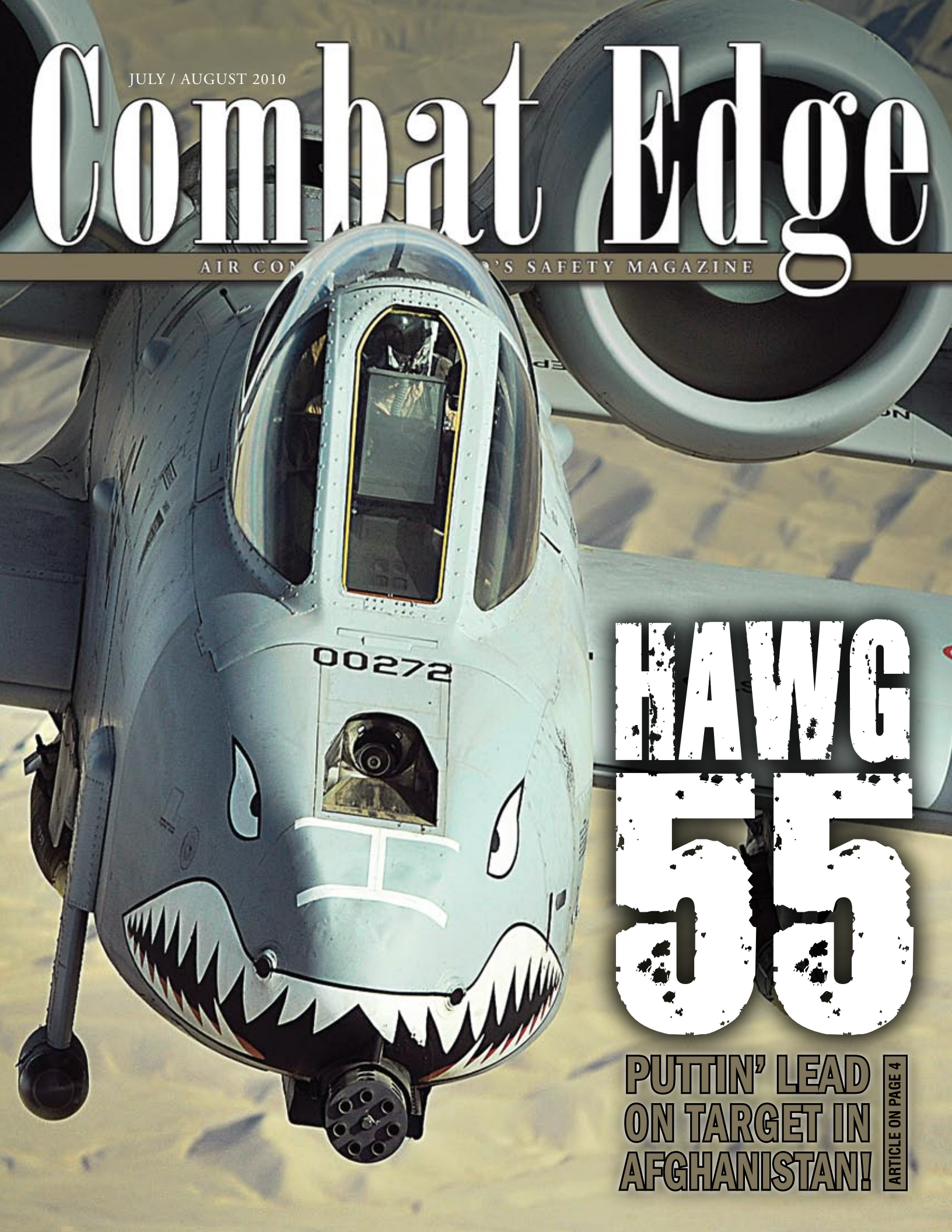


Combat Edge

JULY / AUGUST 2010

AIR COMBAT PILOT'S SAFETY MAGAZINE



HAWG 55

PUTTIN' LEAD
ON TARGET IN
AFGHANISTAN!

ARTICLE ON PAGE 4



President Obama has banned all federal employees from text messaging while driving a government-owned vehicle, while driving a personally owned vehicle on official business, or when simultaneously driving and using electronic equipment supplied by the government.

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COVER PHOTO BY: SSGT AARON ALLMON

ACCent

ON SAFETY

On a recent visit to the AOR, I had the pleasure of meeting some of the finest Airmen our Air Force has to offer. These Airmen are literally putting their lives on the line each and every day for the protection of our Nation's freedoms and to put an end to terrorism once and for all. It's not enough that they are putting themselves in harm's way; they are operating in some of the most challenging and hazardous environments one can imagine — to include enemy attacks. The good news is they are operating and performing the mission safely, day in and day out.

One thing that was very impressive and immediately clear to me was the fact that our Airmen understand the mission and their role in accomplishing that mission. Not only do they "get it" (the mission), but they had a thorough understanding of safety/risk management/wingmanship and how these critical elements operate interdependently with mission execution — they go hand-in-hand. For example, while on descent into the Air Base at about 10,000 feet, the pilot instructed us to don our individual protective equipment and secure our weapons. At that very second, without hesitation, every Airman of every rank immediately followed instructions. Not a word was spoken, and the only sound you could hear was the movement of protective equipment and weapons being armed as we complied with the order. After many were armed and "geared up," they began assisting fellow Airmen by checking over each other's protective equipment for proper wear. It gave me a sense of pride to see this level of adherence to discipline and wingmanship demonstrated amongst the Airmen. While never in doubt, I know first-hand that the Wingman concept and looking out for fellow Airmen is alive and well within our Air Force community.

Upon landing and during my initial tour of the base (after the rocket attack), I was alarmed by the number of significant multi-service/multi-nation safety hazards I observed. I thought to myself that it's only a matter of time before someone gets seriously injured or killed. There was traffic congestion, poor lighting, pedestrian hazards, fire safety concerns, and industrial safety issues to name a few. After further observation and discussions with several Airmen of all ranks to include the commander, I was somewhat relieved to uncover that an effective risk-based safety culture had been established to protect the force. Although the hazards were many, they were being effectively managed by the commander and his team. Everyone seemed to understand their role in safety and that they have a stake in ensuring the mission is accomplished. During some of the informal discussions, I received comments such as: "Airmen are the heartbeat of combating terrorism and we must keep them safe in order to accomplish the mission." "Just as everyone is an expeditionary Airman, everyone is a safety officer or NCO in a contingency environment." And my favorite one came from an A1C who said, "Chief, safety equates to using common sense 24 hours a day, 7 days a week."

We all know that contingency operations are inherently risky and often dangerous. The key is how we manage those risks that determine our success or failure during conflict. I am convinced that Airmen throughout the AOR are risk managers who understand safety and its correlation to our capabilities. I am extremely proud of our Airmen and salute them for the many sacrifices they make to put an end to terrorism!



CMSgt Yance A. Childs
Chief of Ground Safety

Combat Edge

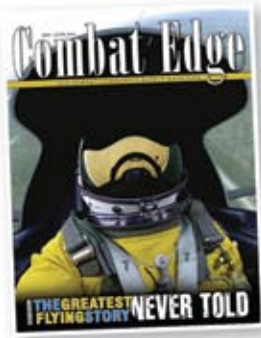
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HAWG 55

A Superb Display Of Combat And Risk Management

A REAL LIFE STORY WRITTEN BY COL J. ALAN MASHALL

In June 2009, Major Kevin Eilers led a two-ship of A-10s (call-sign Hawg 55) on a combat mission in Afghanistan. Hawg 55 was tasked with armed over-watch of coalition forces on Highway 1. Approximately 35 minutes into the sortie, Hawg 55 was re-tasked to a troops-in-contact (TIC) situation about 74 miles east of their location where the lead vehicle of a U.S. patrol had hit an IED (Improvised Explosive Device). The remaining five vehicles in the convoy immediately came under sustained small



Photo by: Capt Justin T. Watson



Photo by: SrA Christina D. Ponte

arms fire, and the convoy Platoon Leader (Captain John Miles) deployed a QRF (quick reaction force) led by Staff Sergeant Jackson, who called for air support. Additional convoy NCO's, Staff Sergeants Murray and Stackman set up defensive firing positions.

The TIC was located on a valley floor of about 8,000 feet MSL (mean sea level) surrounded by mountain ridges up to 15,000 feet MSL on the west, south and north. A cloud deck started at about 10,000 feet MSL and went all the way up to 17,000 feet MSL. This only allowed about 2,000 feet of clearance between the valley floor and the cloud bottoms which made the canyon look like a horseshoe with a lid on it. The only way the A-10 pilots could safely enter the valley was by flying below the weather from the west and carefully picking their way through the low points in the terrain. Knowing that the box canyon geometry was too small to safely maneuver a formation with only 2,000 feet of clearance, Major Eilers decided to split his formation by placing his Wingman above the weather and terrain at 17,000 feet while he would remain below the weather and enter the valley alone. This would allow his Wingman, Hawg 56 (Major Kevin Davidson), to maintain situational awareness and act as a communications relay while Hawg 55 (lead) would be able to visually support the troops on the ground.

Due to flying below the mountain ridges, Hawg 55 was unable to make radio contact with the nearest JTAC (joint terminal attack controller) and relied on Hawg 56 to relay approval for the rare Type III control (JTAC not in visual contact with aircraft or target). Type III control would be required to defend the isolated friendly troops on the ground. For Type III close air support (CAS) a JTAC is required for coordination and approval of the expending of ordnance by Air Force aircraft, and the convoy had no JTAC or even JFO or (joint fires observer) assigned. The only radio contact that Hawg 55 had with the patrol was with "Enforcer 22" who was a turret gunner in one of the patrol gun trucks (Specialist Maloney-Diamond). After making two low passes over the distressed convoy, Hawg 55 had visual contact with two enemy fighting positions firing on the convoy. Enforcer 22 confirmed that indeed the enemy was firing from those locations and that all friendly personnel were located with the convoy of vehicles. Enforcer 22 also updated Hawg 55 on the situation: The patrol had three KIA (killed in action) and was taking continuous fire from enemy forces less than 200 meters to the south.

After receiving the relayed approval for Type III CAS from Hawg 56 and being unable to set up a normal strafe run due to the weather and terrain, Hawg 55 improvised from his current position and made an initial strafe pass



Photo by: SrA Joshua Strang

firing his 30mm gun at 10 to 15 enemy personnel less than 200 meters from the patrol. Enforcer 22 relayed the results with glee and then asked for an additional pass. Meanwhile, Hawg 56 was struck by lightning while dodging thunder clouds above but remained on station to coordinate for the medivac removal of wounded personnel. Hawg 55 circled back to put 30mm fire even closer to friendly forces than on his first pass. The deadly, accurate fire drew much “rejoicing” from the turret gunner on the ground, and enemy fire on the patrol immediately ceased. Hawg 55 flight circled over the patrol until two HH-60 helicopters arrived to remove the wounded from the battlefield. While coordinating for the rejoin of the

flight, the A-10s departed the area due to a hail storm that had moved in over the valley.

Beyond the heroic accomplishments of Hawg 55 flight on that June day

that helped save the lives of 22 brothers-in-arms on the ground, several risk management decisions should be highlighted. First, Hawg 55 had to balance the benefits of engaging an enemy force that was actively attacking friendly troops with the risks of operating in a box type canyon capped by weather. Major Eilers decided that the benefit (saving friendly lives) outweighed the risks; however, he mitigated those risks by separating his flight, thus reducing the required airspace and task loading

while maintaining his operational capability. Hawg 56 (the Wingman) had to balance the risks of operating near a thunderstorm with the benefits of coordinating for a medivac and acting as a communication relay. Hawg 55 flight later reduced the risks associated with operating near severe weather by leaving the area when those risks outweighed the operational benefits. The excellent use of operational risk management principles by Hawg 55 Flight represent a real world example of how ORM can be used by Airmen routinely in air operations and how close air support can save lives on the ground.

Where are they now? Major Kevin Eilers is currently serving as the Chief of Wing Inspections, 23rd Wing, Moody AFB, GA. Major Kevin Davidson (the Wingman) is currently attending the Defense Language Institute in Monterrey, CA, where he is studying for an upcoming assignment in South Korea. The unit supported on the ground was the 549th Military Police Company, 385th Battalion, Fort Stewart, GA. Captain John Miles (the Platoon Leader) is currently attending the MP Captain's course at Fort Leonard Wood, MO. Specialist Maloney-Diamond was awarded the Army Commendation Medal with Valor for his unusual close-air support coordination that day and is currently serving in the 385th Battalion Headquarters in Fort Stewart, GA. Staff Sergeants Jackson, Murray and Stackman were all awarded Army Commendation Medals for their actions and are currently serving at Fort Stewart, GA. ✈





COMMENTARY BY TSGT LEE A. OSBERRY JR.

“Mr. Smith, there’s been an accident. Your son was found in his home deceased with what appears to be a self-inflicted gunshot wound. We are deeply sorry for your loss and the Air Force is here to help you in any way possible.” The father lets out a loud shriek and with tears streaming cries, “Why? Why did this happen? I just talked to him yesterday.”

This scenario is one of the most difficult situations commanders may find themselves in. The question always come down to “Why?” and “Could it have been prevented?”

Unfortunately, one may never know all the answers, but there are usually signs if someone close to you is thinking of harming himself or herself. Airmen should be aware of these signs and do what they can to detect these signs in their Wingmen.

A common misconception about suicide is that you could put the idea in a person’s head. “This is false,” said Master Sgt. John Jeziorske, the 5 MDG Mental Health Clinic flight chief. “If you have a concern about it, and they have shown other signs, they’ve likely thought about it. Anything to help the individual communicate about this shared concern is great.”

According to a report from Air Combat Command officials, there were 46 total force suicides in 2008 and 2009 across the Air Force. One of the most immediate ways people can make an impact in a person’s life

ARE YOU A GOOD WINGMAN?

Usually, the person doesn’t necessarily want to die but is looking to stop whatever is causing pain.

A drastic change in behavior or mood is usually the most obvious and initial sign of trouble. A person may be unaware of another’s personal issues at home but deterioration in one’s attitude, dress and appearance are a hint something is awry.

“Social withdrawal, poor hygiene, plus drug and/or alcohol abuse are red flags,” said Senior Airman Ashley Albright, a 5 MDG suicide prevention monitor. “Other common signs are eating or sleeping difficulty, talking about suicide, unusual risk taking, and relationship problems.”

is to recognize the signs and act.

“Knowing the resources ahead of time, removing any lethal means, staying with them and asking them directly are critical to stopping suicide,” Airman Albright said.

Actively listening to the person, highlighting the positive reasons for them to live, and most importantly, getting them to the mental health clinic or the closest hospital are all ways someone can help in breaking the “tunnel vision.”

“Suicide is truly a permanent solution to a temporary problem,” Airman Albright said. “Although we can give you the number of completed and attempted suicides throughout the past decade, there is no way we can tell you how many times someone took the opportunity to listen, care and a life was saved.”



LIFE EXPERIENCE BY TSGT JAKOB Q. KURTZ

Much emphasis has been placed on motorcycle safety from publications to mandatory courses and check rides. Millions have been spent to train our military motorcycle operators with one goal in mind — stopping fatalities. In 2008 over 100 service members were killed in motorcycle-related mishaps, far more than that of previous years. Without turning this into a statistical report, it is safe to say that there is a percentage devoted to riders who did nothing wrong but were hit by automobile drivers who were not paying attention or “just didn’t see” the motorcyclist. While looking at this percentage, it reminded me of the time when I worked at a pharmaceutical safety office as a summer intern.



My commute was over 70 miles on a popular four-lane divided interstate; the routine driving became common and boring as the summer months lagged on. I had developed a bad habit of zoning out during the drive, and cruise control didn't help matters. For the most part, I would stay within speed limits with the cruise on; but I had another bad habit of just glancing in the side mirror when changing lanes instead of performing a full check.

Everyone has heard of those "blind spots" in vehicles, and some vehicles are worse than others. I was driving an older model Mitsubishi sedan that had a fairly good blind spot at 7 o'clock. In this particular situation, I was about 20 miles from home; it was 6 o'clock in the afternoon. The speed limit on this stretch of interstate was 65 MPH at the time, and I had the cruise on at 70. I was tired, and the boredom of the road was taking over. I had some loud music on and windows up, and I was beginning to pass a semi.

This particular stretch of interstate is a main route for truckers, so lane changing happens frequently. I can't remember if I had my signal on, but as I pulled into the passing lane to pass the semi, I heard a loud thumping coming from the left rear of the vehicle. I was startled! A brief moment of fear and adrenaline rushed over me. I had no idea what was occurring. Much to my amazement, a motorcyclist was in the shoulder of the interstate running at about 70 MPH along side me, his hand on my car. He made eye contact with me and thumped the top of my roof to let me know he was okay. I'm sure he was also a little miffed, to say the least. I was shocked. I "just didn't see" him. But it was more than that. I hadn't been paying attention and let the routine of my daily drive lead to complacency.

When I arrived home I mentally reviewed what had happened. Although I was thankful that nobody became a statistic, I was still a little shaken over the near miss. Nowadays, I perform a full check of all my mirrors and blind spots, and I try not to change lanes so frequently. Moreover, I try not to become complacent while driving. I may be well protected in a car, but there are others on the roads that don't have that protection.

Motorcyclists can do everything right — training, experience, safe handling — and still be injured or killed by a driver of an auto who just isn't paying attention. Like I said, a lot of attention has been given to properly train our motorcycle operators, but I don't see a whole lot of attention towards "motorcycle awareness" for the auto drivers. While we probably can't reach the general public, we can educate our service men and women about keeping an eye out for motorcyclists. Furthermore, as the roads become increasingly more crowded over the years, we may need to take a hard look at different driving techniques for our motorcycle operators. Not just how to operate and handle a motorcycle, but how to effectively scan ahead and look for "common warning signs" from other drivers like failure to stop, aggressive driving, and failure to signal. I believe teaching defensive driving techniques to operators of autos, bikes, etc., can make a cautious driver safer. Understanding and anticipating other drivers' reactions while on the road can mean precious seconds between safety and injury. It is important that each and every one of us share and use the roadways in a responsible and safe manner. Drive cautiously, drive defensively, and arrive safely! 🍀

SIZE DOES MATTER

... TAKE ANOTHER LOOK!

75% of motorcycle accidents involve collision with another vehicle, where failure of motorists to recognize the motorcycle is the leading cause.



Live to Play,
Play to Live!

A MESSAGE FROM ACC SAFETY

We officially started the "Critical Days of Summer" on 28 May with the Memorial Day holiday weekend. The "Critical Days of Summer" will run through the Labor Day weekend, ending on 6 September. To help ensure you have a safe summer, here is some important information:

Last summer, the Air Force lost 22 Airmen over the course of the campaign. Four of those Airmen were from Air Combat Command. Motor vehicle accidents were responsible for 18 AF fatalities (3 in ACC); the remainder involved sports/recreation and miscellaneous activities common to normal summer events.

Of the six AF PMV-2 mishaps so far this FY, five involved sport bikes. Of the six PMV-4 mishaps this FY, four were positive for alcohol and three of the six were not wearing seat belts.

We can do better ... zero fatalities this summer is not impossible! It's okay to have fun, but let's do it safely. We need to ensure that all Airmen and their families understand the importance of personal risk management, being good Wingmen, and how poor decisions impact our mission, friends, and family.

I want you to join me in doing all we can to make this a safer summer for ACC. Remember ... *Live to Play, Play to Live!*



This guy was "Playing to Live." Despite his current state in this photo, he actually walked away from the accident, thanks to his proper Personal Protective Equipment.



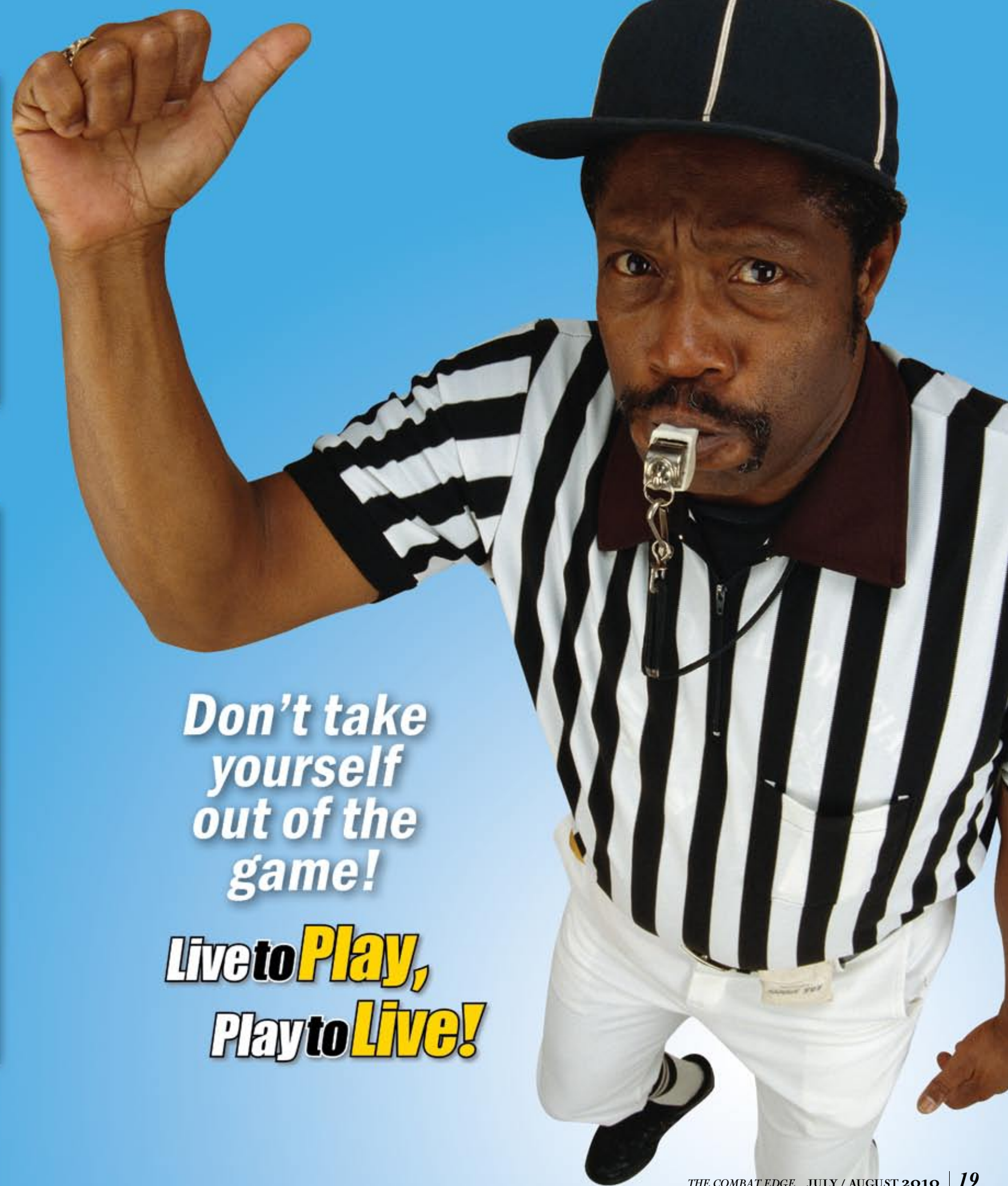
These guys definitely appear to be "Living to Play." Just remember, it's not the fall that hurts ... it's the sudden stop.



What do you suppose the odds are that these kids know what's in the water they're about to jump in to? Probably slim to none. "Live to Play, Play to Live."



I don't remember this maneuver from the basic riders course! I'm not sure the gloves are going to be a lot of help to him. "Live to Play, Play to Live."



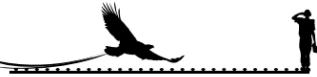
**Don't take
yourself
out of the
game!**

**Live to Play,
Play to Live!**

Aircrew Safety 

CAPT JOHN D. MCCANN AND CAPT MARK B. RIOUX, 389 FS, 366 FW, MT HOME AFB ID. While flying in support of a night air interdiction mission, with 20 minutes of fuel remaining, their F-15E had a master caution light with accompanying indications of a Utility A Hydraulic failure. This meant total brake loss and the potential of gear collapse during landing. PWC minimums only allowed them to fly down to 500’ AGL in the rapidly deteriorating weather. With only enough fuel for one go around, they flew a flawless ILS approach down to 530’ and successfully engaged the barrier. *(Apr 10)*

1LT NICHOLAS P. SOCHINSKI AND SRA ANTOHONY L. PHILLIPS, 46 ERS, 332 AEW, JOINT BASE BALAD, IRAQ. Shortly after takeoff on a standard departure from runway 32, Lt Sochinski and SrA Phillips observed several cautions and warnings on their MQ-1B Predator heads down display. They correctly analyzed an engine cooling leak with impending engine overheat, failure, or fire. The aircraft was at 1,000 ft AGL at maximum gross weight. Lt Sochinski leveled off to reduce engine RPM and increased airspeed to enhance airflow cooling around the engine and minimize overheat. The exceptional skill and outstanding airmanship of this crew enabled the safe recovery of a failing RPA in little over 5 minutes from mishap to landing. *(May 10)*

Crew Chief Safety 

SRA ALVIN SALGUERO, 332 EAMXS, 332 AEW, JOINT BASE BALAD, IRAQ. During a routine F-16 pre-flight inspection, SrA Salguero noticed an environmental control system boot missing behind panel 3119. Inspection revealed a potential FOD hazard in the engine bay that could have caused catastrophic engine failure. After a thorough search of the environmental control system area and the engine bay he found no further foreign objects. During another inspection on a different day, he discovered the roller on the F-16 nose landing gear weight on wheels switch severely damaged. He repaired the discrepancy IAW tech data. *(May 10)*

Flight Line Safety 

SSGT MARCUS D. LEVIAS, 407 AEG, ALI BASE, IRAQ. Despite obstructions blocking direct line-of-sight to the runway approach ends, SSgt Levias detected aircraft attempting to land on the incorrect (closed) runway. He instructed the local controller to verify with the pilot as to which runway he had lined up with the aircraft. After being queried by the controller, the pilot regained situational awareness and realized he was attempting to land on the wrong runway. He proper executed a go-around and safety landed on the correct runway. SSgt Levias’ swift intervention averted a disaster and ensured the safety of 74 passengers and crew. *(Apr 10)*

SSGT MARQUESE L. HAYDEN, 9 OSS, 9 RW, BEALE AFB CA. SSgt Hayden was performing air traffic control duties during recovery of a U-2 High Altitude ISR training flight. As the aircraft was on a 10-mile final and descending out of 4,000 feet MSL, the pilot transmitted ‘ENGINE OUT” ON TOWER’S UHF frequency. SSgt Hayden declared an emergency and instructed his controller to activate PCAS. After coordinating with northern California TRACON to change the pilot’s approach from a TACAN arrival to a flame-out contingency pattern, SSgt Hayden cleared all non-emergency aircraft out of the flight path and stopped/redirected all ground traffic to clear the route to the taxiways and runways. *(May 10)*

Pilot Safety 

CAPT MICHAEL E. MOSS, 77 EFS, 332 AEW, JOINT BASE BALAD, IRAQ. Capt Moss’ F-16 experienced a critical hydraulic failure during a nighttime convoy support mission for Army ground forces. A scan of the cockpit indicated that his HYD/OIL light was illuminated and he had several PFLs with FLCs ISA malfunctions. Speed brakes and fuel flow proportioner were inoperative without system A hydraulics, thereby confirming complete system failure. He manually manipulated the fuel control system with three successful cross-feeding events and executed a flawless night recovery/landing. *(Apr 10)*

CAPT TREVOR T. CALLENS, 455 EOG, 455 AEW, BAGRAM, AFGHANISTAN. As flight lead of two F-16CMs, Capt Callens experienced a near total electrical failure that resulted in the loss of all instruments except his standby ADI and engine gauges. He attempted to configure his aircraft for landing, but when he lowered the landing gear handle, all three gear remained up. He directed the flight to orbit the field while he troubleshooted the gear problem. *(May 10)*

Ground Safety 

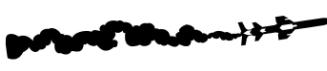
SSGT COLE A. RIEDEL, 455 EMXS, 455 AEW, BAGRAM AIR FIELD, AFGHANISTAN. While en route to pick up the oncoming shift, SSgt Riedel witnessed a security forces patrol vehicle on fire 70 yards from the ammunition storage point. Knowing munitions-laden vehicles were en route to the ammunition storage point, he parked his vehicle in a safe area, retrieved the fire extinguisher and fought the fire using long burst towards the fire’s originating point. He extinguished the flames saving the entire vehicle. Due to SSgt Riedel’s actions and quick thinking, the munitions-laden vehicles were able to pass through and reach their destination safely without delay. *(Apr 10)*

MSGT RICHARD E. BROWN, 23 LRS, 23 WG, MOODY AFB GA. Upon completion of a \$100K mechanized materials handling systems and storage aids system mezzanine for the C-130/HH-60 APS/MRSP warehouse, MSgt Brown noticed a serious safety issue during his inspection. The system was built with only a 4-foot safety railing and if personnel were to lose their balance on the ladder, they would fall nearly 24 feet to the concrete floor. Project engineers were immediately notified of the safety concern and were requested to construct a structural remedy. MSgt Brown’s keen attention to detail and warehouse safety experience ensured the APS/MRSP warehouse did not have to limit operations. *(May 10)*

Unit Safety 

332 ECES, 332 AEW, JOINT BASE BALAD, IRAQ. The Fire Prevention Flight inspected 3,291 Containerized Housing Units valued in excess of \$58M. During their assessment, they identified over 5,700 fire and life safety deficiencies, implementing corrective actions almost instantaneously. The flight was instrumental in the integral drawdown of JBB by conducting 25 unit visits, eliminating 150 critical deficiencies on the spot. They secured the safe living conditions for 4,123 occupants and safe working conditions for 26 units, affecting another 343 personnel. The flight’s meticulous attention to detail impacted the safety of all 28,000 JBB personnel, eliminating thousands of electrical hazards. *(Apr 10)*

732 ESFS, DETACHMENT 3, CAMP TAJI, IRAQ. The unit implemented an all-inclusive safety overhaul and appointed a tiger team to create an innovative safety platform. With the focus on safety, leaders developed and emphasized the slogan “Slow it down and Focus. To emphasize safety as the #1 priority, the slogan was published and placed throughout all facilities and key avenues of approach. This evolved into an “All In” unit campaign and continued to gain ground by incorporating extensive weapons, ground, and vehicle safety into daily patrol briefings delivered by the Airmen prior to departing outside the wire. *(May 10)*

Weapons Safety 

SRA DAVID C. KIRKBRIDE, 127 MXS, 127 FW, SELFRIDGE ANGB MI. While removing a LUU-19 flare, a crew member accidentally pulled on the flare and initiated the timer and release mechanism. He heard the timer start; panicked, finished pulling the flare out of the SUU-25 dispenser, rolled it out of the processing facility and ran. SrA Kirkbride ran over to the LUU-19 flare, held the timing mechanism down, per T.O. guidance, until the cycle was finished. This prevented the ejection of the timer release mechanism and the initiator from firing. The mechanism was taped to the flare housing and marked for disposal. SrA Kirkbride’s quick actions and cool demeanor prevented a possible catastrophe. *(Apr 10)*

MSGT BRIAN K. KILPATRICK, 332 AEW, JOINT BASE BALAD, IRAQ. MSgt Kilpatrick’s expertise proved invaluable at JBB. He issued 10 new and validated 70 existing explosive facility licenses without discrepancy. He also identified five US Army units lacking proper explosive facility licenses and diligently worked with these units to correct the errors. He also performed 64 weapons safety inspections, two unit annual inspections, and two TDY assist visits to Sather and Al Asad Air Base; exceeding the monthly inspection requirement by 106 percent. He established the first-ever Additional Duty Weapons Safety Representative program at Al Asad for all AF units assigned. *(May 10)*



Safety Spotlight

SSGT JUSTIN A. WILSON, 455 EAMXS, 455 AEW, BAGRAM AIR FIELD, AFGHANISTAN. While deployed to Bagram Airfield, Afghanistan, SSgt Wilson found an anomaly with an F-15E aircraft, 00-3003, as it taxied from parking for a scheduled combat mission. SSgt Wilson noticed that the left rudder was fully deflected to the right and the right rudder appeared to operate normally, as the aircraft taxied to the end of runway arming area for final pre-takeoff checks and arming. He immediately ran to the arming area and alerted the aircrew to the rudder anomaly. He began to troubleshoot the rudder deflection with the crew to determine the cause of the anomaly. The aircrew reported there were no flight control fault indications in the cockpit and they were not previously aware of the rudder deflection. The aircrew re-accomplished their flight control checks, but the rudder did not reset or correct itself. The aircrew returned the aircraft to parking, stepped to a spare aircraft, and flew a successful combat mission without further incident. As the maintenance team began to further investigate the malfunction, they discovered that the aircraft's left rudder hydraulic actuator had failed. This failure caused the left rudder to fully deflect to the right, where its position was frozen. There were no indications in either the flight controls or the onboard warning systems that alerted the aircrew to the malfunction. Had the aircraft departed with the malfunction, it would have experienced a rapid uncontrollable right yaw and roll during rotation and would likely have crashed soon thereafter. SSgt Wilson's alertness, keen eye, and rapid response to his aircraft's condition prevented a catastrophic event and potential loss of life. (Apr 10)

Ground Safety

SSGT MICHAEL B. MARTIN, 332 AEW, JOINT BASE BALAD, IRAQ. SSgt Martin trained and led 35 Unit Safety Reps during 24/7 combat ops at OIFs largest joint operating location. His unparalleled leadership and strict adherence to AF, AFOSH, and joint safety principles yielded the most successful quarter in 332 AEW ground safety history — zero Class A or B mishaps, reduced Class Cs by 83 percent, Class Ds by 20 percent, and Class Es by 100 percent. His proactive safety management ensured zero lost work days at JBB for the first time in 5 quarters. SSgt Martin's efforts to improve seat belt compliance on JBB resulted in a compliance rate of 92.9 percent; putting the joint compliance rate above 90 percent for the first time in a year! He spear-headed the reclassification of the base's confined spaces into "permit required/permit not required" categories expediting accessibility to approximately 40 percent of JBBs confined space program areas. He also developed JBB's first combined space rescue training program, ensuring AFOSH compliance and fire department response capability. Recognizing that vests were distributed worldwide with emergency release safety features inhibited by "zip tied" components, SSgt Martin immediately coordinated with AFFOR and AFCENT safety and the Theater Distribution Centers at Ali Al Salem and Al Udeid to halt the distribution of safety inhibited vests. This resulted in immediate corrective actions and the implementation of an AF-wide training program for USAF users of the IOTV. (FY 10/2)

Weapons Safety

TSgt WILLIAM A. PUTERBAUGH, 332 AEW, JOINT BASE BALAD, IRAQ. TSgt Puterbaugh's meticulous safety oversight of 4.1M+ pounds of explosives at 164 locations JBB-wide ensured zero weapons mishaps of any category this quarter! As the joint service lead for JBB's weapons safety programs, he led a team of 62 additional duty weapons safety reps across three services during 27/4 combat ops at AFCENT's largest forward ops location. Not content with a perfect safety record, he performed 120 weapons safety inspections and two TDY assist visits over a three month period; exceeding the quarterly inspection requirement by 170 percent. Additionally, he single-handedly attacked JBB's highest priority weapons safety challenge by completing & submitting a stunning 95 explosive site plans for undocumented weapons storage locations on JBB, submitting 400 percent more site plans this quarter than were submitted in the previous 6 years combined! His detailed review of over 1,900 facilities, every potential explosive site, and over 593 exposed site relationships resulted in the elimination of 77 quantity distance violations. TSgt Puterbaugh's direct leadership of the weapons safety programs resulted in the 332 AEW weapons safety shop earning zero major discrepancies and "Best Practice" recognition for its Explosive Site Planning and Explosive Safety Management programs during the Feb '10 AFCENT SAV. (FY 10/2)

Flight Safety

CAPT JEFFREY H. ANDERSON, 332 AEW, JOINT BASE BALAD, IRAQ. In spite of quarterly traffic volumes that approach some base's annual air traffic rates, Capt Anderson's proactive approach to joint flight safety ensured zero Class A or B mishaps and reduced Class Es by 36 percent and CMAVs by 58 percent vs. last quarter. His role in the "Best Practice" JBB TF Granite FOD redux program resulted in increased FOD awareness, improved spall repair capability, increased sweeper presence, and reduced flight line entry control points. These mitigation practices directly resulted in cost savings of \$159K vs. FY09. His leadership of AFCENTs best bird strike reduction pgm has yielded zero damaging bird strikes in the absolute heart of migratory season. His seamless integration w/USDA wildlife services, the Smithsonian Institute, and over 500 base-wide depredation volunteers reduced the total number of wildlife strikes OIF-wide by a stunning 61 percent vs. last AEF. His "Benchmark" joint outreach programs were exemplified by his management of the AEF 3/4 rotational flight safety meetings, hosting over 250 aircrew during six flight safety mtgs. The AFCENT SAV team identified zero flight safety discrepancies and noted that JBBs safety programs have done an "excellent job integrating a safety culture among diverse units and unique operating environments at JBB." (FY 10/2)

FY10 Flight

As of May 31, 2010

	Fatal	Aircraft Destroyed	Aircraft Damaged
1 AF			
9 AF	1	1	1
12 AF		1	1
USAFWC		1	
ANG		1	
(ACC-gained)			
AFRC			
(ACC-gained)			

FY10 Ground

As of May 31, 2010

	Fatal	Class A	Class B
9 AF	1	3	0
12 AF	1	3	0
DRU's	1	1	0

FY10 Weapons

As of May 31, 2010

	Class A	Class B
9 AF	0	0
12 AF	0	0
AWFC	0	0

Legend

Class A - Permanent Total Disability; Property Damage \$2,000,000 or more
Class B - Permanent Partial Disability; Property Damage between \$500,000 and \$2,000,000
Class C - Lost Workday; Property Damage between \$50,000 and \$500,000
(Class Description Effective October 1, 2009)

** Non-rate Producing * Fatality

1 = Fatal 1 = Fatal due to misconduct

Flight Notes

Flight Safety has had a busy couple of months. We had an E-4 tail strike as well as an A-10 ejection on take-off. Luckily, nobody was hurt in either of those manned mishaps. On the un-manned side, we added three MQ-1 mishaps, two engine related; and a QF-4 system failure resulting in a lost aircraft. Identifying risks and mitigating them is the primary reason we have Safety Investigations. Unfortunately, we're destroying aircraft because of similar or known deficiencies. Recent mishaps point to basic flying skills and decision-making continuing to need emphasis. Other Commands are fighting the same issues; some with similar aircraft, some not. We always need to be vigilant and proactive in recognizing unsafe landing positions and to execute go-arounds if required. Be prepared for the unexpected. Training is key to that. Take your training seriously and as always, fly safe.

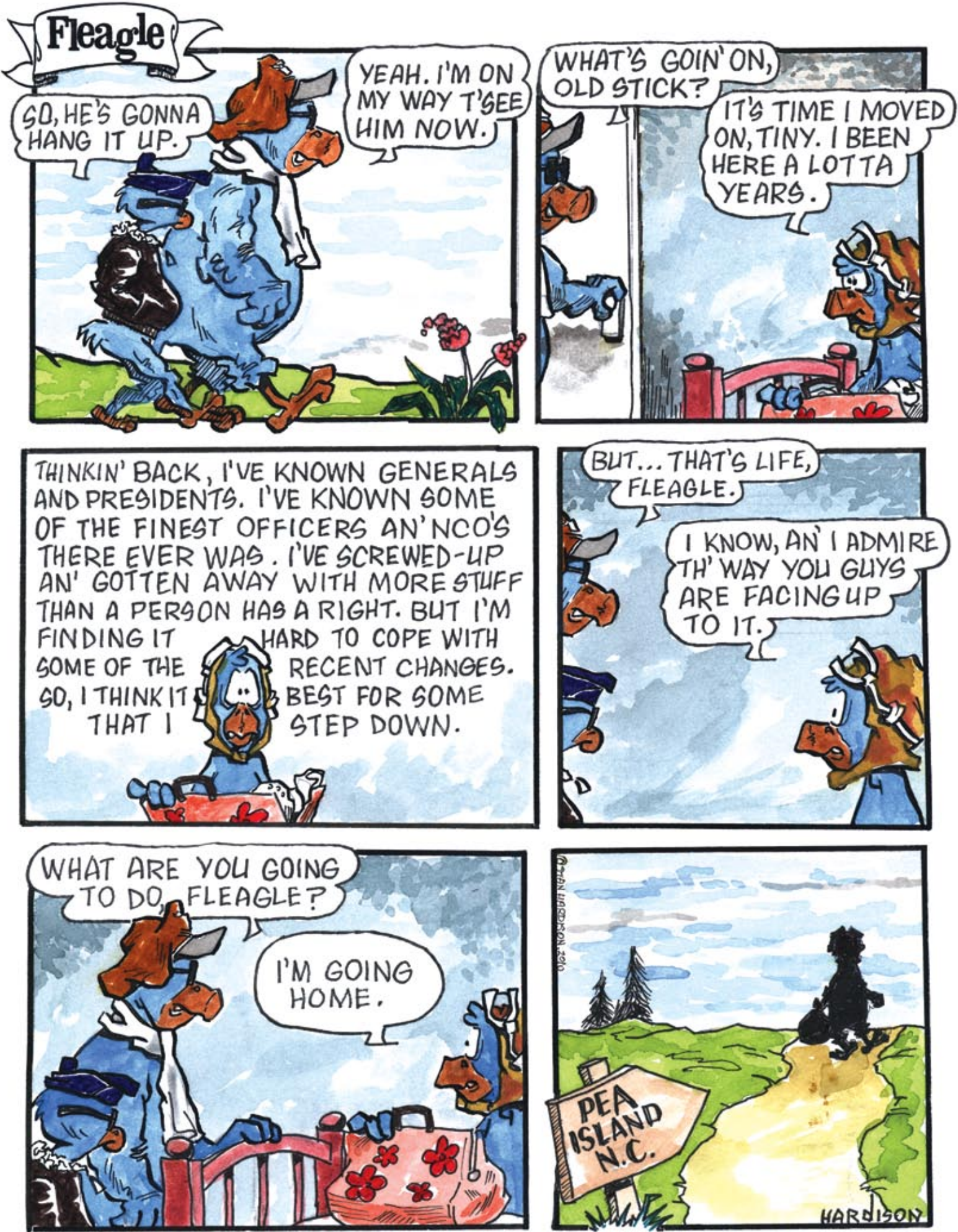
Ground Notes

Since the last edition of THE COMBAT EDGE, ACC has experienced three fatal mishaps. Two involved motorcycles of which one was operating at a high speed. The other was struck by an operator traveling the wrong way on an interstate. The third fatality involved an operator of an ATV who had been drinking; he struck a tree and succumbed to his injuries. On a positive note, we enjoyed the Memorial Day weekend and the start of the Critical Days of Summer without any Class A mishaps. By using sound risk management and with the help of being a good Wingman, we can enjoy the summertime without any tragedies.

Weapons Notes

Your mishap prevention efforts over the last 2 months have been outstanding. ACC experienced one mishap during this time. The incident involved damage to the umbilical of an AGM-130. Damage was discovered after-the-fact; consequently, causal factors were not determined. However, we continue to see non-reportable incidents via the AF Munitions Incident/Accident Notification system. Be vigilant of those incidents and use them for trending purposes to enhance your program.

Symbols for Mishap Aircraft





MY FIRST MODEL AIRPLANE
\$35
GLOBAL HAWK:
\$35M
LOOKING COOL IN THE
AIR FORCE:
PRICELESS



Airman. Wingman. Lawbreaker.

Cops are cracking down.



TOP REASONS TO be a good Wingman

10.

9.

8.

7.

6.

5.

4.

3.

2.

1.

Live to Play,
Play to Live!

THE

OVER
the

