

TAC ATTACK

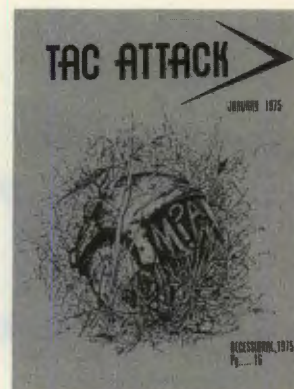
JANUARY 1975



RECESSIONAL, 1975
Pg.....16

JAN

FOR EFFICIENT TACTICAL AIR POWER



FEATURES

WRING OUT THE OLD	4
HAIRY FAIRY TALE	10
THE ICEMAN COMETH	12
RECESSIONAL, 1975	16
AN OPEN LETTER FROM LG	22
FAREWELL TO THE HERK	23
THE P-35 . . . FIRST OF A BREED	24
STRESS AND ACCIDENT	26
FLEANAK	28

TACTICAL AIR COMMAND

GENERAL ROBERT J. DIXON
COMMANDER

LT GENERAL ROBERT E. HAILS
VICE COMMANDER



COL Wm. J. BALLY Jr.
CHIEF OF SAFETY

MAJ JOE TILLMAN
EDITOR

STAN HARDISON
ART EDITOR

MARY KONOPNICKI
EDITORIAL ASSISTANT

TSGT JOHN TOMKOWSKI
LAYOUT PRODUCTION

DEPARTMENTS

Angle of Attack	3
Aircrewman of Distinction	7
TAC Tips	8
Chock Talk	14
Phyz Biz	18
Down to Earth	20
Safety Awards	29
Letters to the Editor	30
TAC Tall	31

TACRP 127-1

Articles, accident briefs, and associated material in this magazine are non-directive in nature. All suggestions and recommendations are intended to remain within the scope of existing directives. Information used to brief accidents and incidents does not identify the persons, places, or units involved and may not be construed as incriminating under Article 31 of the Uniform Code of Military Justice. Names, dates, and places used in conjunction with accident stories are fictitious. Air Force units are encouraged to republish the material contained herein; however, contents are not for public release. Written permission must be obtained from HQ TAC before material may be republished by other than Department of Defense organizations.

Contributions of articles, photos, and items of interest from personnel in the field are encouraged, as are comments and criticism. We reserve the right to edit all manuscripts for clarity and readability. Direct communication is authorized with: The Editor, TAC ATTACK, HQ TAC/SEPP, Langley AFB, Va. 23665. Autovon 432-2937
Distribution FX, Controlled by SEPP.



Angle of ATTACK

THE CHALLENGE OF '75

During 1974, TAC aircrews flew more than 240,000 sorties and logged over 600,000 hours. Despite the demanding nature of these missions, there were fewer aircraft accidents last year than any time in TAC's 28-year history. The dedication of TAC personnel was a major contribution in achieving this record.

TAC-gained units did not do as well. Both Air National Guard and Air Force Reserve rates were up. Aging systems and aircraft conversion problems contributed to these higher rates but, like TAC accidents, the majority were caused by pilot and supervisory error.

Past accidents are history. The challenge is to use this history to reduce our accident rate in 1975. Fuel will be scarce and more expensive this year. This means each aircrew must get the most out of every sortie — without the kind of errors on their part which were cause factors in 56 percent of last year's accidents in TAC. Supervisors must control their programs so that the essential training is accomplished in balance with the capabilities of men, machines, spare parts and fuel. We all need to work together to reduce the "supervisory error" in aircraft

accidents — a cause factor in 35 percent of TAC accidents in 1974.

Regardless of inflation and a tight money situation, TAC must maintain its ability to fight. In 1975, we will see newer and more expensive weapons systems, such as the F-15, in our inventory. Despite the sophistication of these newer aircraft, they are still only as good as the people who maintain and fly them. Remember that human error, the greatest cause of accidents last year, can negate the advantages of even the most sophisticated equipment.

The message is clear. To conserve our TAC resources we have to do it right the first time. Our effectiveness as a fighting force depends on it.

Robert J. Dixon
ROBERT J. DIXON, General, USAF
Commander



The lieutenant sat back and watched the crowd of well-wishers say goodbye to Lt Col Sheaffer. He refilled his mug and debated whether or not he should wait until the crowd cleared or just slip out without bidding the colonel adieu. After all, he thought, "I've only known the guy for six months... it seems like I've known him half my life... he sure took me under his wing... I wonder what my new boss will be like... best retirement ceremony I've ever seen... what the hell, it's the only retirement ceremony I've ever seen."

By now the crowd around the colonel was down to two guys and they were shaking hands with the retiree and edging towards the door.

"Low and slow, Jim," the last one said as he went out the door.

The lieutenant picked up his mug, and catching Colonel Sheaffer's eye, waved and edged between the empty chairs towards him. The two shook hands.

"Good luck, Colonel Sheaffer... we're all going to miss you around here."

"Thanks, Sam. I guess it's time you got a boss who can get some work out of you. It should be against Air Force policy to put two bass fishermen in the same office... but I've enjoyed it."

The lieutenant looked around awkwardly. He drained

WRING OUT THE OLD

by Maj Joe Tillman

his mug and set it down on an empty table. "Well, keep in touch, Colonel Sheaffer . . ."

"Whoa, Sam. You mean to say you'd leave without a final round of 'horses'?"

The lieutenant grinned, "Why not! I enjoy beating feather merchants out of a beer. There's a couple of seats at the bar there . . . and a dice cup."

The two sat down. The colonel won the piddle and took two straight horses. He poured the beer.

"You know, Sam, as much as I look forward to retirement, I'm really going to miss all the people here. I don't think there's a better bunch of guys anywhere."

"Well, you have a lot of friends there in Tennessee, don't you? Besides, ol' bucketmouth will keep you pretty busy. Janet told me you ordered a new bass boat. Hell, you'll probably turn pro on me. I can just hear you the first time we visit . . . 'twenty bucks a day and you supply the beer' . . . and THEN you probably won't show me the trophy-hole."

"C'mon, Sam . . . you know me better than that. I'll give you a military discount — fifteen bucks and all the bait you can eat!" The two looked down at their mugs reflectively.

"You got any parting thoughts for a young lieutenant on his way up, Colonel Sheaffer?"

"It's funny you should ask that, Sam. I was about to offer some advice, but it seems so corny. You really interested?"

"You damn betcha. In fact I'll buy a pitcher as payment."

"Your money's no good here, Sam . . . Barkeep, one more pitcher, please!" The colonel paid for the beer while the lieutenant filled the mugs. "Sam, this is probably the oldest story ever told, but what the hell, I'll tell it again. I've got no fighter pilot reputation to protect anymore." He paused as the thunder of a departing aircraft flooded the bar.

"It's the fighter pilot mystique, Sam. That's what I want to warn you about. I don't mean the charge you get strapping on a rocket and all that 'high flight'

stuff . . . hell, anyone with a hair has got to enjoy that. What I'm talking about is the do-or-die stuff — the press-on-regardless syndrome."

The colonel paused long enough to wave to some friends leaving the casual bar. "Last night, as I was packing, I looked through my old pilot training yearbook — a really odd feeling just before you pack it up . . . Sam, there were five guys in my class who aren't going to retire. Five guys who were damn good sticks, but the odds caught up with them — because they forced their hands . . . but I'd better back up a bit . . . two of them were KIA and I can't include them. Both of them pressed hard, but as far as I'm concerned, that's the time to press — the only time — and they were just doing what they had to do . . ."

"How about the other three?"

"Well, one guy got splashed doing what he shouldn't have. I don't know if you remember the '100 that hit the cable in the Grand Canyon . . . That was Bobby. We were at Nellis together and I knew even then he was going to bust it. I remember we were on the way to the range once and he decided to jump another flight that was on the way back — for a little unscheduled ACM. I made a feeble attempt to talk him out of it, but like a dummy, I stayed with him. Jeez, we tore right through that formation . . . they must have thought they were going backwards. All Bob said, as he went through them was, 'Bang, bang, you're dead!' They damn near were, too! I picked a guy out and we raced around a little, but my heart wasn't in it. I could just visualize dropping some of our stores onto Route 66 . . . make a hell of a BDA. To make a long story short, later on that night at the stag bar, one of the guys from the other flight decked Bobby . . . got an Article 15 for it, too. The guy never did tell anyone why he was so teed-off, though. About a week later, Bobby hit the wire."

The lieutenant took out a small package of cigars and offered one to the colonel. After they both fired up, the colonel continued.

"The second guy to buy it was a damn good stick, too,

WRING OUT THE OLD

and not as wild as Bob. I got this story second hand from Pete Johnson. Pete was flying with Snuffy and told me what happened . . . I have to assume it's true. The two were comin' back from a round robin . . . this was at Yokota, I think. Snuffy had engine problems . . . also a Hun. Pete dropped back on the wing and looked him over. He told Snuffy he was getting some smoke and sparks. Snuf said he was getting about 80% RPM and that he'd shoot a flame-out landing into Yokota if high key looked OK. Pete made the calls for him and told Snuffy to get out if things didn't look right. About five miles out, Snuffy had to shut it down. Pete said the bird looked OK so he pressed on. They hit high key about a thousand feet high and Pete told him to fly a wider pattern since there was a pretty strong crosswind into the runway. Snuffy overshot and the turn to final was tight and high. Pete told him to eject — in no uncertain terms. Snuffy touched down hot and long with only about two thousand feet to go, sheared the barrier, went through the airfield perimeter fence and hit a car. He killed six civilians . . . Pete said his last words were, 'No sweat, papa-san, I'll slip it in.' No sweat!"

The colonel stared straight ahead. He turned back to

the lieutenant and smiled, "And that, my boy, is what I'm talkin' about . . . no sweat."

How about the third guy?"

The colonel puffed his cigar and thought for a few seconds. He took off his glasses and rubbed the bridge of his nose. "Doc Taylor. Fine guy. Circumstances put him in a box, but he could've gotten out. This was only about a year ago . . . Doc was flying F-4s in Europe. He was number two in a 2-ship. On landing, lead took the barrier and tied up the runway. Doc decided to divert into Spang 'cause he was runnin' short of fuel. The weather all over and at Spang was bad. Doc called emergency fuel and was given a GCA straight-in. According to the accident report, he hit minimums and took it around, but knowing Doc, he probably sneaked down a little below that. Anyway, he took it around and flamed out on short final during his second approach. They waited too late to punch out. Their chutes didn't have time to fully deploy. Rumors are he tried to deadstick it in and realized too late he wouldn't make it . . . damn shame . . ."

The two sat in silence for a few minutes as the dull roar of a formation takeoff made the glasses tinkle behind the bar. The colonel, expressionless, stood up and pulled his cap from his belt. The lieutenant followed him out of the bar. They shook hands in the dimly lit hallway.

"Sam, good luck to you. And what I told you back there . . . what the hell do I know anyway . . . see you later."

The lieutenant watched the door close behind the colonel. He turned and went back to the bar. ➤



TACTICAL AIR COMMAND

AIRCREWMAN of DISTINCTION



Captain John L. Loftus
311 Tactical Fighter Training Squadron
Luke Air Force Base, Arizona



Captain Loftus was flying as an instructor pilot in the rear seat of an F-4C on a single-ship transition training mission. The takeoff, departure, and flight to the local transition training area were normal. After completing the required airwork, the aircrew departed the training area and entered the traffic pattern at an auxiliary airfield to practice normal landing patterns and touch-and-go landings.

Following the initial pitchout to downwind and gear and flap extension, the student pilot attempted to turn to base leg, but found that the control stick would not move to the left. Captain Loftus took control of the aircraft, declared an inflight emergency, directed that a nearby range his aircraft was about to transit be cleared, and initiated a climb. As he called for gear and flap retraction, Captain Loftus pressed the emergency paddle switch, disengaging the stability augmentation system. Repeated attempts to move the control stick left of neutral were

futile. This, consequently, required Captain Loftus to use left rudder to keep the aircraft wings level. He requested that another F-4C in the traffic pattern join up for a visual check of his aircraft. At about 9,000 feet MSL, a controllability check of the flight controls was initiated. The gear and flaps were again lowered and Captain Loftus found that the stick was no longer restricted. He began a left descending spiral and stated his intentions to fly a straight-in, full stop landing at the auxiliary airfield. Using half flaps and maintaining sufficiently high airspeed to allow a zoom for possible ejection, he landed the aircraft without further incident. Investigation revealed that a foreign object had jammed the left aileron control rod.

Captain Loftus' quick thinking and decisive action during this serious emergency, which occurred at a critical phase of flight, resulted in saving a valuable aircraft and possible loss of life and qualifies him for this month's Aircrewman of Distinction Award.

TAC TIPS

The more you practice,
the luckier you get.

...interest items,



This is the first closeup photograph of the Tupolev TU-28P, one of the Soviet Air Force's four modern types of interceptor, showing an advanced infrared homing missile under the wing. Question: What's the NATO designator of the TU-28? See page 31 for the answer.

NEW FLIP PLANNING

There is a new FLIP Planning coming. It's better, simpler, neater and it will be much easier to use, mainly because it eliminates duplication and because it is functionally arranged into parts: General Planning (GP) and Area Planning (AP).

THE GENERAL PLANNING BOOK contains general information on all FLIPs, explanation of the Divisions of The Airspace, Meteorological Data, Time Signal Information, Terms and Abbreviations, and Worldwide Conversion Tables. Much of the information duplicated in each of the current operational Section IIs has been transferred to this one Section. This includes information on Flight Plans and Pilot Procedures that have common, worldwide application. In addition, information pertaining to ICAO Procedures has been transferred to this Section, eliminating the present Section III.

THE AREA PLANNING BOOKS contain Planning and Procedural Data for a specific geographic area of the world. They are divided into Theatre, Regional and National Procedures, in which information pertaining to any particular country that differs in any aspect from standard ICAO Procedures is shown by exception only. The current Section IIA and B remain relatively unchanged except for titling and chapter format.

1974 SUMMARY: WELL DONE

This column is usually comprised of incidents and accidents tied directly into aircrew screw-ups... after all, what bit of advice can you pass on to aircrews when a mishap is beyond their control? But now, we at TAC Safety would like to pass on a "well done" to those aircrews who contributed to the low accident rate last year.

One of the most unpalatable tasks here at TAC is to Monday morning quarterback the accidents and incidents while we log time in our LSDs (Large Steel Desks). You've made it easier on us this year; so for the guys who filled the squares without filling our files, we'd like to say... good on ya!

GCA AND YOU

With all the squares we have to fill, pilots sometimes forget there are others who depend on us to help them with their training requirements. Take your friendly GCA controller, for instance...

Some pilots don't want to bother with precision approaches when it's severe clear. Sure, that scope wizard is appreciated when it's two hundred and a half, but when it's clear and a million, who cares? I'll tell you who cares — the guy who brings you in for a landing out of the crud, that's who. Just like the pilot, he has to maintain his

mishaps with morals, for the TAC aircrewman

proficiency, regardless of the weather. In addition, most GCA units are responsible for training student controllers and the students can't work the scope when it's IFR. In a few months this same controller (who had been a student), might pull you out of a tight spot in the weather. So, in a way, his training is also your responsibility.

This brings us to one final point. If you are getting a radar low approach, follow instructions 'til you get to your minimums. On a clear day, it's easy to disregard the controller's instructions about a mile out and set yourself up visually. If you must, advise the guy in the radar shack; if you don't need to, do your best to follow his heading and glideslope instructions. It makes his training more realistic and he appreciates your cooperation — and there's a bonus in it for you. That last portion of the approach prior to decision height is the most demanding. Get all the practice you can in that critical zone.

WHEN THINGS GO WRONG...

Sometimes it seems "You shoulda' stood in bed." One of our F-4 aircrews must have thought for a minute they were back in the simulator after a busy flight they experienced. It happened like this:

On downwind leg of a ground attack mission, they experienced an uncommanded flight control input, resulting in a 30-degree, nose high, 60-degree left bank attitude. The paddle switch was engaged and the bird returned to level flight. They declared an emergency and pressed for home. On the way back, they lost their UHF radio and IFF. Then, the right generator dropped off the line with an open bus tie light. The windshield "temp high" light, cabin turbine overspeed, and SPC lights then illuminated. On final approach, when the flaps were placed from one-half to full down, the aircraft rolled left to 30 degrees of bank. The flaps were raised back to one-half and a normal (?) landing was made. On roll-out, the nosegear steering was found to be inop!

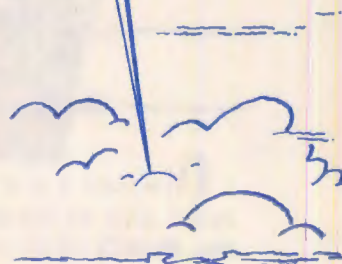
We won't go into a detailed report of the investigative findings except to say that there were no false warning lights. Except for "could-not-duplicates" on the nose steering and flap system, all of the problems were very real. We only wanted to run this to cheer you up if you had a few problems on your last flight. Things could be worse...



TAC got a speeding fine recently — \$6415.00. The student in an A-7D delayed flap retraction during a practice missed approach and exceeded his flap limit speed. It was not all the student's fault, however. The IP tried to warn the student, but the call was not understood because of numerous radio transmissions on Approach Control frequency.

The aircraft was slowed below 220 KIAS, the flaps were lowered and an uneventful landing was accomplished. Postflight inspection revealed damage to the right and left inboard and outboard leading edge flaps and flap seals. There are a couple of important lessons to be learned from this incident:

1. Don't exceed your aircraft's operating limitations. This incident is a good example of what can happen if you do.
2. Maintain good radio discipline. Useless chatter on the radio can block someone who really needs the frequency. Remember too, Guard frequency is there for your use, so don't hesitate to use "Navy/FAA Common."

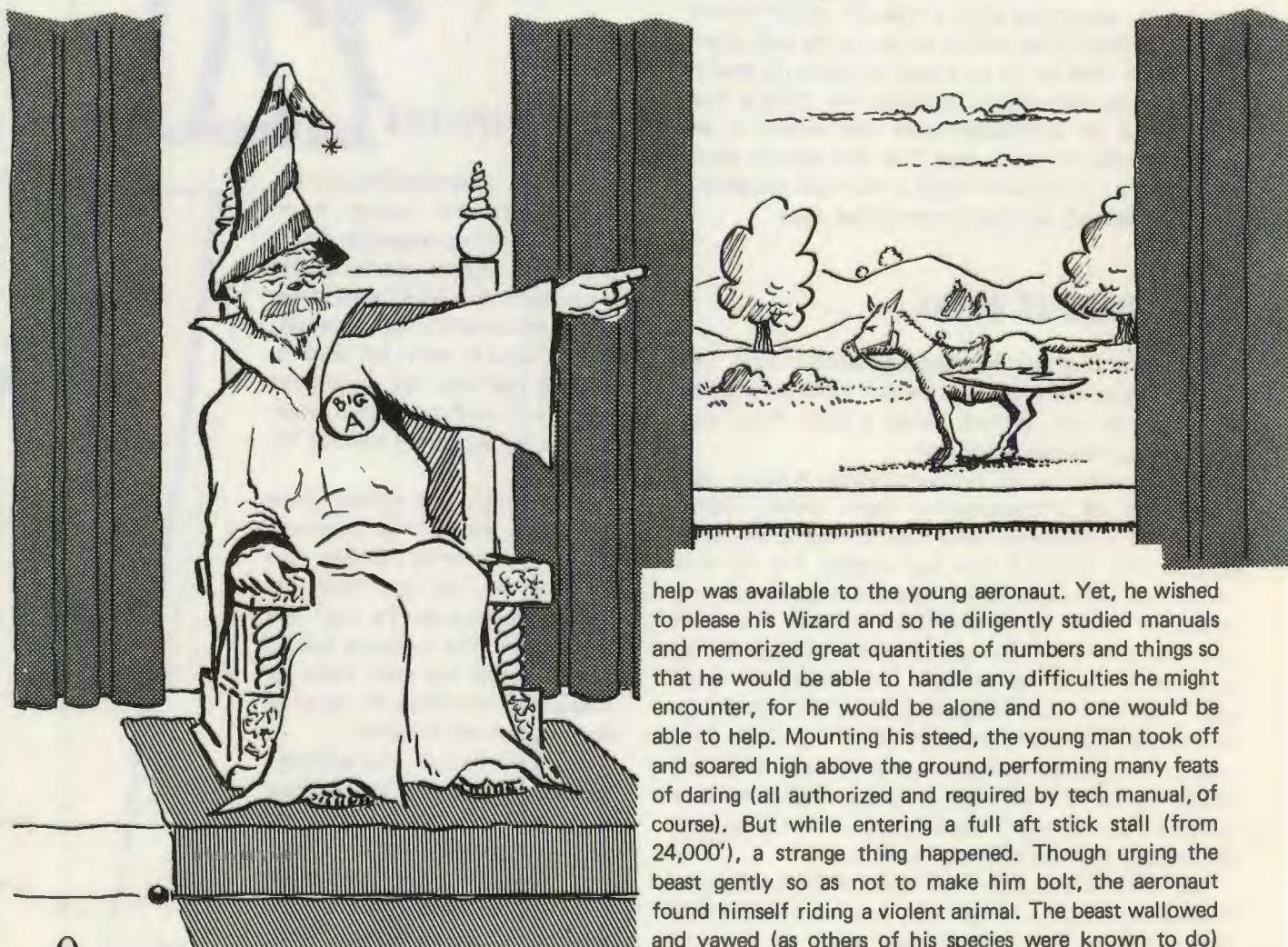


A MAJORY

Fairy Tale

(OR WHEN TO DISMOUNT THE WICKED BEAST OF THE EAST AND LIVE TO TELL OF IT)

By Capt Greg Shuey, 82 FTW, Williams AFB, AZ



Once upon a time in the land of Az, a young man was called upon by the great Wizard of Az to test and tame the Wizard's newly acquired beast, called an Aerosteel. Since few people knew the humor of this animal, little

help was available to the young aeronaut. Yet, he wished to please his Wizard and so he diligently studied manuals and memorized great quantities of numbers and things so that he would be able to handle any difficulties he might encounter, for he would be alone and no one would be able to help. Mounting his steed, the young man took off and soared high above the ground, performing many feats of daring (all authorized and required by tech manual, of course). But while entering a full aft stick stall (from 24,000'), a strange thing happened. Though urging the beast gently so as not to make him bolt, the aeronaut found himself riding a violent animal. The beast wallowed and yawed (as others of his species were known to do) and finally banked steeply and pitched to a near vertical dive. Being quite stunned at this contemptuous reaction from so marvelous an animal, the young aeronaut gave him his head by releasing all back pressure and applying



aileron to urge the animal level. Then shock overcame the young man, for nothing happened; there was no response to his commands. Certainly this animal was still controllable, so the man demanded attention to his commands by feeding in rudder, more ailerons and more forward stick. Still the animal refused to recognize his master's authority and continued to turn methodically, while slowly raising his head. The beast was calming and no longer were his actions violent; yet extreme disbelief filled the young lad, for he had never seen such actions. Nay, he had done nothing to cause his beast to bolt, nor was he told that such reaction was possible. He could not dismount, he thought, for the Wizard would be very unhappy at the loss of his new treasure. Nor could he leave such a marvelous beast to be cast out and left to die. So, with no thought of the consequences, the aeronaut tried many things. None tamed the animal. Alas, he was left with a final recourse — the spin recovery. Though he had not done that which would cause his steed to bolt and spin, it was his last hope and so he tried it. Firmly the controls were applied and the animal was watched. No change came about. The aeronaut knew the Wizard would ask him if the proper method was used because the aeronaut rode several different animals, each with its own spin method. So, while holding the controls, he spoke the sacred words and confirmed that the method was right. Yet the steed turned undisturbed. Now, hope was lost. The aeronaut saw the great earth below him, yet he did not see the flight downward at the speed of the gods. He knew time was not with him. So with great reluctance, he quickly assumed the required position and dismounted this steed with great speed. In an instant, the aeronaut was hurtling toward Az. In another instant, his cloth sail took

wind and he floated breathlessly across the plain. Then, without warning, the earth rose up (8-10 seconds later) and smote him, as was to be expected. And as he rose from terra firma, the young aeronaut watched the death throes of his beast (only 1500 feet away) and was overcome by the fear of reprisal, the depression of loss, and the anxiety of death. But then, the great Wizard came and searched the area; he inspected the body of his beast and returned the aeronaut to his home. But before he left, the Wizard told the man these things: "You have lost my steed, but not by your own misdoings; therefore, you shall not be punished. But in this tragedy, you must always remember this one thing: that which you read and learned, protected you; but that which you did not perceive, that which was not controllable, yet seemed otherwise, nearly cost you your life. My steeds are seldom dangerous, yet when they are given little room for error — they, in turn, give no time for deliberation. Those who lose their heads are not worth their weight in pot metal. Do not take the steeds past the boundaries where they cannot return. If they do go there, recognize the danger of your place, for you may not have seen it before. It will be strange to you and will place fear in your mind. Leave those places with great haste, lest you will stay there for always.

And so the young man went away, older, wiser, and with great respect for that which is not always written, yet is always Truth.

A true and very hairy fairy tale.



Capt Shuey's contribution makes him our monthly Fleagle T-shirt winner for January.



THE

By Major Fred Larson
179th TFG, Chief of Safety
Ohio ANG

Over the years, we've all been there. We've heard the same safety briefings on the hazards associated with winter flying, winter driving, winter sports, winter this and winter that, and winter everything else.

We've seen the crew chief fall off an ice-covered wing doing a preflight; or a truck jack-knife in front of us on an ice-covered bridge. We've read the annual messages and the annual safety pubs articles. The admonitions all sound the same...like a broken record, over and over and over. We begin to treat it all like a broken record, we shut it out — it becomes meaningless. We've become complacent, we're saturated... AND, we're ripe!

The wind chill index chart is a

ICEMAN COMETH

good example. This year's is the same as last year's. It hasn't changed and it never will. I can remember how cold it was that bright sunny morning last March. The temperature was only a crisp 15 degrees. It would warm up by mid-day, so dress warm and go launch the birds! Right? Wrong! The winds had kicked up pretty high — about 20 knots and the ol' man brought us in off the line and cancelled flying. Why? At 15° and 20 knots, the effective temperature is about 15° to 20° BELOW ZERO. That's not too bad, you say? It was -55° at Eielson during PUNCH CARD V with no wind, and nobody froze! Why worry? Read on, MacDuff, and BEWARE!!!!

It was on a sunny January morning a year ago. The temperature was a frigid -7°F. The winds were fairly light that day — only about 5 knots. The wind chill gave an effective temperature of -12°F. Cold enough for any man and yet safe enough, if properly dressed, to venture out for short periods of time. It was this day that fate picked for the ol' oil furnace to go on the fritz! The hero of our story set out to do the repairs. After some trouble-shooting, he found the culprit. A clogged line below the oil storage tank located outside . . . not the furnace at all, just no fuel getting through. Fix that in a jiffy. The line was disconnected for cleaning and, as one might suspect, the man's gloved hands became saturated with fuel oil. Oh well, he thought, I'll soon be done. His hands were cold, but there

was no pain or even discomfort. In a few short minutes, he had cleaned the blocked line. He reconnected the line to the tank and reached down to pick up the wrench to tighten the line connection. He could not move or bend his fingers or hands at the wrist. He immediately went to seek help. In the few minutes that had elapsed, he had suffered a severe case of frostbite. With some assistance, he got the gloves off and in his own words, the hands "looked like big chunks of rime ICE." The hands were stiff and immobile but still there was no pain. Within an hour, in spite of professional hospital attention, the hands turned black. Proper frostbite treatment was administered and nearly stopped several times to effect timely amputation, but the doctors kept trying to save the hands. They were successful. After considerable

time and effort, the frozen flesh responded to treatment and circulation returned. After about a week, more improvement, as the attached photograph indicates. The blisters and pain were reminders of his complacency. Full recovery and the return of normal unrestricted use of the hands took about nine months.

The temperature and wind gave an effective temperature of -12°F. How much colder was it in those gloves with the evaporative cooling effects of the fuel oil? At this point, that is an unanswered "academic question." Suffice it to say, cold enough! The ICEMAN has done it again!

Perhaps next time, he'll cause a fall on an icy sidewalk, or a flame-out due to fuel control icing . . . the ICEMAN works in the strangest of ways! Any of them could do us in, so . . . BEWARE!!! ➤



CHOCK TALK

chock talk incidents and incidentals

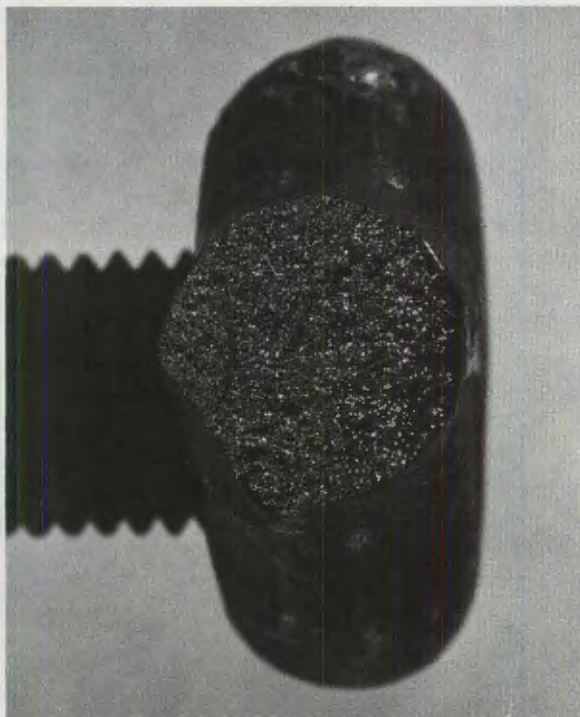
...incidents and incidentals

CLEVIS HOOK FAILURE

The photos below are of a clevis hook used for F-100 aircraft engine run tie-down. This hook is attached to the dead-man anchor imbedded in the concrete runup area and secures cables attached to the aircraft. It normally remains in the runup area with cables attached.

Some time ago, this clevis hook encountered a shear force (Note damage in closeup of break area), causing a stress concentration. The last engine run encountered a "hard" afterburner light (greater than normal thrust) and the engine was shut down immediately. The aircraft was disconnected from the tie-down cables and towed to the ramp area for engine adjustment. The next day, the hook was discovered broken on pre-engine run inspection.

The most probable cause is believed to be a monster snow removal machine attacking the hook last winter.



Nicks and dents in the five pound hook probably seemed like fair wear and tear to the casual observer. Disaster would have resulted if another afterburner run were attempted immediately after failure of the clevis hook.



We were lucky . . . next time we'll be smart. First, we remove cables, hooks and equipment from runup area between engine runs, inspect all equipment for damage, then replace marginal equipment.

Courtesy

**Maj Frank R. O'Neill,
127 TFGp Safety Officer
Selfridge ANG Base MI**

MUNITIONS LOAD CREWS— WELL DONE

IN CY 74, there was a significant reduction in TAC explosive mishaps caused by load crew errors. In CY 73, approximately 7.7 percent of all explosive mishaps were

with a maintenance slant.

attributed to load crew error. In CY 74, load crews have been identified as causing approximately 2.8 percent of TAC explosive mishaps — quite a reduction.

Load crews and supervisors are to be congratulated for their fine work last year. Let's all work to continue this trend through 1975.

WHY THE FIRE BOTTLE?

"Fire guard's posted, clear to start." That sentence doesn't mean much to the average aircrew — just one more square to fill prior to engine start, right? Wrong!

The crew and passengers of a T-39 recently had cause to be exceedingly grateful to the ground crew — not only because they had the 50-lb bottle positioned, but because they knew how to use it. The transient Sabreliner was on an ops stop. About two minutes after engine start, the number two fire light came on and the ground crew noticed flames and red-hot metal being exhausted from the tailpipe of the engine. The crew and pax evacuated while the ground crew extinguished the fire with two fire bottles, one pre-positioned and another they grabbed from a nearby parking spot. The fire department arrived after the fire was extinguished — they got there in a hurry, but it's doubtful this T-39 would still be in the inventory were it not for a very alert ground crew.

The cause of the fire was internal failure of number two engine, but the reason for the materiel failure is not yet known.

This ground crew knew what they were doing and didn't hesitate to do it. How's your knowledge of fire-fighting procedures? How about the rest of the people in your section? Sometimes it's only a matter of seconds between an incident and an accident. Think about it.

STATIC ELECTRICITY

by SMS Savoie
HQ TAC/SEG

With the coming of cold weather, snow, ice, and everything that the person on the flight line dreads, it will be necessary to put on some heavy duds. Much cold

weather clothing contains nylon and other materials that are readily charged and become a source of static sparks. Clothing made from these materials should not be worn by personnel handling aviation fuels. However, if that's all you have and cotton duds aren't available, what do you do? You get into the habit of grounding yourself. Just to be on the safe side, stick with the grounding procedures regardless of the type clothing being worn. Grasp grounded conductors such as static wires, grounded handrails, etc., in order to maintain your body at ground potential. For example, if you don't use good grounding techniques, an arc might occur from the fuel handler's fingertips to a tank opening. This could ruin your whole day.

In case you haven't noticed, your Tech Order Library should have a new edition of TO 00-25-212, Static Electricity and Stray Currents in Air Force Refueling Systems, 17 September 1974. It's loaded with information that will help you do the job right. Here's hoping that the cotton duds will be available soon for you needing the heavy stuff. Hang in there.

TRIM PAD FOD - INTAKE SCREEN SEALS

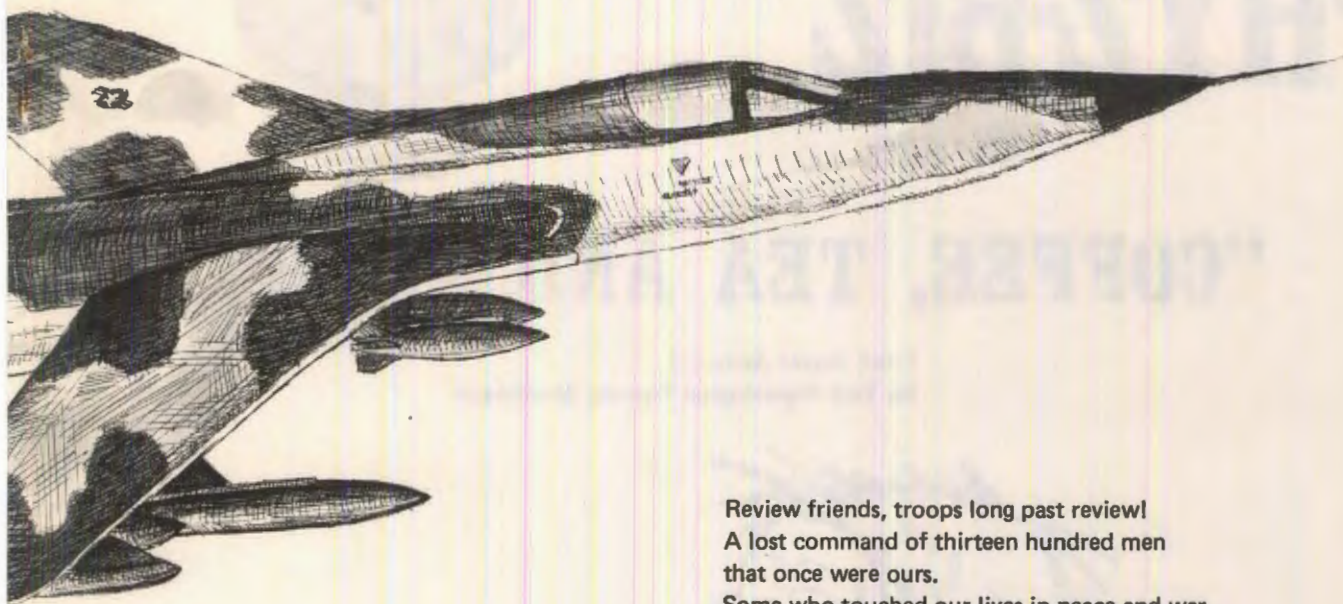
An F-4C belonging to another command suffered engine FOD while in afterburner on the trim pad. The rubber seal separated from the engine intake guard screen. It was the second such incident of the year in that command, and this one caused an estimated \$2,000 damage.

The screen had been inspected, but since the run was at night, there is a possibility the loose seal was not noticed. Afterwards, a QC inspection of all intake screens was performed. Future runs will require intake inspections first, with an appropriate entry in that aircraft's 781. The unit also recommended that the rubber seal be replaced with a nylon strap — the type used for cargo tie-downs. The message suggested these straps will not deteriorate as rapidly when they come into contact with oil and fuel, which allows the rivets to pull through.

The suggested change may or may not be accepted, but for now, take a closer look at your intake screens. Don't gamble with screens that have worn or deteriorating components — TAC can't afford to back your bet.

Recessional, 1975





Review friends, troops long past review!
A lost command of thirteen hundred men
that once were ours.
Some who touched our lives in peace and war
and some we never knew — but still,
we saw them fall, then waited for a word of hope
and later, watched for names on lists
we knew were far too short.
Days pass, then months — now years.
Pack up their lives in cardboard boxes;
send them home
with medals, letters, souvenirs —
the trinkets that all men leave behind.
But ask yourself: Who lies down deep
below the alien jungle green,
or in a nameless prison grave without a stone,
or . . . Where?
One thing's for certain; sure as death
With honor, or with eyeless fear
in future combat we'll review
the troops long past review.

by Capt Mike Byers

PHYZ-BIZ



"COFFEE, TEA AND THEE"

LtCol Harold Andersen
Hq TAC Physiological Training Coordinator



Probably the single most wide-spread preoccupation in America (maybe the world!) is with the "coffee break," and consumption of 8 or 10 cups of coffee per day is not uncommon. The socializing aspects (meet your buddies around the Java pot), a need to "break" from the routine of work or just a plain old craving, are all rationalizations advanced for the multiple trips to the urn. The first two are self-explanatory, but the third needs some examination, for it is here that the problem lies.

Coffee contains substances which have mild to moderate "habituation" capabilities; the best known of these substances is caffeine. Not only coffee, but also tea and cocoa (chocolate products) contain caffeine in addition to some specific substances related chemically to caffeine: theophylline in tea and theobromine in chocolate. The family name for these compounds is "Xanthine," and the best known is caffeine. It is interesting to note that the kola nut, the base for popular "cola" beverages, is a rich source of caffeine.

Each cup of coffee ("normal" strength) contains 80 —

100 milligrams of caffeine; the "stronger" the coffee, the more caffeine it contains and its absorption from the gastro-intestinal tract is rapid and complete. Caffeine is distributed throughout all the tissues of the body in approximate proportion to their water content.

Although peak levels are found in the blood plasma about an hour after drinking coffee, it takes somewhat longer to disappear. The time required for the plasma caffeine level to drop to one-half its value is called the "metabolic half-time" and normally ranges from 2 ½ to 4 ½ hours in humans, and results in a disappearance rate of 12% to 22% per hour. As a result of metabolic activity, caffeine does not seem to accumulate in the body, even though as many as eight cups of coffee/day are consumed (an intake of 640 — 800 mg of caffeine). Thus, after a night's sleep, the caffeine content of the body has been eliminated, and the inveterate coffee drinker experiences a strong desire for his favorite beverage. It's not uncommon for some to require a "cup and a smoke" before they can get their "engine" running!

All of the compounds noted above (caffeine, theophylline and theobromine) are stimulants and diuretics. The stimulant action is most marked on cardiac muscle and the central nervous system (CNS: brain and spinal cord). Of these 3 compounds, caffeine produces the greatest stimulating effect. By stimulating the respiratory center in the brain stem, it increases respiratory activity. Another effect which you coffee and tea addicts may have noted is the diuretic action (a diuretic is a substance which promotes the secretion of urine). These compounds are so effective that physicians routinely use them to increase urine output in certain patients.

Now, these physiological effects are certainly not generally considered to be in the "life-threatening" category for the "normal" individual, but some of the side effects may be quite significant. For example, the irritating effect on the CNS may become so pronounced that normal sleep patterns are disrupted and proper crew rest becomes impossible. Also, feelings of "tenseness," irritability, restlessness may significantly reduce the powers of concentration of the aircrewman, causing performance degradation. The diuresis produced may become significant on long duration flights in fighter-type aircraft and particularly on special high altitude missions where pressure suits are required or on over-water flights when the "poopy suit" is worn.

So, if you've been feeling jumpy, "headachey," listless, unable to relax or sleep properly, check your recent coffee/tea/cola consumption. Perhaps elimination or reduction of their use would solve your problem. ➤



DOWN TO EARTH

GROUND SAFETY Quotes and Notes



Always try to drive so that your
license will expire before you do.

POWER TOOL SAFETY By TSgt Whiting, TAC/SEG

A rated officer within this command amputated his left index finger while attempting to split a board with a 12-inch band saw. While pushing the board with his left hand, and at a point three inches from the end of the board, the board suddenly split. His hand struck the blade severing his index finger and lacerating his middle finger. The band saw was in good condition; however, the upper blade guide was out of adjustment, creating a bowing action by the blade. This exerted a separating action as the wood was cut, causing it to split. There were two factors involved in this accident. First — the upper blade guide was out of adjustment causing the blade to bow. Second — failure to use a push stick. The mishap proves once again the importance of using safety equipment and keeping tools in top notch condition.

The Consumer Product Safety Commission estimates that hospital emergency rooms treat more than 40,000 victims each year who are injured by power saws in home workshops. The following power tool tips were extracted from the National Safety News:

If possible, use a push stick when working with table-type power tools.

Know the tool you are using — its application, limitations, and potential hazards.

Ground all tools, unless they are double-insulated. If the tool is equipped with a three-prong plug, it should be plugged into a three-hole electrical receptacle. If an adapter is used to accommodate a two-prong receptacle, the adapter wire must be attached to a known ground.

Keep guards in place and in working order. Do not remove them or wedge them out of place.

Do not force the tool; it will do a better and safer job at its designed speed.

Never leave a tool running unattended. Do not leave

until it comes to a complete stop and is disconnected from the power source.

Never adjust, change bits, cutters, or blades with the tool plugged in.

Secure work. Use clamps or a vise to hold work when practical; it frees both hands to operate the tool.

SAFE DRIVING TIPS — EIGHT QUICKIES

COURTESY FAMILY SAFETY

A heavy meal can cause drowsiness in drivers. It's better for a motorist to eat several light snacks during a trip than one substantial meal.

After four hours behind the wheel, the average driver takes about 20 percent longer between steering wheel corrections.

In fog at night, headlights should be on low beam for best vision, since fog reflects headlight glare.

For every 10 degree dip in temperature, tire pressures drop about one pound.

Keeping dashboard lights dim at night helps you see the road better.

A car's ignition should be turned off immediately after an accident, just in case there is a fuel tank or fuel line rupture.

Dirty headlight lenses can reduce illumination as much as 25 percent.

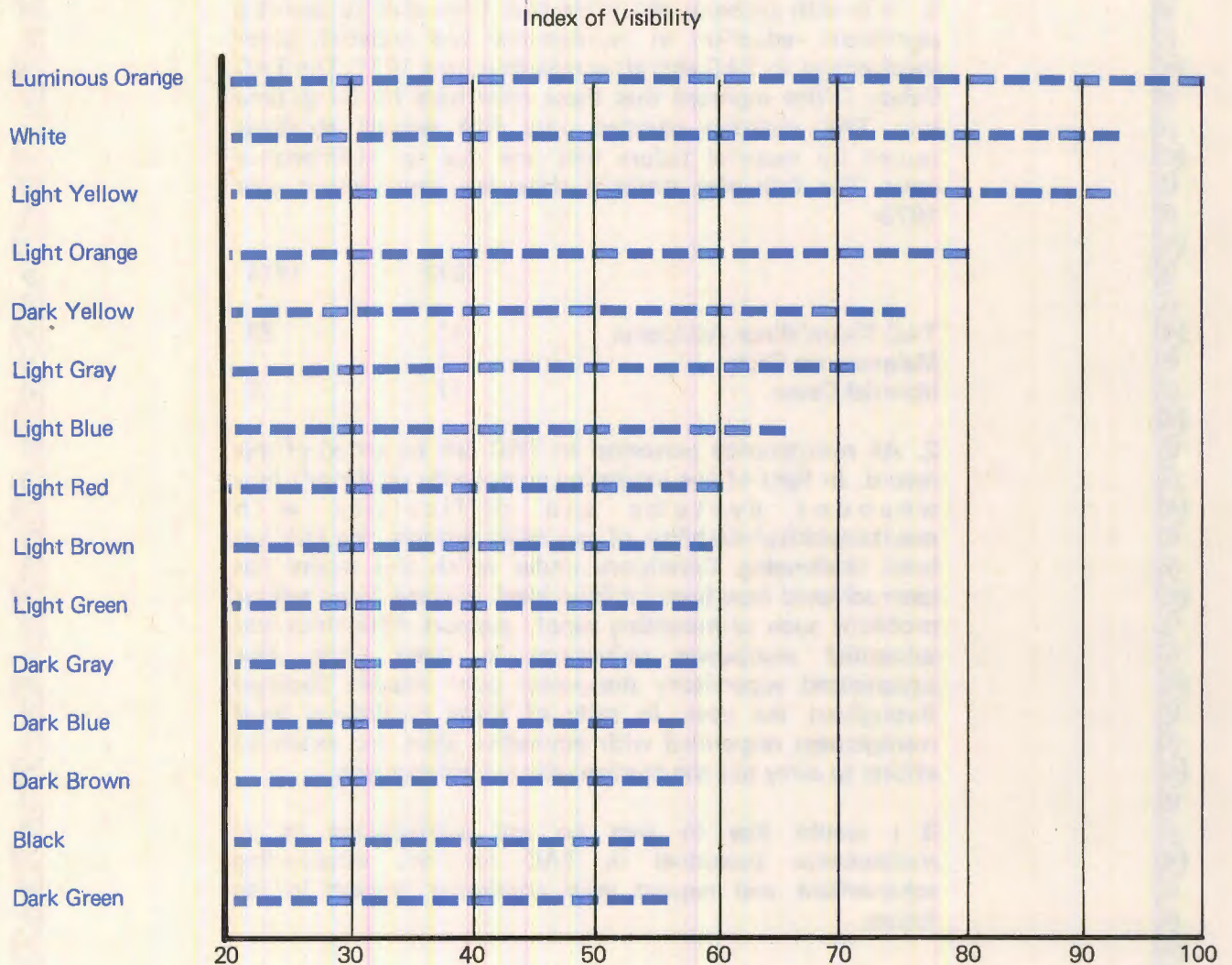
Friction is a vital factor in a car's stopping time. Tires bouncing over an uneven surface spend part of the time off that surface, thus lessening the amount of friction and increasing the stopping distance, sometimes as much as 50 percent.

V · I · S · I · B · I · L · I · T · Y

You say you're going to buy a new car? How about this nifty model here painted a nice international orange? No? Hmmmm . . . well, how about this hardtop here in white? Whaddya' mean, it looks like a refrigerator? OK — I got just the thing for you — a nice light yellow . . . No? What are you looking for anyway, an accident?

* * *

Not many people consider safety when they pick their new car's color, but a study at Mercedes-Benz resulted in the following scale that lists the relative visibility of cars of different colors.



Each color was tested against various backgrounds ranging from asphalt streets to snow, under different lighting conditions.

The study also found that the most visible car was one with different color combinations, but who wants an orange car with a yellow trunk and a white top?

* * * *

Say, now, I have just what you need — a nice used squareback, painted camouflage . . .



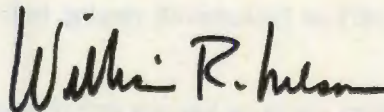
**AN OPEN LETTER FROM B/GEN NELSON
TO TAC LOGISTICS PERSONNEL**

1. It is with pleasure and pride that I am able to report a significant reduction in maintenance and materiel factor involvement in TAC aircraft accidents during 1974. The TAC Safety Office reported that these rates have hit an all-time low. TAC statistics revealed only five aircraft accidents caused by materiel failure and one due to maintenance error. The following statistics show the improvement over 1973:

	1973	1974
TAC Major/Minor Accidents	40	23
Maintenance Cause	6	1
Materiel Cause	17	5

2. All maintenance personnel in TAC can be proud of this record. In light of the increasing complexity of today's new weapons systems and difficulties with maintainability/reliability of our older systems, the task has been challenging. Conditions under which this record has been achieved have been far from ideal. We have faced serious problems such as mounting supply support difficulties and substantial manpower reductions in some units. Our experienced supervisory manpower pool steadily declined throughout the year. In spite of these conditions, local management responded with innovative ideas and extended efforts to carry out the mission without interruption.

3. I would like to pass on my appreciation to all maintenance personnel in TAC for this outstanding achievement and request your continued support in the future.



WILLIAM R. NELSON, Brig Gen, USAF
Deputy Chief of Staff/Logistics



FAREWELL to the HERK

by Maj Joe Tillman

Last month TAC lost its airlift force. Airlift aircraft and crews have been turned over to MAC, and especially in the case of the Hercules, we lost quite a workhorse.

The C-130, designed in 1951 to TAC specs, has been subdesignated the A, B, E, F, H, J, K, P and R — an indication of its versatility. The Herk has trash-hauled, air-dropped, flare-dropped, bombed, machine gunned, fire-suppressed, drone-launched, photo-mapped, missile-tracked, air evacuated, Fulton-rescued, capsule-recovered and air-refueled. It has landed on dirt, mud, sand, snow, PSP and the USS Forrestal.

How about the trash-haulers themselves? Probably the most versatile aircrews anywhere, they have all the traits of fighter pilots with one exception — they're literate. What have they hauled? They have hauled (and air-dropped), food, Class 'A', guns, toilet paper, jeeps, tanks and paratroopers. They have extracted, ejected and kicked out loads of every size and description in every fashion imaginable. They have CDS'ed, LAPES'ed, GPES'ed and PLADS'ed — but most of all they have hauled. On notice so short most aircrews would still be standing in their jocks, Herky Haulers have lifted off with portable bridges

for the Dominican Republic, food and water for Peruvian earthquake victims, and hay bales for starving cattle in North Dakota. They have supplied the Marines with ammo at Khe Sanh (remember, "mortar-magnets"?), Africans with wheat in Mali and fighter pilots with beer at Phu Cat. Their spirits were lifted by the delivery of overdue mail to grateful grunts at Kham Duc, then suddenly saddened with the discovery that the outbound load would consist in part of ugly seven-foot rubberized bags.

Trash-haulers have the thickest skins in the business. They have been cursed by the locals for being overpaid, oversexed and "over here." They have been overscheduled, poorly scheduled and unscheduled. They have been subjected to prop leaks, prop fluxes, and dual-rail rollers that don't. They invariably brief at 0330, have a cigarette and a coke for breakfast (if the machine isn't broken), then sit under the wing and wait to be loaded/unloaded/ fixed/fueled/fragged/refragged — or cancelled.

Their departure is our loss. TAC won't be quite the same without them.

To hell with the rest of 'em, Herky — keep on haulin'.



NUMBER 9 OF A SERIES

by William G. Holder, Contributing Editor

At first it's difficult to discern her heritage. There were the clinging characteristics of her earlier bi-winged brothers, but there was also the promise of the future and such would be the case as the chunky little bird proved to be the forefather of the massive P-47 Thunderbolt.

The beautiful P-35 had a number of advanced concepts. Sporting a fully enclosed canopy, the P-35 had full instrumentation, all-metal fuselage and a retractable gear. Airborne, the bird was as stable as a rock and demonstrated initial efforts at aerodynamic streamlining. Built like a tank, the P-35's performance, however, left something to be desired — a fact which would be sorely realized during the early days of World War II.

Surprisingly, the P-35 first saw the light of day atop a set of pontoons as an experimental seaplane designed by deSeversky. Dropping of the aquatic gear and a redesign of the airframe produced the Seversky 2-XP experimental pursuit aircraft. Additional modifications to the plane produced the P-35.

A 1936 flyoff with the Curtiss Hawk 75 did not show the P-35 to have any distinct advantage. Even though 77 were ordered, Curtiss would eventually prove to be the production winner. The shiny new P-35s were assigned to the 17th, 27th, and 94th Squadrons and Headquarters of the First Pursuit Group. The deliveries occurred during 1937 and 1938.

The first P-35 models used the Wright cyclone power plant, but problems caused the production models to be retrofitted with the Pratt and Whitney R-1830. The P&W powerplant pushed the top end of the small fighter to over 280 MPH and a cruise speed of 260. Along with the increase in horsepower, the production model airframes received additional clean up. The biggest change was trimming down the bulging canopy and the addition of a slight dihedral, giving the aircraft added stability.

But now the ominous dark clouds of war were forming and the P-35 was one of the first-line fighters. Sweden ordered 120 P-35s which were equipped with a new engine, upping the top speed to well over 300 miles per. But against the high performance Japanese Zero, the P-35 was sadly out-performed and out-gunned. It was a sad testimony that the P-35, the AAF's darling of the mid-1930s, became the symbol of America's aircraft inadequacy at the start of the war.

But former pilots fondly recall some of the characteristics of the little metal bird. Pilot comfort was high on the list of the aircraft's good features. There was plenty of room in the cockpit even with the seat pack parachute and cumbersome flight suit. The cockpit served as a pattern for those that would follow. The P-35 looked like every piece had been handmade for that particular bird. The P-35 was an incredibly strong aircraft and during its flying days there were never any structural failures reported. Pilots reported diving the aircraft to over 450 MPH even though the book forbade speeds beyond 377 MPH. On takeoff, the P-35 practically leaped into the air. The bird could reportedly be airborne in under 400 feet of roll, climbing out at about 125.

The P-35

first of a breed

Pilots also told about the fantastic formation flying capabilities of the plane. With its great visibility and quick responses, the P-35 was a natural for mass-gaggle flying.

From a maintenance point of view, the plane was a mechanic's dream. Starting the P-35 required it being primed a number of times. The pump kept the pressure up to 20 pounds and then the starter was kicked in. A crank in the cockpit operated the cowl flaps. Half throttle and a full rich mixture wheeled the aluminum three-blade prop into action.

Aeronautical history has not been kind to the P-35. She was far outclassed in her brief combat experiences, but it is hard to downgrade her. Even though it wouldn't be her sturdy airframe to see glory, her toughness and bulky beauty would sire the powerful P-47 Thunderbolt which is considered by many to be the finest fighter of World War II.

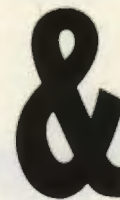
A fine example of the P-35 recently went on display at the Air Force Museum. The museum's P-35 was acquired in 1971 from Mr. Chuck Doyle from Rosemount, Minnesota. Personnel of the 133 Tactical Airlift Group, Minnesota Air National Guard, on their own initiative, restored the P-35. The restoration effort required many hours of challenging work. And should you ever get the chance to view their work, you'll probably agree that it looks better than it did when it rolled out of the factory.

The 133d worked on the job from September 1971 until completion in May 1974. The unit then disassembled the completed aircraft for airlift to the museum and reassembled the bird for display following its arrival at the museum. The only effort required by the Air Force Museum was to prepare a display sign and roll the aircraft onto the display floor — a proud statement of one of the earliest of our modern fighters. ➤



photo by Robert Shenberger

STRESS



Stress & Accidents

Anyone can become accident prone — even you. In a matter of hours you could become a stumbling, fumbling, skidding hazard or turn into a rebellious daredevil, hell-bent on self-destruction. Why? One study involving 35,000 accidents over a period of 18 years resulted in the following conclusion: "In the course of a life span, almost any normal individual under emotional strain or conflict may become temporarily 'accident prone' and suffer a series of accidents in fairly rapid succession."

The stresses can result from events, both tragic and joyous. Psychiatrists Thomas Holmes and Richard Rahe have prepared a list of important changes in life that can cause a person to become careless and have accidents. The more points, the more stress.

RANK	LIFE EVENT	POINTS	RANK	LIFE EVENT	POINTS
1	Death of spouse	100	23	Son or daughter leaving home	29
2	Divorce	73	24	Trouble with in-laws	29
3	Marital separation	65	25	Outstanding personal achievement	28
4	Jail term	63	26	Wife begins or stops work	26
5	Death of close family member	63	27	Begin or end school	26
6	Personal injury or illness	53	28	Change in living conditions	25
7	Marriage	50	29	Revision of personal habits	24
8	Fired at work	47	30	Trouble with boss	23
9	Marital reconciliation	45	31	Change in work hours, conditions	20
10	Retirement	45	32	Change in residence	20
11	Changes in family member's health	44	33	Change in schools	20
12	Pregnancy	40	34	Change in recreation	19
13	Sex difficulties	39	35	Change in church activities	19
14	Gain of new family member	39	36	Change in social activities	18
15	Business readjustment	39	37	Mortgage or loan under \$10,000	17
16	Change in financial state	38	38	Change in sleeping habits	16
17	Death of close friend	37	39	Change in number of family get-togethers	15
18	Change to different line of work	36	40	Change in eating habits	15
19	Change in number of arguments with spouse	35	41	Vacation	13
20	Mortgage over \$10,000	31	42	Christmas	12
21	Foreclosure of mortgage or loan	30	43	Minor violations of the law	11
22	Change in work responsibilities	29			

ACCIDENTS

It's obvious that if you fall into several categories near the top of the list, you had better take care. Be aware that you are emotionally uptight and make a conscious effort to protect yourself.

As a supervisor you should know the people who work for you. If you are aware that one of your workers has a lot of "stress points," monitor his actions closely. Whether he is a pilot, crew chief or admin clerk, do all you can to ease his situation. Avoid radical changes in schedules and workloads. Offer to set up personal counseling for him. If possible, give him leave if he requests it.

An article in FAMILY SAFETY by Tom Hirsh, "Sure, You Can Be Accident Prone," outlines a few ways you can reduce stress.

DON'T BOTTLE UP YOUR EMOTIONS

Talk to an understanding friend or, if possible, the person responsible for your problem. Sometimes just finding out where you stand, even though the situation is not solved, can ease your mind. Finally, don't ignore the many professional counselors available for your use.

EXERCISE TO LOOSEN TENSION

Any exercise that loosens your muscles can relieve nervous tension. There are as many forms of exercise as there are people with problems. Pick yours and do plenty of it.

WATCH FOR WEAK MOMENTS

Avoid situations that exaggerate your dilemma. Get plenty of rest to avoid fatigue while driving and on the job. Petty arguments can tighten your mainspring, so stay away from unnecessary squabbles.

LEARN TO RELAX

Find time to prop your feet up and take it easy. There are times you can't take a nap, but with a little training you can learn to relax your muscles, even at work. Some people have found transcendental meditation to be the answer. Simple isometrics may work for you. A word of caution about relaxing, though — you can be idle without being relaxed. Too much time to worry about your problems can have an adverse effect, so . . .

GET BUSY TO FORGET WORRIES

Someone asked Winston Churchill, at the height of his career, if he worried about his tremendous responsibilities. Churchill, who worked 18 hours a day, replied: "I'm too busy. I have no time for worry." Throw yourself into your work or take up some entertaining off-time activities. A busy schedule can squeeze your worries out of your mind.

Remember, anyone can be temporarily accident-prone. Remember too, you can do something about it. Most Air Force jobs carry enough inherent risk — don't compound this risk by preoccupation with personal problems. Don't mess with stress.

ADAPTED FROM "SURE, YOU CAN BE ACCIDENT PRONE", BY TOM HIRSH, FAMILY SAFETY MAGAZINE.

FLEANAK PREDICTS...



Our all-seeing sage predicts some TAC accidents for 1975. His missives have been kept in a SOAP sample jar on the Chief of Safety's front porch since last Tuesday. Here goes:

- Structural damage in the minor accident category will result from one guy who thinks he can outwit a thunderstorm.
- There will be 57 birdstrike incidents in TAC this year and one of them will result in an accident.
- There will be four midairs in TAC in 1975. One will result in only minor damage and both aircraft will recover; the other three midairs, however, will result in the loss of four aircraft. All but one of these will involve aircraft in formation.
- We'll lose one aircraft this year due to "pressing" on the range — unscorable at 12.
- Two TAC birds will fail to return from low altitude night missions — cause undetermined.
- Six TAC aircraft will run off the runway due to

blown tires, anti-skid failures and hydroplaning. Four will remain incidents, but the other two will result in enough damage to classify them as minor accidents.

- We will see 18 ejection attempts this year, but unfortunately only 14 will be successful. The other four? All out of the envelope.

* * *

You say you don't believe ol' Fleanak? May you tailgate a diarrhetic yak! These forecasts are based partly on past history and partly on reasonable WAGs. There's one way to make a liar out of the all-knowing, all-seeing, omnipotent Fleag — fly to stay alive in 75. May you and yours be blessed with a happy new year.



TAC

SAFETY AWARDS

Maintenance Safety Award

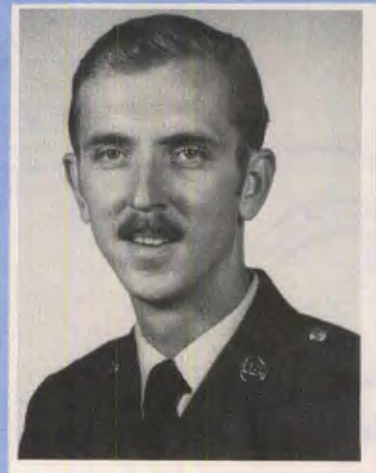
Master Sergeant Harry C. Cairns, 116 Tactical Fighter Group, Georgia Air National Guard, Dobbins Air Force Base, Georgia, has been selected to receive the Tactical Air Command Maintenance Safety Award for this month. Sergeant Cairns will receive a certificate and letter of appreciation from the Vice Commander, Tactical Air Command.



MSG Cairns

Crew Chief Safety Award

Staff Sergeant Davis L. Gray, 35 Organizational Maintenance Squadron, 35 Tactical Fighter Wing, George Air Force Base, California, has been selected to receive the Tactical Air Command Crew Chief Safety Award for this month. Sergeant Gray will receive a certificate and letter of appreciation from the Vice Commander, Tactical Air Command.



SSG Gray

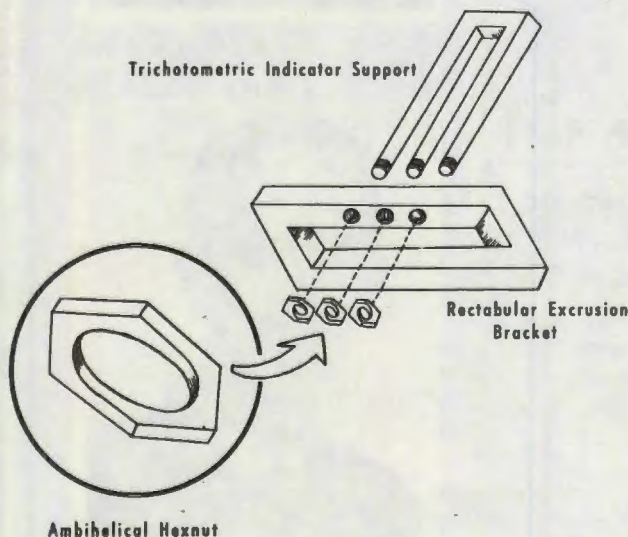
Letters to the Editor

Editor:

As a lawyer, I have a professional interest in doubletalk — as both a sender (some are unkind enough to say) and a receiver. This is therefore to congratulate you on the frabuluary examquisite (trifibial modillion) on page 21 of your November issue. If you can find any more of that calibrilation, which I doubt, please don't hesitate to intrude them.

Incidentally, in spite of the fact that I have nothing to do with driving an airplane I find your product of great interest. The often light approach you use is refreshing, and only a pipe jock who had his head in the up-and-locked position would fail to get the messages.

SEID WADDELL, Major, USAF
Deputy SJA
United States Readiness Command
MacDill AFB FL



Thanks for the kind letter. In case there is any doubt what the Major means to say, here is a reprint of the item. ED

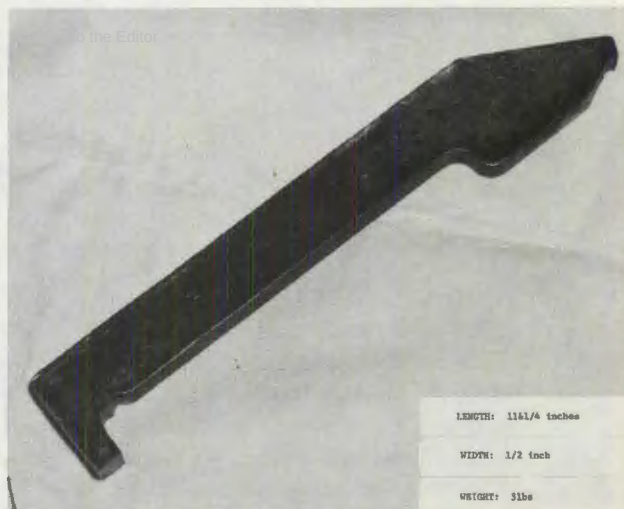
Editor:

I am amazed by the things found in aircraft that don't belong. The 132d TFG just found another "incredible." During phase 1 & 2 on one of our huns, a "bucking bar" (see attached photo) was found laying loose on the lower skin of the aft section above door F121. This is immediately below the control linkage for the stabilator actuator. This was the first phase inspection on this aircraft since it was received from another unit. Several months ago a much smaller part was loose in this area and almost cost one F-100. Fortunately we found this bar before a mission involving negative g's was flown such as a functional check flight or air combat maneuvering mission.

Tool inventories are supposed to prevent these situations, but obviously they don't. Perhaps a requirement for "high visibility" should also be included for tools. The use of Chrome plating or white reflective paint might help the inspector spot forgotten tools.

JAMES M. FREDREGILL, Major, Iowa ANG
Chief of Safety

TAC is converting to the consolidated tool box system by 30 Jun 75. One requirement of CTB is to mark tools with reflective tape. Thanks for your input. ED



Answer: The TU-28P's NATO designator is "Fiddler."

TAC TALLY



TOTAL ACFT. ACCIDENTS ▶
MAJOR ACFT. ACCIDENTS ▶
AIRCREW FATALITIES ▶
TOTAL EJECTIONS ▶
SUCCESSFUL EJECTIONS ▶

TAC		
NOV	Thru Nov	
	1974	1973
1	20	38
1	16	26
0	9	16
1	15	24
1	13	15

ANG		
NOV	Thru Nov	
	1974	1973
3	19	16
3	19	11
0	8	1
4	10	8
4	8	7

AFRES		
NOV	Thru Nov	
	1974	1973
0	6	1
0	4	1
0	2	2
0	2	1
0	1	0



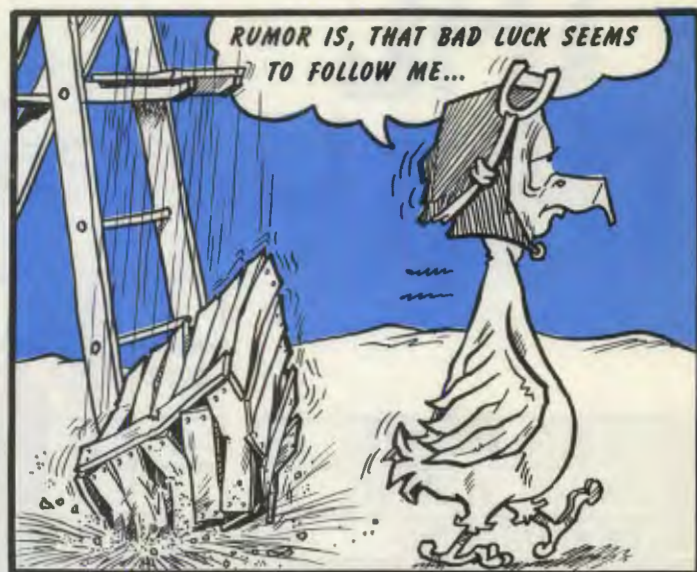
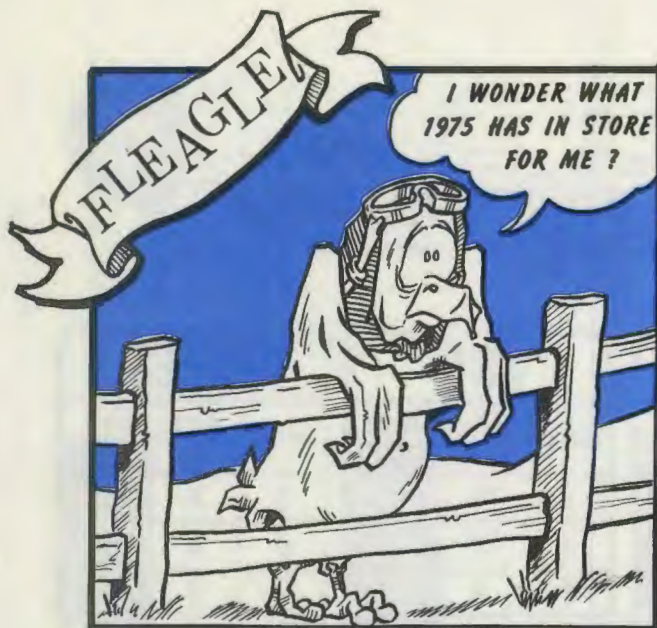
FIGHTER/RECCE WINGS		
ACCIDENT-FREE MONTHS		
80	33 TFW	TAC
47	4 TFW	TAC
32	127 TFW	ANG
29	31 TFW	TAC
27	121 TFW	ANG

OTHER UNITS		
ACCIDENT-FREE MONTHS		
143	130 SOG	ANG
123	2 ADGP	TAC
102	136 ARW	ANG
104	143 SOG	ANG
92	DET 1, D.C.	ANG

MAJOR ACCIDENT COMPARISON RATE 73-74

TAC	73	5.0	5.1	5.1	4.2	4.3	5.0	4.8	4.4	4.2	4.1	4.2	4.1
	74	4.5	5.4	5.6	4.5	4.0	3.6	3.0	3.1	3.0	2.9	2.8	
ANG	73	8.5	8.6	6.8	5.0	4.7	5.1	4.3	4.2	4.6	4.2	3.9	3.7
	74	7.2	8.6	8.2	5.7	6.9	7.0	7.6	6.6	6.3	6.4	6.9	
AFRES	73	14.9	6.7	4.1	3.2	1.8	1.5	1.3	1.1	1.0	.9	.9	.8
	74	0	16.4	8.9	8.8	6.7	5.3	5.8	5.0	4.3	3.8	3.5	

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



SPLAT

