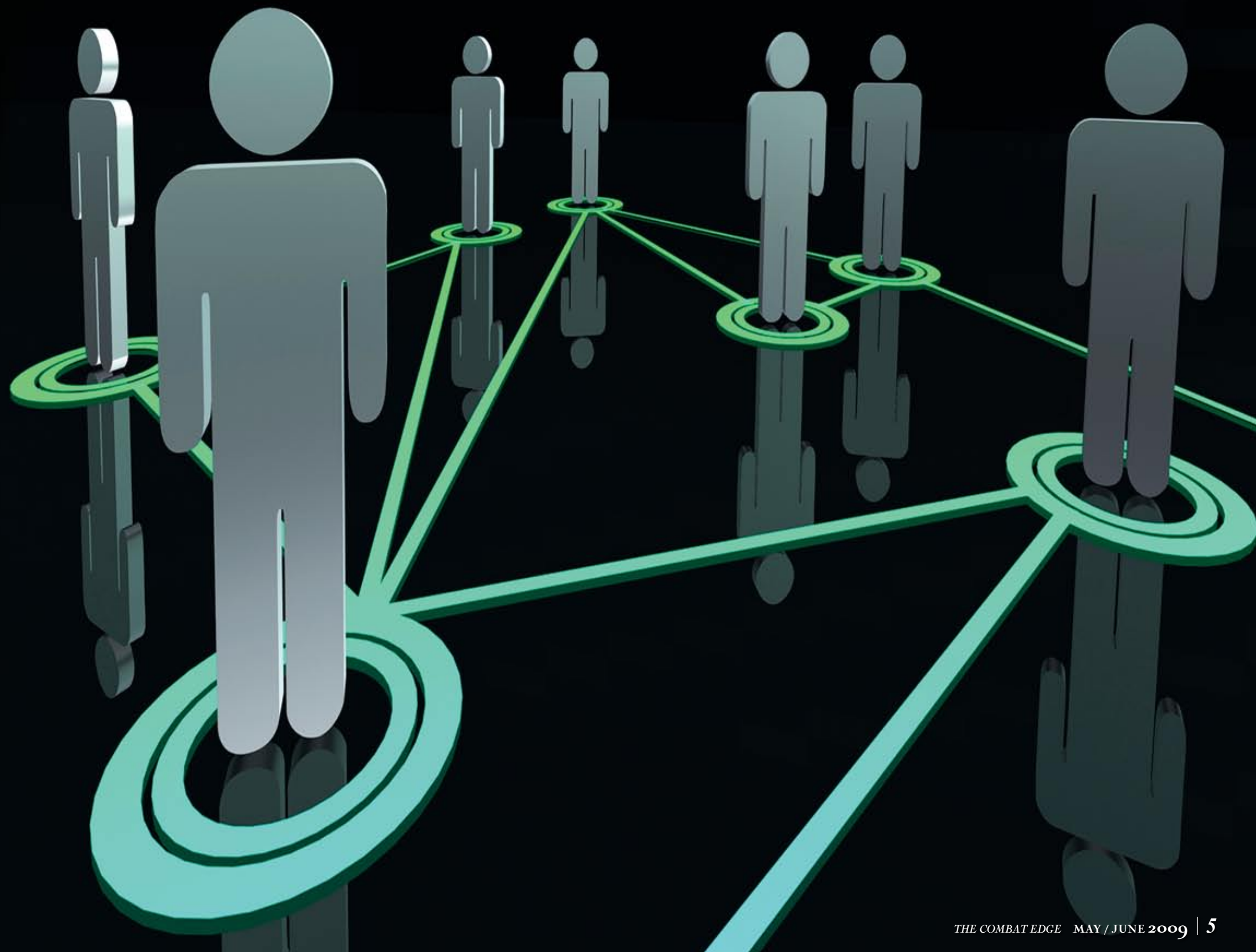
USAF history is replete with examples of good intentions and bad consequences. A pilot aggressively flying a B-52 crashes in preparation for an air show (Fairchild AFB, 1994); a controller attempting to "slam-dunk" an F-16 behind a

C-130 resulted in a midair (Pope AFB, 1994); a maintainer was fatally injured while working on a C-17 spoiler without proper safety lock-out equipment (Charleston AFB, 2004). Good intentions, bad consequences.

We spend our careers honing our skills and building our reputations to become exceptional pilots, controllers, and maintainers. To be recognized by our supervisors, through promotions and accolades, validates our own worth. In return, we want to justify our supervisor's faith in us by accomplishing the task, sometimes at all cost.

Military warriors are especially susceptible to this due to the camaraderie and fraternity we feel with one another, as well as our joint sense of mission. Our zeal to please a superior can override good common sense. Therefore, it is critical that we evaluate the magnitude of the task at hand and temper those feelings with common sense. And as supervisors, we must be cognizant of the dangerous "succeed at all cost" mentality employees may use to validate our trust.

Recently, I read about an airline pilot flying from London to Paris, who had to turn back because the pilot didn't have the company required weather "minimums" to land. Imagine the thoughts going through his mind; the passengers won't like this at all; the company's not going to like the negative press; my supervisor is going to second guess hiring me, and on and on. I say, bunk! The pilot, and others who've found themselves in similar dilemmas, should be heralded as heroes for not folding under the pressure of the desire to please at the expense of safety. How about you? 🗡️



SUMMERTIME SAFETY TIPS

by Rick Griffin, Eglin AFB, Fla.

Recently while painting my home I had a close call with heat stress. The local temperature was moderate when I began the job in the morning; however, it rapidly warmed up. In my hurry to finish, I failed to notice how hot it had gotten until I started developing symptoms of heat stress. Fortunately, I became aware of it and took a break to cool off and get some ice water. Here are some heat related things to watch for when working in hot and humid conditions:

Humidity

According to health experts, when high humidity is added to hot weather, it's a dangerous combination because they interfere with the body's ability to perspire. Since perspiration is the way humans and animals cool off, loss of this ability can be very dangerous. Long exposure to hot, humid weather can result in heat cramps or heat exhaustion. If heat stress continues, heat stroke -- which can be fatal -- may be the result. The heat index chart below shows heat and humidity combinations that can pose hazards to health.

Heat Stress

Heat exhaustion is a serious medical condition. Your body provides warning signals of heat stress, some of which are listed below:

- profuse sweating, tiredness
- fainting, nausea or vomiting
- paleness, headache
- fast, shallow breath, dizziness
- muscle cramps, weakness
- a weak, rapid pulse

Left unchecked, heat exhaustion can progress to heat stroke. Heat stroke occurs when the body cooling system fails. At this point sweating stops and the body temperature quickly rises to over 106 degrees Fahrenheit.

Heat stroke is a very serious, life-threatening condition. Symptoms to watch for are:

- very high body temperature (over 104 degrees Fahrenheit.)
- rapid pulse
- red, dry skin
- confusion
- throbbing headache
- nausea
- failure to sweat
- unconsciousness
- seizures

Who is Most at Risk?

- Prolonged heat stress can be fatal to anyone. However, it poses the greatest risk to people over age 60, especially those who are frail or have medical conditions like heart disease, respiratory problems, or diabetes.
- Babies and young children are also vulnerable to heat stress. It is always dangerous to leave a child unattended in a car or enclosure, but this is even more risky during a heat wave. Children who communicate or display any symptoms of heat stress require immediate attention.
- There are other people who run a higher than average risk of suffering from heat stress. For example, athletes, military personnel, manual laborers,

farm workers, and people who are obese may become sick from overexertion.

- Alcoholics and others who abuse substances are another high risk group. Finally, anyone who is not used to high temperatures and humidity may become ill during prolonged heat waves.
- Pets can also suffer from heat stress. Give them plenty of clean water. Outdoor pets need a shady, cool place to get out of the hot sun. Indoors, if an air conditioner is not running, be sure that pets have enough fresh air circulating to keep them cool. For other tips on pet care during heat waves, contact your local Humane Society.

The Heat Index																				
Air Temp (°F)	Relative Humidity (percentage)																			
	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	100
135°	120	126																		
130°	117	122	131																	
125°	111	116	123	131	141															
120°	107	111	116	123	130	139	148													
115°	105	107	111	115	120	127	135	143	151											
110°	99	102	105	108	112	117	123	130	137	143	150									
105°	95	97	100	102	105	109	113	118	123	129	135	142	149							
100°	91	93	95	97	99	101	104	107	110	115	120	126	132	138	144	150				
95°	87	88	90	91	93	94	96	98	101	104	107	110	114	119	124	130	136	140	150	
90°	83	84	85	86	87	88	90	91	93	95	96	98	100	102	106	109	113	117	122	126
85°	78	79	80	81	82	83	84	85	86	87	88	89	90	91	93	95	97	99	102	105
80°	73	74	75	76	77	77	78	79	79	80	81	81	82	83	84	85	86	87	88	89
75°	69	69	70	71	72	72	73	73	74	74	75	75	76	76	77	77	78	78	79	79
70°	64	64	65	65	66	66	67	67	68	68	69	69	70	70	70	70	71	71	71	71

More Summertime Tips

- Set your thermostat to 78 degrees or higher in the summer and turn off your cooling system when you're away from home. If you are elderly, please check with your doctor for recommended indoor temperatures.
- Where practical, use electric fans throughout your home instead of air conditioning.
- Avoid using evaporative coolers or humidifiers at the same time an air conditioner is operating.
- Clean or replace your air conditioner's filter regularly to help it run more efficiently.
- Apply weather-stripping and caulking around doors and windows to prevent the loss of cooled air.
- Repair and seal cooling ducts. Leaky ducts account for about 40 percent of cooling losses.
- Close drapes and blinds to keep out direct sunlight during hot periods.
- Open your windows during cool evenings.

Ways to Avoid Heat Stress

Help those who need special assistance -- for example, young children, people with certain disabilities, or the very elderly. In extreme heat, here are some good common sense tips to remember:

- Drink 2 to 5 times more than the usual amount of water.
- Use SPF-15 or higher.
- Limit physical activity. Take frequent breaks. Heed warning signs like a pounding heart or shortness of breath, and rest in a cool place.
- Wear loose-fitting, lightweight clothing, and a hat that protects your face from the sun.
- Try to stay in air-conditioned

places. If you don't have an air conditioner, go to a public place with one. Fans and evaporative coolers may also help.

- Adopt a coworker as a buddy if you work in a high heat environment.
- Choose cooler, early morning or evening hours for outdoor activities. Listen to weather forecasts and cut back on unnecessary exertion on hot, humid days.
- Check in twice a day with friends or loved ones who are over 65 or at high risk for heat stress.

Helping Heat-Related Illnesses

When a person shows signs of heat exhaustion, help them to cool off gradually. Give them non-alcoholic, low sugar, caffeine-free beverages

to avoid dehydration. Other "cool-down" treatments include resting in an air-conditioned place, wearing less clothing, and taking a cool shower.

Heat stroke is a serious illness that requires immediate emergency medical attention. First, call "911." Then use any means available to start the cool-down process.

For example, move the person to a shady area, loosen clothing, and fan vigorously. If a garden hose is available, immerse the person in water. Keep cooling efforts going until emergency responders arrive.

The goal is to bring the person's body temperature down as rapidly as possible. Immediately call for medical assistance! 🚑



WEAR PROTECTIVE GEAR

While Using Recreation Equipment

by Jennifer Ward, Eglin AFB, Fla.

While living at Pope Air Force Base last year, I decided to go hang out with some friends. We are all extreme sportsmen and are always trying new tricks, whether it is on a bike, skateboard, or roller blades. We are always trying to see what jump we can master. After watching a movie, we went outside where some of my friends were skateboarding around the front of the apartment complex. My skateboard was in the trunk of my car; but my protective gear was at a friend's house who had borrowed it the night before, so I hung back on the sidewalk for a while.

Finally, boredom and wanting to join in on the fun got the best of me, and I got my skateboard out of the car and started to skate with my friends. Everything started off fine because I am experienced with a skateboard, but then something happened. I got a head start up a breezeway for

speed and jumped the curb. I landed the jump but did not plant my feet correctly on the deck of the board. When I leaned in to slow down, I fell in the kneeling position and broke the top five bones in my foot that connect to my toes. This happened because I was not wearing the proper shoes for skating. Skate shops sell specially-designed shoes that are extra padded specifically for falls like that one. I have fallen in the kneeling position many times wearing those padded shoes and never hurt myself once. But because I was wearing Converse, there was no protection for my feet whatsoever.

I ended up needing three surgeries and had pins and screws put in and taken out -- not to mention the 60 pounds I gained from not being able to get out of bed. My foot was damaged so badly I was in bed or a wheelchair from July to November popping pain

killers like they were Pez candies. I was also out of work for those months. I learned that day that protective gear is the way to go! Because I did not have on the proper shoes, my whole life changed. I was paying my bills with credit cards while out of work, so I am now in debt. I used to be an avid runner, but now after a quarter mile I have unbearable pains shooting up my foot and leg. I don't fit into any of my clothes from last year, so it cost more money (that I did not have) to buy more clothes and last but not least, I lost my balance. I can no longer balance on a skateboard; and that breaks my heart. That day my life changed over one stupid mistake. Don't make the same mistake I did; wear your protective gear. I got lucky and broke my foot. You may not be as lucky and could crack your skull skating with no helmet on. 🌟



BOAT SAFETY

FUEL VAPOR

by Rick Griffin, Eglin AFB, Fla.

Have your fuel lines inspected regularly. Look for loose fittings or cracks in the lines and correct any noted problems immediately. If you use portable fuel tanks, check them for corrosion or pitting. Make sure the vents work properly and that there is a vapor-tight, leak-proof cap on the tank. If your tanks are permanently mounted, have them inspected annually. Be certain that they are vented to the outside of the hull and that fill pipes are outboard to prevent spills in closed compartments.

If you have a boatload of people and they're not all needed for the fueling process, suggest they leave the boat and go browse around the marina. The fewer people around the gas pump when you're fueling, the better. Remind your fellow boaters not to smoke or use cell phones around the gas pumps. Shut off all your engines, electric motors, and galley stoves and close all compartments, ports, windows, and hatches to keep the vapors out of those areas when you start fueling. Make sure a fire extinguisher is readily available.

Remove portable tanks from the boat and fill them ashore. If you spill gasoline on the tanks, wipe them off before bringing them back on board.

Hold the fill nozzle against the metal side of the fuel filler pipe. The filler pipe is grounded to the bonding system of the boat, and making contact between the nozzle and the pipe at all times will help prevent sparks from static electricity.

Tightly replace the fuel filler caps. Clean up spills and properly dispose of the rags you use to clean up the mess. Reopen the hatches, ports and compartments that you closed up prior to starting the fueling process. Before you turn on your ventilation blower in the bilge, smell for gasoline vapors. Don't flip any switches if you detect fumes. Find the source; then correct and ventilate before proceeding.

Think safety! When it comes to gasoline, it's always best to keep the explosions inside the engine. Always take the few extra minutes to do it right. It could make the difference between a disaster and a day of enjoyment on the water. 🌟



photo by Spc. Erika Isaacson

Surfing in High Winds

by SrA John Tenorio, Eglin AFB, Fla.

Extrême sportsmen or regular Joe's who drink a lot of Red Bull tend to believe that high winds from hurricanes or typhoons are a gift from God to their respective sport. Even during normal weather conditions sports like surfing, windsurfing, and body boarding, to name a few, still have a decent amount of risks involved. However, so-called professionals and thrill seekers swiftly make it to the beaches when a storm comes their way for the chance at having more fun and danger.

Kite-surfing uses wind power to pull a rider through the water on a small surfboard that is strapped to the feet. Kite-surfing is pretty controllable if you have 10 to 15 mph winds. An experienced kite-surfer went to the beach to test the winds of Tropical Storm Fay. The winds were about 40 to 45 mph, and all seemed well until a gust of wind picked him up off the water and flung his body onto the sand. In the next second, the wind picked him up again and slammed him onto a road and then into a coffee shop – all of which occurred in a matter of seconds. Today, the mishap can be watched on YouTube under 'why NOT to test Mother Nature.'

When I was a kid, I was into body boarding. Guam isn't known for its waves except for when a typhoon is coming. Hours prior to the arrival of the typhoon, a couple of buddies and I decided to go to the beach to catch the waves. Most beaches on Guam have reefs breaking the waves before they reach the shore. But on this day, the waves were definitely a few feet high. The tide was a little higher than usual but nothing to be scared of. The current was very strong, and you didn't have to go out far to catch a wave. I caught a wave that was apparently a little too big, and I lost control. The tide was way higher than it was when I first got there, and the wave would not break or end. I decided to get off the board, but the wave overpowered me and dragged me way past the shore. I was going headfirst into the lifeguard tower. There was nothing I could do. Mother Nature had control of me and all I could think to do was turn my head in the opposite direction. My back eventually scraped the metal pole leaving me with only a few scratches. It was a lot better than a broken face or back, but I learned my lesson very fast.

From Category 5 winds greater than 155 mph all the way down to Tropical Storms, the best thing to do is stay inside no matter how "Pro" you are. 🌪️



“An *Accident* Waiting to Happen?”

by Don Rightmyer, Major, USAF (Ret.), Frankfort, Ky.

With my 24 years in the Air Force, what are the experiences that have carried over most into my post-USAF years? There have been several – public speaking, instructing, and magazine editing are three that continue to serve me well today. However, I spent 6 years in the safety information and education field, and the many important things I learned about safety and mishap prevention in that time apply whether I’m in uniform or civilian clothes, at home, at work, traveling or in-between.

Does it pass the common sense test?

How many potential or actual mishaps have you seen that could have been avoided had you noticed the “mishap waiting to happen” and taken a few basic steps to prevent them? We can all think of scenarios that are almost an automatic setup for a mishap: boxes stacked too near a doorway, in a blind area, or so high they’re unstable; using damaged or faulty tools, office furniture, or equipment instead of repairing or replacing them; or simply doing something blatantly dumb. You can fill in the blanks from your own experiences. Reading safety messages and mishap reports and realizing with how many of those situations I had experienced, really helped me recognize that when a situation does not pass the “common sense” test, it should be a red flag that something needs to be done to correct/prevent the problem. Otherwise, the next thing to happen will probably be you or someone else getting hurt.

Do the job RIGHT the FIRST time.

I cannot tell you how many safety reports I saw where the main cause of the mishap or incident was someone being in a hurry and not taking the time needed to do the job correctly the first time. We have all experienced situations where the pressure seemed great to hurry through, get the job done, and either move on to another set of tasks or head home because it was quitting time. If you find yourself noticeably hurrying the necessary steps, skipping checklist items, failing to get the necessary tools or materials to complete the task, or completely ignoring the T.O., stop and think about what you’re doing and what might result from cutting corners and taking shortcuts. The end result in most cases is someone (frequently YOU) having to spend the time and resources to fix what went wrong and then do the same job all over again – a real waste of good materials and your energies. If you’re like me, having to do the same job over again because I didn’t perform it correctly the first time is not the way I want to spend my time and effort.

Be aware of your surroundings.

When I arrived at my last Air Force assignment at Ramstein Air Base, Germany, I quickly found that the home we rented in a nearby village and the route to and from the base were filled with potential mishap makers. Some of the problem areas I found were not just potential – I actually had close calls that “hurt” but, thankfully, not too seriously. I do not recall how many times I creased

my head on the sharp corner of a cabinet, felt like I nearly broke my back on a visually deceptive step on the backyard patio, or nearly had auto mishaps on a poorly designed entry to a major road. Thankfully, none of the problem areas caused serious harm, and I learned from the close calls.

I will be the first to admit that in my first few years in the Air Force, I did not pay sufficient heed to periodic safety briefings and useful safety materials such as *The Combat Edge* (TAC Attack, AirScoop, etc.). For me personally, working in the safety

career field was a huge learning curve, and I am thankful that I had that opportunity to absorb and share with others the many “lessons learned” that have been invaluable for me ever since. I have had the opportunity to continue reading *The Combat Edge* in recent years and find the ground safety and human factors articles very useful in my daily activities. I find the flight articles very beneficial, as well. Sadly, I just don’t have the chance to apply those safety principles today. I encourage you to take time to read the articles in this publication and other

safety materials readily available to you and put the valuable information in them to use in your own life situations. Your “common sense antennae” will be fine-tuned, and you will be safer and healthier in the long run.

Finally, let me echo the call in the January/February 2009 *Combat Edge* magazine encouraging YOU to write an article for this magazine. There are an untold number of people in Air Combat Command who could write a single story today that might prevent a mishap that would cost valuable lives and Air Force resources in the days

ahead. In my own USAF editorial experiences, I know a lot of you are sitting on a personal story from which we could all benefit. Write that story and send it to *The Combat Edge*. You will be glad you did. ✦

Author Bio: Don Rightmyer flew F-4s and F-111s during his active duty Air Force career and was editor of TAC Attack and AirScoop magazines. He finds his defensive driving skills useful every workday in his 90-mile commute to his current job at the Kentucky Historical Society in Frankfort, Kentucky. ✦



photo by SrA Dan DeCook



KEEPING CURRENT

A Lesson on the Importance of Knowing Ocean Conditions

**by 1Lt Peter Larsen,
Edwards AFB, Calif.**

I was in Southern California with my two buddies, Mike and Joe, and we were hoping to catch a few waves in the late afternoon. We had been driving around all afternoon looking for waves but had not seen much at the few places we stopped. We went to a spot that usually pulled in better waves than the rest of the area and was never crowded. I had only been there once before, but the locals said it was known for having bigger, more powerful waves when there is a swell coming.

When we pulled up, we quickly realized this was the place for us. The waves looked much better than any we'd seen that day, and the place was empty. All three of us were tired of driving at that point so we quickly donned our wetsuits and grabbed our

boards. We rushed down the beach and paddled out into the surf. There was an endless stretch of beach to our left that ended in a rocky point on our right. We tried to line up about 200 yards off the point so we could catch a wave and still be over a nice sandy bottom. By the time we got out there, we noticed that we had already moved 100 yards closer to the rocks. The strong current in the water was moving fast enough that we could watch ourselves being pushed down the beach. We spent the next 45 minutes fighting the current trying to stay in one spot to catch the waves. The constant paddling against what felt like a river in the ocean quickly tired everyone out, and we were back on the beach watching the waves go unriden.

I have rarely had a time when I felt out of my comfort zone in the water, and this was no exception. The

current was strong, yes; but I never felt that I couldn't get myself back to the beach. I grew up a competitive swimmer, played water polo in college, and had been surfing for over 5 years, so I knew my abilities. I knew I was the strongest swimmer in the group and assumed both friends knew what they were doing. Mike had grown up playing water polo with me, and Joe had been surfing with me numerous times. Because of this, and the fact that there were still waves rolling in, I thought it would be a good idea to leave the boards on the beach and go body surfing. This way we could just swim into the waves, and it would be easier to fight the current without dragging a board along. Mike and Joe were concerned about the current; but after a little convincing, they agreed to join me.

Excited to surf again, we all raced down the beach and dove into the

water. I sprinted out there and was out with the waves in no time. I caught a good one right off the bat and waved to both of them to hurry up. They were still fighting the current and trying to get out to me. I waited a little bit and caught another one. This time, I looked back and they were getting pretty far away from me. They had gotten pretty far out, but the current was faster than they could push against. I decided to swim over to them and catch some over there. They were both breathing pretty hard from the swim, so we decided to rest for a second before taking another wave. It was about this time that we looked back at the shore and could see just how fast we were moving. We had easily drifted over 100 yards and were quickly running out of beach. I looked over and realized that at the speed the current was pushing us, there wasn't much time before we would find ourselves stuck at the point with the waves pounding right onto the rocks.

I told Mike and Joe that we should probably make our way in, and they soon realized how close we were getting to the rocks. I wasn't worried as I knew I could make it in to the beach. I soon realized it was

a completely different situation for my friends. Their eyes got a little wider, and I could tell they were getting nervous. Swimming in, Mike stayed pretty close to me. After a little bit, I could tell he was getting tired. He pulled up to rest for a second, and when I looked back, I noticed that Joe was way behind us. Realizing the situation was getting more serious, I instructed Mike to keep working his way in while I swam back to Joe. When I got to him, he was obviously tired and worried. I swam with him, and we started using the waves to push us to the shore. I looked up and saw Mike was just getting to the shore up the beach from where we were. I told Joe to keep swimming as we were getting really close to the rocks. At this point, I was getting pretty tired from fighting the current, but I knew we only had a small opening left to get in. I pushed a little more and got to a place where I could stand. I pulled Joe to me and we walked against the current and crawled over a few rocks to the beach. Once on shore we collapsed on the sand and caught our breath, relieved to have made it out of the water.

When I look back on that day, I realize just how bad that situation

was and how lucky we are it turned out the way it did. I also think about how we got into that position in the first place. It seems clear to me now that nobody else was in the water for a reason. People familiar with that beach could tell that the current was too strong to go out in. We were so anxious to get in the water that we didn't take time to evaluate the situation -- even though it was a new area for us. Once we got out there and realized how bad the current was, we should have swam back to the beach and stayed. Instead, I was too eager for more waves and pushed my friends into a bad situation. We all drove away from the beach that day knowing how lucky we were that no one got hurt. It would have been simple to just go to another beach or wait till the next day. Being in a hurry and pushing each other got us all into a situation for which we were not prepared. Mike, Joe, and I still go to the beach and surf all the time; but we are now a lot smarter about where we go and the water's conditions. The ocean can be a lot of fun, but its conditions can change quickly. If you are not paying attention, you can end up in a situation that's over your head ... literally. ■

The Critical Days of Summer

by Mr. Rodney Robinson, Langley AFB, Va.

It's hard to believe we are fast approaching the summer months. With the warmer weather just weeks away, it is now time to start thinking about and preparing for what we will be doing. Many of us are already feeling the effects of spring fever. It's true, warmer weather motivates us to become more active in outdoor activity and inspires us to hit the road to do some long awaited adventure travel. But warm weather also brings with it the potential for more mishaps. Last year within Air Combat Command we sustained three fatal mishaps and 212 other mishaps where members missed duty time. What's so disturbing is that many of these mishaps were preventable. A tremendous strain on meeting our mission requirements occurs each time a member is not able to come to work because of an on- or off-duty mishap. Invariably, someone else must step in and fill the shoes of the injured member. Just think, if you were about to deploy to the AOR and you were injured playing softball -- an injury that may have been preventable if the proper safety measures had been followed. Who will take your place? Don't look too far because chances are the burden might fall on a buddy in your shop. The goal of any good safety program is mishap prevention -- something in which we must all play an active role. We can do this by getting involved and preventing mishaps before they occur. Practice good risk management -- think things through before acting. With summer months approaching quickly, start thinking about summer vacations -- water sports to include skiing and boating, hurricane season, hiking, softball, and many others. Below are some quick mind joggers to help you get started with summer preparation



photo by Mr. Jim Brooks



Hurricane Season

Are you prepared for the unexpected? Every year, thousands of people are caught off guard by the power of a hurricane. Take a read below for some items that may help.

- Have the cars filled with gas
- Keep extra cash on hand
- Have food and water available
- Make sure someone knows your driving plans
- First aid and prescription drugs
- Tools and supplies to include a flashlight
- Sanitation, clothing and bedding
- Don't forget special items if you have little ones
- Entertainment items
- Possessions and key documents
 - Insurance Cards
 - Passports
 - Social Security Cards
 - Bank account numbers
- Have plans for the pets

Water Skiing Safety

The water always looks so appealing. I remember the first time I went water skiing; I was sure I would be able to get up the very first time ... that sure didn't happen. Water skiing like other activities looks risk free but it's not. Take a look below for ways to help reduce the risk when water skiing.

- Know the law in your area
- ALWAYS wear a personal flotation device
- Make sure you have a spotter in the boat
- Stay within your ability
- Check you towline before you ski
- Maintain a reasonable safe speed at all times and keep an alert eye open for other boats and watercrafts
- If dropping a ski, be sure to release it near a dock where it can be retrieved immediately out of the way of other boards and skiers.
- Wear sunscreen

Roller Blading Safety

I still remember the first time I attempted to roller blade ... it was not pretty and certainly not the same as roller skating. Roller blading, often referred to as in-line skating, can also be used as a mode of transportation to and from school and work.

- Wear your helmet ... required on ACC installations for all personnel
- Wear wrist guards / elbows and knee pads
- Make sure equipment is in working condition
- Skate on flat, smooth surfaces
- Master the basics of stopping, turning and striding
- Skate on the right, pass on the left
- Yield to pedestrians when skating on sidewalks
- Don't skate when weather is bad or visibility is poor

Softball Safety

Softball ... wow ... what can go wrong? Seems like a relatively low-risk sport. I mean you just have a ball, metal bat, someone running, someone throwing, and someone trying to catch the ball. However, every year we have numerous mishaps to either members being hit with a thrown ball, being struck with the bat, or breaking an ankle while sliding, etc. Here are some helpful hints to prevent softball injuries:

- Prepare by conditioning
- Know your abilities and limitations
- Learn how to slide correctly
- Avoid collisions at all cost ... the next level is no MLB
- Stay sober while playing
- Identify captains for infield and outfield to call the ball

Grill Safety

Let the grilling begin ... hold one minute. Each year about 30 people are injured as a result of gas grill fires and explosions. Here are some tips to help prevent a grilling mishap.

- Check the tubes that lead into the burner for any blockage
- Check grill hoses for cracking, brittleness, holes, and leaks
- Move gas hoses as far away as possible from hot surfaces and dripping hot greases
- Replace scratched or nicked connectors
- Check for gas leaks
- Keep lighted cigarettes, matches, or open flames away from a leaking grill
- Never use a grill indoors
- Always follow the manufacturer's instructions

Hiking Safety

The great outdoors, what more could you ask for. We have beauty all around us and we just need to get out and view it.

- Tell someone your plans
- Hike with a friend
- Learn about the terrain. Have a plan to turn back if things change ... weather, etc.
- Have a plan for emergencies
- Don't forget a map/stay on trail
- Compass
- Warm clothing
- Extra food and water
- Flashlight
- Matches
- First aid kit
- Whistle ... just in case
- Pocket knife
- Cell phone

ORM ... Not Just a CBT on Your 593

by MSgt Edward M. Palasthy,
Eglin AFB, Fla.

Every year it is the same thing. You have a whole list of things you have to take care of for ancillary training, everything from CPR, to LOAC, to Anti-Terrorism. Sometimes, especially if you have done them almost 20 times, they become monotonous. Sometimes, it is at that time you wish they didn't.

Each year we all, as Air Force personnel, accomplish what is known as ORM or Operational Risk Management training. This is a course designed to use as a tool and template to assess risks and make good judgment calls when performing duties that have some type of risk involved. In most cases everyone has done that with their job, and with seamless perfection their day goes by injury and incident free.

Enter in my ECM pod shop. Here we work with High Power Radar jammers; items with enough RF power to cook a turkey and still blackout the O'Hare Airport on a whim. We use safety devices with these pods so we can transmit indoors and work on the

pods during routine maintenance. We have T.O.s that remind us to test the pods for leaks if we change out RF components. We have manual RF detectors we use to "sniff-out" the pod for RF prior to letting the pod stay in transmit for long periods of time with technicians standing directly next to it. All in all the procedures used to ensure safe transmission and zero mishaps are extremely safe.

Now throw in some curve balls. Perform a facility HVAC overhaul, requiring you to move all of your test stations back and forth across your facility, thus creating a semi-permanent area of chaos, awaiting job completion to be able to properly put your shop back together. Next, acquire new pods because of Base Realignment and Closure and perform acceptance tests. Start this out with different pod workbooks that you transfer to your own format. Then, you have a pod requiring a part that goes AWP (awaiting parts), so you move that pod to the side while you wait a few weeks for supply to get you that part. Now, imagine the part comes in but the mock-up space is taken so you install the part and await

test station availability. You cannot test the pod until this happens. So, 3 weeks pass until you get the pod on to the mock-up and return to testing status. Of course, you do this after you move your mock-ups once again, but at least this will be the last time because the front of your building is completed.

This is where the ORM process should have kicked in. Knowing that there were many variables added into the standard equation of pod in-pod out theory, we should have re-evaluated our safety measures for accountability. We did not and we had a safety incident. The part that we installed had a gasket slip. This caused a paper thin gap between two waveguides; big enough for RF transmission into open air space to occur. Because we had done the RF check at the beginning of the testing, we didn't know about the leak. Since we couldn't test immediately upon completion, the technicians that worked the pod next did not know it needed an RF leak test performed.

The pod maintenance worksheet from the previous base had been shredded and a new local pod

maintenance sheet had been started. The current RF detectors are manual and are not in continuous monitor mode. Therefore, if an RF leak happens and your hand-held monitors are not in use, you won't know about it.

The pod was put onto the mock-up and ran. Small amounts of RF were able to escape the waveguide and transmit into open space. It wasn't until a few days later when another technician working a pod realized by the reaction of his pod automatically transmitting, that another RF source must be emitting into the room. He had the leaking pod shut down until it was determined that, in fact, it had a gap in a waveguide and was the source of the RF transmission.

All the technicians who had been working that pod were seen at the base hospital. Fortunately, no one suffered any RF sickness or burns. Everyone did a self check and realized that however small, each person had added to or could have prevented the increase risk of RF exposure. No one realized that the change in the work environment had evolved so much to almost eradicate the standing safety

measures.

So the shop reevaluated and came up with a plan to ensure a safer environment from RF exposure. First we entered an AFTO 22 to add the wording of performing RF leak checks at each step involving the installation of an RF component. We also entered a Safety Supplement Addition to add standing/continuous RF testers to each mock-up. We also added a section to our maintenance sheets for RF part removal/installation and RF leak check sign off by a 7 level. This is to be accomplished after the installation of an RF transmitting part for the pod.

The RF detectors came in from supply in just over a week. They were tested out and work as advertised. The Safety Supplements have gone to ACC as well as the AFTO 22. The maintenance sheets were changed the very next day after the incident. I myself am extremely confident these additional efforts will eliminate this from happening again. Had we used our ORM training these measures could have been taken, but without a mishap and RF exposure. ✱

MONTHLY AWARD WINNERS – FEBRUARY

Weapons Safety



AWARD OF DISTINCTION

SrA Britton showcased his outstanding technical skills and acute maintenance vision while preparing an A-10/C aircraft for flight. He was setting the rounds limiter on A/C 79-202 when he noticed a loose bolt on the GAU-8 30MM gun system. He instantly notified his supervisor and tightened the loose bolt to the proper torque; this action alone prevented possible catastrophic damage to the \$250,000 gun system. SrA Britton performed a last-minute FO inspection before closing the applicable panels. However, while closing the gun panels, he took a hard look at the gun system. His confidence paid off when he noticed a bolt hole partially covered with grease. His investigation confirmed one additional missing bolt and washer from the gun system which was overlooked by other more seasoned technicians. He immediately notified his supervisor and expeditor, and conducted a thorough search of the gun bay and associated system components. During the search, Airman Britton located the missing hardware and continued with an ex-

tensive inspection of the entire gun system. Airman Britton reinstalled the washer and bolt and torque to proper specifications. All actions were accurately documented in the aircraft forms. Finally, his actions displayed an astute technically advanced skill and innate leadership ability in high operations tempo situations. His persistence and communication with supervision allowed the aircraft to fly a successful sortie without incident.



SrA Jacob R. Britton
355 AMXS, 355 FW
Davis-Monthan AFB, Ariz.

Pilot Safety



AWARD OF DISTINCTION

During the final stages of the 27 FS's aircraft delivery mission in support of PACOM/CC's TSP, Capt Howard's F-22 experienced near-catastrophic hydraulic failure. Approximately 450 NM East of Kadena AB after nine AARs and 9 hours of continuous flight, he noticed the first indication of trouble. At FL250 and VMC, the Left Hydraulic Degrade ICAW asserted. Approximately 27 seconds later, the Hydraulic FLCs ICAW asserted, which signaled the impending failure of the left hydraulic system. After an additional minute, the left hydraulic system lost all fluid. Capt Howard had inoperative flight control surfaces on his left wing and drastically reduced aircraft handling capability. It was discovered that the flight manual checklist was deficient in its steps to properly address this specific emergency. The checklist should have noted that a consequence of a left hydraulic failure is eventual surface flutter and possible structural damage. Approximately 80 NM from Kadena, he slowed to final approach speed and accomplished an uneventful controllability check. He was forced to fly an approach and landing 16 knots faster than normal per flight manual guidance. The approach and landing were further

complicated by high crosswinds that were a mere 2 knots shy of the maximum allowable crosswinds for a normal operating aircraft. Capt Howard executed a flawless approach and landing despite his dire circumstances. His handling of this emergency validated the need for a crucial correction to the flight manual checklist. Moreover, Capt Howard's exceptional pilot skill, airmanship and ingenuity in the face of an extremely rare IFE were instrumental to the safe recovery of a \$136M national asset.



Capt Matthew W. Howard
27 FS, 1 FW
Langley AFB, Va.

Aircrew Safety



AWARD OF DISTINCTION

The crew of Sentry 61 experienced a series of ground and in-flight malfunctions that culminated in a rare emergency landing with only two of their four engines operating. The first problem came during the pre-flight when the FE found a sheered bolt on the left inboard spoiler. They stepped to the spare jet where they immediately found a hydraulic leak from the #2 engine. Maintenance was able to fix the leak allowing the crew to continue with the mission. While en route to aerial refueling, they encountered a high oil pressure indication which exceeded the 60 psi limit on the #3 engine. The high pressure remained after they reduced the throttle for the #3 engine to idle. When this did not correct the problem, they initiated the 'PRECAUTIONARY ENGINE SHUTDOWN' checklist as directed by the T.O. An in-flight emergency was declared and the crew returned to Tinker AFB. Once in the local area, they proceeded to a holding pattern in order to adjust their gross weight by 45,000 lbs to execute a safe three engine landing. However, while in the 'FUEL DUMP' checklist they began to have problems with the #4 engine. The oil quantity for the #4 engine dropped to 1/2 gallon and the oil pressure began fluctuating. This further compounded their

in-flight emergency; the T.O. directed them to complete the "ENGINE FAILURE OR FIRE" checklist and shutdown the engine. Once the engine had been shut down, the crew began to review the 'TWO ENGINE LANDING' emergency checklist. With both engines on the right wing shut down, the crew had to execute multiple checklists and procedures while adhering to numerous warnings and cautions. With the entire crew working together, they were able to execute a perfect two-engine landing and safely recover a \$330 million E-3 and crew of 33.



Capt Kevin G. Douglas, Capt Michael K. Conlee
Capt Aaron K. Brister, Capt Reynaldo B. Bautista
Capt Adam E. Williams, SSgt James P. Buys
MSgt Todd C. Bowling
964 AACs, 552 ACW
Tinker AFB, Okla.

Flight Line Safety



AWARD OF DISTINCTION

While supporting the 11th Aircraft Maintenance Unit, as the designated aerospace ground equipment driver, Airman First Class Michael Powell was dispatched to Oscar 1 to pick up several aerospace ground equipment units. After consulting with the two aircraft maintenance squadron personnel on site, Airman Powell started clearing the area. While connecting a hydraulic cart to his tow vehicle, he discovered the cart was marked for fighter use only. Airman Powell immediately brought this to the attention of the two aircraft maintenance squadron personnel and asked if it had been used to service any bomber aircraft. Once confirmed, Airman Powell contacted two NCOs at a nearby site, who in turn contacted the Chief of QA who initiated an investigation that resulted in the impoundment of two B-52 aircraft. Most importantly, his keen attention to detail and quick actions stopped a chain

of events that may have led to a catastrophic failure. Airman First Class Powell prevented potential aircraft damage to system hydraulic components on two different B-52 aircraft and eliminated an otherwise hidden hazard to aircrew safety.



A1C Michael S. Powell Jr.
2 MXS, 2 BW
Barksdale AFB, La.

FEBRUARY continued

Crew Chief Safety



AWARD OF DISTINCTION

Sgt Bogard was called out to the flight line to evaluate flight control damage discovered prior to flight of an E-3. After inspecting the left wing inboard spoilers, he determined the damage was not repairable and the aircraft was towed into the hangar for replacement of the damaged spoilers and further troubleshooting. Once the left wing inboard trailing edge flap and inboard spoilers were removed, SSgt Bogard discovered a sheared bolt in a secondary support rod connected to the spoiler mount. However, SSgt Bogard's search for flight control damage did not end there. He knew the spoiler mount had somehow shifted which ultimately caused the spoiler damage. NDI technicians were called out to inspect the spoiler mount, but they did not find any other damage with the tools they had available to them. Knowing there was a distinct possibility more damage existed, SSgt Bogard decided to manually shake the flap and check if there was movement in the spoiler mount. He then discovered that the spoiler/flap support fitting had noticeable movement of 1/16th to 1/8th of an inch. Following the disassembly of the spoiler mount, SSgt Bogard discovered the spoiler/flap support

fitting was broken into three pieces. SSgt Bogard was commended by E-3 engineers for the "Amazing" finding since the defect could have very easily gone undiscovered. Additionally, a new flap and inboard spoilers could have been reinstalled, leading to repeated damage of the spoilers and possible inadvertent failure of the flap system during flight. SSgt Bogard's keen eye, superior system knowledge, and relentless inspection prevented a certain mishap and the possible damage or loss of a \$330M E-3 AWACS.



SSgt Kenneth W. Bogard
552 MXS, 552 ACW
Tinker AFB, Okla.

Ground Safety



AWARD OF DISTINCTION

After an unexpected Unit Safety Representative (USR) turnover, SSgt Fitzgerald immediately seized the task of correcting many facility safety deficiencies and helped transform a dilapidated facility into a safe and effective working area. Further, after a UXO was discovered near an aircraft shelter, he organized and executed a large-scale, 10 personnel, preemptive UXO sweep of almost 6.25 million square feet of south-side JBB facilities and flight line operations. His actions ensured the safety of over 400 personnel and protected \$576 million in 14 EFS fighter aircraft. During a 250 item safety inspection, SSgt Fitzgerald identified over 16 safety hazards and worked diligently to have them corrected. Some of the most serious safety hazards included inoperative fire extinguishers, an air conditioning unit leaking water onto a 220V AC outlet, and inoperative smoke detectors. He meticulously ensured facilities were elevated to AFOHS standards and all ground safety checklist items were completed in preparation for 332 AEW Safety SAV. SSgt Fitzgerald's duties as the USR are

above and beyond the already superior work performed at his primary job as an AFE Specialist, earning him the 332 OG and 332 AEW Tusk Airman of the Week. His outstanding work ensures all personnel have safe working facilities and pilots receive 100 percent operational life support equipment for combat ops, including \$3.6M in NVG assets. The 14 EFS is fortunate to have him in support of direct combat operations as a part of the 332 AEW Safety Team. His consistent efforts, extra vigilance, and proactive safety actions have saved lives and preserved combat assets, guaranteeing continued support of Operation Iraqi Freedom. SSgt Fitzgerald's actions are an excellent example of proactive vigilance with safety at the forefront of combat ops.

SSgt Quinton D. Fitzgerald
14 EFS
Joint Base Balad Iraq

Unit Safety



AWARD OF DISTINCTION

The 14 EFS has created a disciplined and tactical culture of proactive vigilance with safety at the forefront of combat operations. The sustained focus and effort by all 14 EFS personnel has contributed to both Flight and Ground safety with measurable results. Through unrelenting diligence, the 14 EFS transformed a dilapidated facility into a top-notch warfighting center, reversed safety trends/incidents, and significantly increased 332 AEW mishap prevention and combat capability in support of OIF. Life and death ORM daily; 14 EFS pilots are unmatched in discipline, professionalism, and contingency readiness w/demonstrated mastery of IFEs via systems knowledge/execution of 26 EPs including 16 engine related. Statistics improved dramatically with zero HATRs or reportable mishaps and a 45 percent reduction in IFEs/safety incidents. Persistent inspections and repairs eliminated 100 percent of hazards, including multiple electrocution risks. HATR avoidance campaign and disciplined procedural execution; comprehensive/objective analysis of IFEs; mishap trend analysis; BASH-

25 kills; acquisition of helmet lights and clear JHMCS visors for improved safety during night/dusk/dawn flight ops; diligent Opsec measures; Stan-Eval knowledge reinforcement-bimonthly CAPs, MQF tests, read-files; and superior vigilance by all 14 EFS personnel. The 14 EFS synergistic safety efforts and achievements are inseparable from standard daily operations. Proactive hazard mitigation is the result of disciplined mission execution, doing things the right way, and always using good personal judgment.



14th Expeditionary Fighter Squadron
332 AEW
Joint Base Balad Iraq

ACG SAFETY SALUTES SUPERIOR PERFORMANCE

NINTH AIR FORCE

Capt Christopher J. Bennett
SrA Jason K. Bailey
46 ERAS Det 1
Balad AB, Iraq

A1C David F. McIntyre
55 EFS, 332 AEW
Balad AB, Iraq

SSgt Clint A. Taylor
4 CMS, 4 FW
Seymour Johnson AFB, N.C.

EIGHTH AIR FORCE

Capt Andrew J. Vail
763 ERS, 55 WG
Offutt AFB, Neb.

Amn Miles Toran
2 CS, 2 BW
Barksdale AFB, La.

509th Maintenance Sq.
509 BW
Whiteman AFB, Mo.

1Lt Jeremy D. Ludwig
964 AACs, 552 ACW
Tinker AFB, Okla.

TWELFTH AIR FORCE

SSgt Matthew K. Lohman
TSgt Aaron M. Cowan
49 AMXS, 49 FW
Holloman AFB, N.M.

SSgt Christopher A. McConnell
49 MXS, 49 FW
Holloman AFB, N.M.

USAFWC

Capt Ryan Barrett
15 RS, 57 WG
Nellis AFB, Nev.

NGB

Capt Derrick Erickson
Maj David Shevchik
134 FS, 158 FW
South Burlington, Vt.

MONTHLY AWARD WINNERS – MARCH

Unit Safety



AWARD OF DISTINCTION

The Tactical Security Element (TSE) is an AF-certified 15-man team tasked to assist AFOSI in creating a sustained, secure and permissive environment for air base operations by providing convoy security for all Outside The Wire combat missions within the Southern Iraq, Joint Operating Area. This security facilitates AFOSI's ability to carry out its Counter Threat Operations mission of finding, fixing, tracking and neutralizing enemy threats. Upon the fielding of new Cougar Mine Resistant Ambush Ptrotections (MRAPs), a lower profile and safer vehicle, compared to its larger predecessor, TSE personnel discovered that the SOP for a "down driver" was not only unsafe, but not feasible. The old procedure had the rear passenger remove the "down driver" and take control of the vehicle. In the Maxi-Pro MRAP, the rear passenger was located within arm's reach of the driver. In the new Cougar MRAP, the rear passenger is situated more than 4 feet from the driver. If trying to maintain the old SOP, the rear passenger would be unable to reach the driver due to distance and the gunner's platform, which blocks access

to the driver. The TSE noted the unsafe and potentially fatal nature of the old process and quickly implemented a new, simple and feasible process. The new procedure calls for the Truck Commander (TC) to pin the "down driver" up against the door and to take control of the steering wheel. After the TC establishes partial control of the vehicle and ensures that it is out of the kill zone, he/she applies the exhaust brake slowing the vehicle down to 5 mph. Next, the TC will physically maneuver over the center console and gain complete control of the vehicle. The remaining vehicles in the convoy will establish a 360-degree security perimeter of the distressed MRAP and await medevac support. An HQ AFOSI SAV identified this process as a "STRENGTH," that will ensure the safety of all Cougar MRAP warriors.

**Tactical Security Element
407 ESFS, AFOSI DET 2409
Ali Base, Iraq**

Crew Chief Safety



AWARD OF DISTINCTION

At his Southwest Asia deployed location, and on the end of runway, SSgt William Ehinger was preparing a U-2 Dragon lady for takeoff. SSgt Ehinger was responsible for removing the U-2 wing pogo pins in accordance with his checklist, an action necessary to ensure the proper departure of the pogos during the takeoff sequence. Fortunately, after completing his portion of the takeoff preparation, he took a last minute look at the aircraft to make sure everything appeared normal. Aft of the main landing gear, SSgt Ehinger thought he noticed some sort of fluid leaking. With just seconds to go before the departure of the U-2, he notified chase car authorities "Air Boss" and "Mobile" about the perceived hazard. This action demonstrated tremendous courage in the execution of a safety first mindset, and successfully stopped the takeoff sequence until more information was gathered. Given the dubious fluid leak and the sensitivities of the U-2 at extremely high operational altitudes, a knock-it-off call was made and the aircraft was taxied back to park. Upon further inspection, maintainers discovered a

leaking aircraft stand-by generator. SSgt Ehinger's actions prevented a complete loss of the aircraft's only hydraulic system, saving the pilot and aircraft from a certain in-flight emergency and possible catastrophic loss. His situational awareness and dedication to safety were recognized in a special ceremony by the Aircraft Commander and Operations Group Commander. SSgt Ehinger continues to lead the squadron's Airmen, personifying safe and effective flight line operations.



**SSgt William E. Ehinger
380 AEW
Al Dhafra, UAE**

Pilot Safety



AWARD OF DISTINCTION

Maj Roy was flight lead of a two-ship of A-10s tasked on an OEF CAS mission in support of a Troops in Contact involving a downed aircraft. The Wingman was flying his first sortie out of Bagram Airfield as well as his first combat mission. Weather was overcast from the surface to FL260. The A-10 flight arrived on station and held above the clouds over high mountainous terrain. Thirty-five minutes into the flight the Wingman recognized a rapidly depleting oxygen system and informed Maj Roy. Twenty seconds later, the Wingman experienced the initial signs of hypoxia and stated that he felt "lightheaded." After directing his Wingman to gang load his oxygen regulator, Maj Roy quickly learned that the crippled aircraft was completely out of oxygen. Maj Roy passed the lead to his now hypoxic Wingman and began providing explicit aircraft control directions. Due to high terrain and weather Maj Roy assessed all potential risks and directed his Wingman to maintain altitude as he verbally pointed the distressed Wingman towards Bagram. Maj Roy began the life-saving process

of talking his disoriented Wingman through locating and initiating his emergency oxygen. While coordinating with ATC agencies, Maj Roy recognized his Wingman entering an unusual attitude and verbally directed a recovery to level flight. Once clear of high terrain, Maj Roy entered the weather on the wing of the distressed aircraft while declaring an emergency and coordinating the IMC recovery. Observing his Wingman's erratic flight control inputs in IMC Maj Roy made the crucial decision to request a single frequency ILS approach with PAR monitoring of the flight's glide path control resulting in the safe recovery of his Wingman.

**Maj James W. Roy
75 EFS, 445 AEW
Bagram AB, Afghanistan**

Ground Safety



AWARD OF DISTINCTION

Mr. Charlie Brown sustained superior performance as the 9th Support Division's Unit Safety Representative, earning this unit Outstanding ratings during the annual Wing Safety inspections for the past 2 years. He has attended and conducted monthly safety meetings with all flight safety representatives, as well as, provided and distributed up to the minuet product safety recalls and hazardous condition reports to the whole 9th Support Division. Mr. Brown implemented a unit safety belt inspection program that has resulted in zero safety belt incidences to date. He certified all Combat Air Force high interest Lock Out-Tag Out programs within the Division. He established the Support Division's Recreational Motor Vehicle program by providing training and developing a qualification test to ensure competency. Mr. Brown ordered and distributed reoccurring periodicals such as the Air Force *Combat Edge* safety magazine to glean tried and true safety procedures while staunchly promoting AFOSH standards within the flight and division. This safety conscience individual also established the

9th Support Division's, Intermediate Maintenance Flight Motorcycle Mentor program by identifying all the units' motorcycle riders, assisting mentors in creating their individual programs, and providing sound guidance ensuring each rider was qualified and trained to operate motorcycles safely. Mr. Brown is a focused, mission-driven safety leader who actively promotes safety across the board and is known as a safety icon within the organization. His involvement with the unit safety program has earned accolades from the Wing Safety office for having a "Strong" safety program; the second largest safety program on base.

**Mr. Charles G. Brown
9 SPD, 9 RW
Beale AFB, Calif.**

MARCH continued

Weapons Safety

AWARD OF DISTINCTION

As a Joint Inspector, TSgt Sleigh inspected over 1,100 tons of cargo in all classes of hazardous materials for compatibility and air worthiness. He coordinated the movement and safe temporary storage of 66,175 pounds of in-transit explosive materials to include 1.2 through 1.4 with no incidents. He coordinated the airlift of 36 explosives pallets to a forward operating location in support of Operation IRAQI FREEDOM. He monitored the limit of up to 35,000 pounds Net Explosive Weight of explosive materials, mixtures, and compounds at the hot cargo pad and explosive facility security cage. TSgt Sleigh has a thorough understanding of the unit's mission and activities. He eradicates any mishaps before they happen through appropriate preventative measures. He teamed up with section members to completely overhaul the security cage in our explosives facility, reducing trip hazards, improving accessibility to hazards and safety devices, and ensuring adequate fire extinguishers. TSgt Sleigh participated in Fire Marshall training where he strengthened his knowledge of actions to be taken in

emergency situations. He ordered and installed fire detectors in the Air Freight warehouse to bring each office up to code. TSgt Sleigh performs spot inspections during handling and transporting explosives; ensuring availability of fire extinguishers on aircraft and materials handling equipment. He is also a key member of our Post-Attack Reconnaissance team where he vigilantly surveys the cargo grid yard after indirect fire and Alarm Red attacks to ensure the work area is safe for cargo, equipment, and personnel.



TSgt Larry B. Sleigh
332 ELRS, 332 AEW
Balad AB, Iraq

Aircrew Safety



AWARD OF DISTINCTION

Lt Col Santucci was flying a night, high-altitude sortie in the U-2. During descent, as he disengaged the autopilot at 50,000 feet, the aircraft pitched down violently to 50 degrees nose low before he was able to pull the nose back up and shut off trim power. With his hands, arms and back shaking from the strain of holding the yoke aft, Lt Col Santucci radioed his mobile control officer, Maj Massie, and informed him that he would probably have to eject. He was determined to hold on long enough to avoid parachuting into the snowstorm in the mountains below him. Maj Massie re-read the trim malfunction checklist to Lt Col Santucci and then recommended that he slow down as much as possible to reduce the aerodynamic loads on the horizontal tail. Lt Col Santucci asked Maj Massie to calculate his "threshold crossing speed." Slowing to 87 KIAS, he found the jet more controllable and began to consider attempting a landing. The control forces were still heavy, requiring him to bear-hug the yoke as he intercepted the final approach course about 30 miles from the runway. Still in the clouds, Lt Col Santucci rode the "stall burble" down final. At 8,000

feet he began to see the airfield lights. Lt Col Santucci relied almost entirely on altitude calls from Maj Massie in the chase car to bring the aircraft to a safe landing. He drained two 12-oz water bottles, and then shut the jet down on the runway as Maj Massie read the checklist to him over the radio. Lt Col Santucci's physical courage and perseverance and Maj Massie's thorough, calm professionalism in the face of a life-threatening situation resulted in the safe recovery of an irreplaceable national asset.



Lt Col Joseph C. Santucci
Maj Josh Massie (not pictured)
1 RS, 9 RW
Beale AFB, Calif.

Flight Line Safety



AWARD OF DISTINCTION

Sgt McNally's superb situational awareness and outstanding leadership prevented a mishap from occurring while operating on Runway 30 at Joint Base Balad, Iraq. While conducting daily arresting-cable checks, SSgt McNally and his maintenance crew were approved onto the surface area of Runway 30/12. While on the north end of the runway, SSgt McNally overheard Balad Ground Control issue "hold short for arriving aircraft" instructions to another vehicle and ran to his truck in anticipation of Ground Control's call for him to exit the runway. At the same time, SSgt McNally scanned the runway and observed an F-16 landing at the south end of the runway while observing another F-16 on short final approach. SSgt McNally's crew observed him sprinting to his truck and attempted to cross the runway to join him, but he shouted for them to "stay there" and to exit the same side of the runway that they were already

on. SSgt McNally successfully maneuvered his truck off the runway and into the infield area as the first F-16 was approximately 1000 ft away from him and closing. SSgt McNally's superb situational awareness and outstanding leadership under stress prevented what could have been a potential catastrophe with the loss of multiple lives and two 30 million dollar aircraft.

SSgt David W. McNally
332 CEOFP, 332 AEW
Joint Base Balad, Iraq

ACG SAFETY SALUTES SUPERIOR PERFORMANCE

NINTH AIR FORCE

Capt Benjamin R. Yosfan
and Crew of Whistler 99
Al Dhafra AB, UAE

MSgt Kyle F. Manual
332 ECES, 332 AEW
Joint Base Balad, Iraq

TSgt Christopher L. Kuhn
SrA Joseph Halliday
332 ECES, 332 AEW
Joint Base Balad, Iraq

EIGHTH AIR FORCE

Capt Andrew G. Townsend
45 RS, 55 WG
Offutt AFB, Neb.

SSgt Lawrence D. Sink III
509 AMXS, 509 BW
Whiteman AFB, Mo.

SSgt Gregory S. Breitling
966 AACs, 552 ACW
Tinker AFB, Okla.

966th Airborne Air Control Sq.
552 ACW
Tinker AFB, Okla.

TWELFTH AIR FORCE

Maj Richard A. Kattau
11 RS, 432 WG
Nellis AFB, Nev.

Maj Aaron R. Lattig
SrA Thomas E. Pena
11 RS, 432 WG
Nellis AFB, Nev.

TSgt Angel S. Mendex
49 MXS, 49 FW
Holloman AFB, N.M.

USAFWC

Maj Richard A. Goodman
USAFADS
Nellis AFB, Nev.

QUARTERLY AWARD WINNERS

Flight Safety



AWARD OF THE QUARTER

Capt Arki safely recovered an emergency aircraft on two separate occasions and aided in the recovery of two more. He was preparing for recovery when he received a Standby Generator Failure and expertly accomplished the Single Generator Failure checklist, successfully recovering the combat loaded. On another occasion, Capt Arki was flying as a Wingman when his flight lead experienced an oxygen system malfunction. He then assisted in analyzing the potentially debilitating EP, and with the successful completion of the checklist, recovery of the aircraft. Capt Arki was once again the Wingman on another day when his flight lead experienced a hydraulic system failure while rejoining on the tanker. Capt Arki assisted in running the checklist and performed a BD check, ensuring the gears were down and there were no abnormal indications. He observed the alternate gear extension and provided a visual inspection, then chased his flight lead on the approach to land; result -- effective recovery of the aircraft. Capt Arki was, at another time, returning from a night combat mission in support of OIF. During the critical landing phase he experienced a rare PTO shaft failure resulting in the loss of his main and standby generators along with both system A and B hydraulics, and

caused the Emergency Power Unit to fire. The failure of these systems resulted in the loss of multiple systems and avionics as well as normal braking and nose wheel steering. Capt Arki safely brought the aircraft to a stop while also coordinating for emergency response. Due to an extended delay in emergency response, the aircraft battery subsequently failed and Capt Arki was forced to execute an extremely difficult task in the F-16, manually raising the canopy, after which he successfully egressed the aircraft in a hazardous environment without adequate oxygen supply. Capt Arki's continual quick and decisive reactions to separate emergency procedures resulted in the safe recovery of a \$25 million Air Force combat asset in each case.



Capt Joshua O. Arki
55 EFS
Balad AB, Iraq

Weapons Safety



AWARD OF THE QUARTER

TSgt Suhy is a nuclear surety expert who implemented a rigorous nuclear surety testing regimen throughout the 2 BW, maintaining nuclear readiness and achieving a wing-wide average of 95 percent. He readied Barksdale for ACC's first ever no-notice Nuclear Surety Inspection resulting in Safety receiving an "Outstanding" rating and being selected as Superior Performance Team by ACC/IG. Proactively, he conducted 36 no-notice spot inspections, exceeding the requirement by 300 percent. His efforts led to the identification and correction of 15 discrepancies and provided commanders/supervisors useful feedback to keep weapons safety at the forefront of day-to-day tasks. TSgt Suhy analyzed US, British, and German explosives safety criteria and masterminded the parking plan for 12 explosive loaded Tornado aircraft. With this plan, available aircraft parking space was maximized, directly increasing the efficiency of sortie generation for Green Flag East exercises. He re-

viewed 165 local operating instructions affecting nuclear surety and explosive safety, verifying units strictly adhered to safety standards. His weapons safety knowledge was also evident in the drafting of five explosive site plans and their coordination with multiple base agencies. These plans provided additional areas for explosives storage and disposal operations. TSgt Suhy investigated 25 potential DULL SWORD incidents and identified three that met reporting criteria. He expediently entered all required data into AFSAS, allowing information to be distributed to units with like missions to prevent future mishaps.

TSgt Aaron M. Suhy
2 BW
Barksdale AFB, La.

Ground Safety



AWARD OF THE QUARTER

Mr. Larry is a ground safety expert who aggressively prepared the 2 BW for the ESOHCAMP inspection. He meticulously reviewed 500+ AF Form 3952, (Chemicals Authorization Requests), allowing base units to safely use their requested chemicals in a timely manner in execution of their assigned missions. Mr. Larry also carefully scrutinized the wing's Lockout/Tagout and Confined Space Programs. Discovering several discrepancies, he quickly notified supervision and provided recommendations for permanent fix plans. His efforts were evident when the wing received zero major discrepancies during the ESOHCAMP inspection. Additionally, Mr. Larry conducted four supervisor safety classes where he emphasized the 2 BW/CC's safety vision and shared his incredible knowledge and experience as he trained 68 newly assigned supervisors. Mr. Larry performed 816 seat belt checks, validating a 99 percent compliance rate. He orchestrated and directed the 2008 Safety Fair

that drew a crowd of 1,500 people. He designed a large, synchronized "safety row" by coordinating with the base fire department, AFOSI, Security Forces Squadron, off-base law enforcement agencies, and the Freedom Riders Motorcycle Club to all bring their equipment to build a terrific "petting zoo" and bicycle rodeo -- the kids loved it! The 2 BW was able to provide free reflective bicycle helmets, employ the services of Sparky the "Fire Dog," and McGruff the "Crime Dog." During this quarter, his overall efforts yielded terrific results -- ground mishap rates plummeted 40 percent compared to the first quarter in '08.

Mr. Willie A. Larry
2 BW
Barksdale AFB, La.

Don't be **AFRAID** to tell it like it really happened



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


<https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=AC-SE-00-78>






Send a letter to:

THE COMBAT EDGE
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175 Sweeney Blvd
Langley AFB VA 23665-2700
Telephone: DSN 574-8846, Comm (757) 764-8846

E-mail: acc.sem@langley.af.mil

or Fax: DSN 574-8975
Comm (757) 764-8975
Attn: Barbara Taylor

FY09 Aircraft			
As of March 31, 2009			
	Fatal	Aircraft Destroyed	Aircraft Damaged
1 AF			
8 AF			
9 AF			
12 AF		 X 5	 **
USAFWC			
ANG (ACC-gained)			 
AFRC (ACC-gained)			

FY09 Ground			
As of March 31, 2009			
	Fatal	Class A	Class B
8 AF	 	2	
9 AF	 	3	1
12 AF		1	1
DRU's			

FY09 Weapons		
As of March 31, 2009		
	Class A	Class B
8 AF	0	1
9 AF	0	0
12 AF	0	0
AWFC	0	0

Legend

Class A - Permanent Total Disability; Property Damage \$1,000,000 or more
Class B - Permanent Partial Disability; Property Damage between \$200,000 and \$1,000,000
Class C - Lost Workday; Property Damage between \$20,000 and \$200,000
** Non-rate Producing
* Fatality
 = Fatal  = Fatal due to misconduct

Aircraft Notes

ACC had four Class A mishaps during Feb and Mar. Two were UAVs. An MQ-1B was destroyed, and an MQ-9 was damaged. We had one Class A with damage to an E-8 in the AOR and one to an F-15E CONUS with severe engine damage, both with no injuries. Before spring melts into summer and the PCS begin, it is time for all of us to do some “Spring Cleaning.” Take this opportunity to dust off Mishap Response Plans and Bash Plans and make sure they are current and more importantly relevant. It’s time to exercise those plans through a MARE and make it as realistic as possible. It’s also a good time to review T.O.s and regulations before we get busy enjoying the summer.

Ground Notes

As we enter the Critical Days of Summer, we need to ensure all our personnel are in tune with Personal Risk Management and Wingmanship. Last year’s Critical Days of Summer was the best ever experienced. Let’s continue to set records and keep this year’s total at zero.

Weapons Notes

Since Jan 30, 2009, ACC experienced five weapons safety mishaps. Three were AIM-9 related mishaps: a Class E CAP-9 radome was discovered on the flight line beside an aircraft; a Class E AIM-9 Guidance and Control Section was dropped while moving it from one stand to another; and a Class C AIM-9 mishap occurred while loading AIM-9 caskets onto a trailer. Two caskets were dropped from a forklift. Two of the three mishaps were preventable and caused by a lack of situational awareness. The last two mishaps were Class E explosive mishaps. Both were initiation of ejection system initiators. One was caused by a pilot’s helmet bag handle wrapped around the device and while trying to remove it caused the device to fire. The second was caused by test equipment. We need to instill in all of our personnel handling explosives that situational awareness is paramount in preventing mishaps. Always pay close attention to the task at hand, follow technical directives and we will prevent “accidents” such as these in the future. Thank you for all you do for weapons safety.

Symbols for Mishap Aircraft

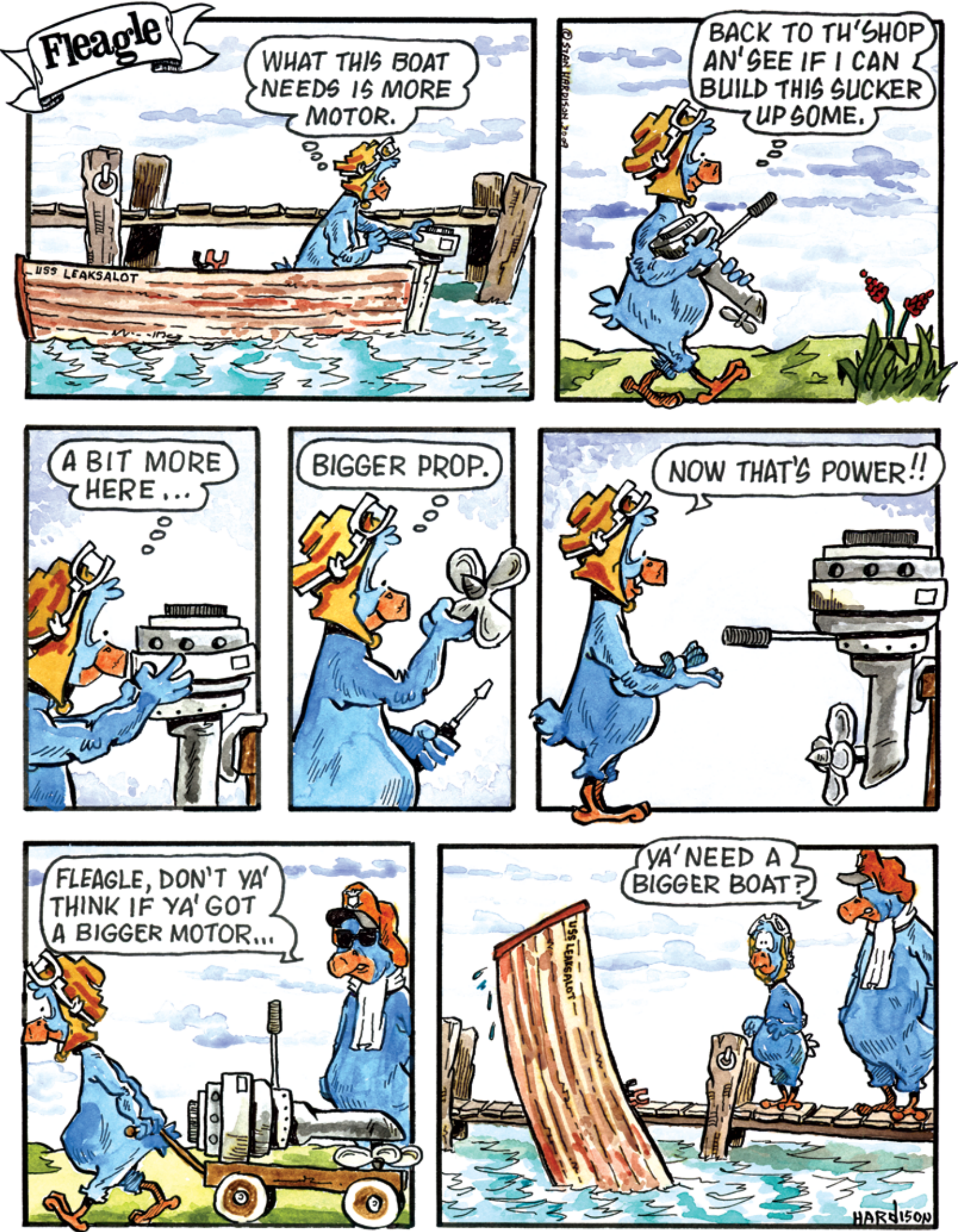




photo by TSgt Laura K. Smith



photo by Mr. Todd Berenger



For summer 2009 the Air Force will join its sister services in a “Critical Days of Summer” joint service safety campaign. Last year’s “101 Critical Days of Summer” campaign was the best ever experienced. Let’s continue that performance into this year’s joint campaign!

**LivetoPlay,
PlaytoLive!**