

TAC ATTACK

MARCH 1988

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U.S. AIR FORCE
BAGLEY AFB
CALIFORNIA

MAR 3 1988

HARDISON

ANGLE OF ATTACK

"You wanna' bet?"

How many times have you heard that comment or said it to one of your co-workers? You know, there's a difference between betting and gambling. By my definition, gambling means taking a chance when you really don't know the odds for success or all the risks involved. Here are some examples of gambling that you might find around an airbase on any given day. A crew chief is gambling when he uses a short cut, thinking it will save time and effort. A security policeman gambles when he doesn't follow proper procedures for handling and clearing his weapon. It is also a gamble when the driver of a fire truck has to ask himself, "Am I going to clear the wingtip on that aircraft?"

Betting, on the other hand, also involves some degree of risk, but it's certainly not taking a "shot in the dark." The more experience you have in a particular task, and the more you study, learn, and practice the details of your job, the less risk is actually required to get your job and the mission done successfully and safely (and to win your bets). The month of January that just passed is a great example of what your commitment, dedication and hard work can achieve. We have just come through the worst weather period of any year and some of the worst weather seen at many of our TAC bases in a long time. It was our best month for Class A flying mishaps in well over ten years; we only had one.

Up until the end of December, we were experiencing a horrible record for off-duty



mishaps; the worst among all the major commands. But, each of you played a vital role in helping us accomplish the January record of a fatality-free month. You can't do better than that, but I ask you to continue what you're doing right. We've seen a significant turn-around since you started the "We Care About You" emphasis back in the November-December timeframe.

We are all aware that the Air Force and TAC are experiencing budget cuts. We can't let the cutback in resources and flying hours change our safety attitude. In fact, it is more important than ever for us to work and play safely. We're going to need every TAC member, every FMC aircraft, every sortie and every minute of flying time that are available to us. It's the responsibility of each of us to ensure that we do the mission the best way possible.

Speaking of gambling and betting, take a few minutes to read the article, "One Out of Three," in this issue. The author, Stan Hardison, points out that fifty percent of all boating mishaps occur due to weather. The Coast Guard feels that might even be a low estimate. That's an example of people who gamble and lose--big.

Keep up the good work, pardner.

Jack Gawelko
JACK GAWELKO, Colonel, USAF
Chief of Safety

TAC ATTACK

DEPARTMENT OF THE AIR FORCE



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departments

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TACSP 127-1

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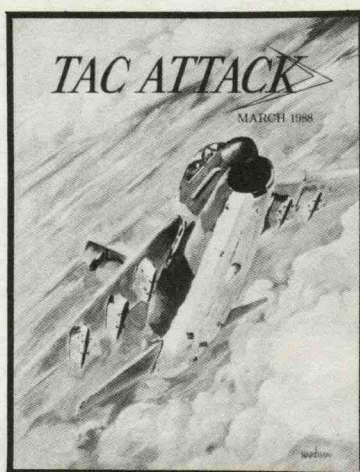
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VOLUME 28 NUMBER



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KNOCK IT OFF
KNOCK IT OFF
KNOCK IT OFF

Lt Col Tommy Thompson
366 TFW/DOT
Mountain Home AFB, Idaho

It looked like a fun mission when it went up on the board. Three RTU instructor crews flying out of home station on a live ordnance Red Flag sortie. I hadn't been to Red Flag in several years, nor dropped live ordnance in a long time, but no problem. I was number three with an experienced right-seater, and I had done lots of Red Flags and live ordnance missions in my career, just none recently.

I went to the squadron the day before to help with the flight planning. The flight lead was there, but no one else. Our WSOs were flying, and the two instructor pilots who were crewed together as number two were not available until the next day. So the two of us went to

work. The first task was to find out what we were supposed to do. Searching through the squadron, we finally found the frag in the ops officer's IN basket. After more searching, we were able to come up with the SPINS (special instructions), a range order and maps – all located in different places around the squadron. The SPINS were only 100 pages long, so we did a quick read-through and began planning a three-ship coordinated attack with live ordnance and minimum attack spacing. After we had been at it an hour or so, our WSOs came in from flying a similar sortie. They had some of the information such as comm cards that we had been unable to find. One of them also pointed out an obscure section of the frag that specified a corridor we had to use when carrying live ordnance. That discovery set us back as we had to replan most of the ingress route. We quit that



evening with the plan only partly finished.

Early the next morning we got all the players together and put the finishing touches on the basic plan. There was little time to consider alternatives such as hung ordnance, emergencies, reattacks, etc. We were able to coordinate by phone with the EF-111 who was going to meet us on the tanker and fly in our formation to the target area, but we had not yet received an ARCT or tanker call sign when we went in to brief at two hours before takeoff. A few other minor bits and pieces were missing as

well. During the planning process, I had changed from being extremely uncomfortable with the mission to only slightly nervous. We didn't really have all our stuff together, but we were at that point where we could safely accomplish the mission as long as there were no big glitches. Five minutes into the briefing, we received word that our target had been changed.

It wasn't a very big change. The target only moved about three miles and we could still use the same ingress route and IP. Six

highly trained and experienced aircrew minds immediately began working to solve this latest problem. Within minutes, we had three or four ways we could fudge our original attack plan around to make it work. New lines were appearing on the map and calculators were clicking feverishly.

Now you have probably read enough mishap reports to predict any number of unsatisfactory endings to this story. The ingredients were all there: an unusual, highly demanding mission; live ordnance; crews without recent experience; inadequate planning; inadequate information; poor scheduling; and last minute changes. The results *could* have been anything from severe embarrassment to bent airplanes to smoking holes with dead



KNOCK IT OFF

guys at the bottom. Fortunately, on this day none of those bad things happened. The worst thing that occurred was that three jets the maintainers had worked hard to prepare didn't go fly that day. In the midst of the din, the flight lead took a mental step back, looked at what was going on and what had gone before and said calmly, "We're not going to do this." In effect, he called a knock-it-off in the briefing. We canceled those sorties that day and set out to fix the scheduling and planning problems we had encountered.

It was not an easy call. Not every flight lead would have the guts to do it. Every flight lead *should*. And they should have 100% support

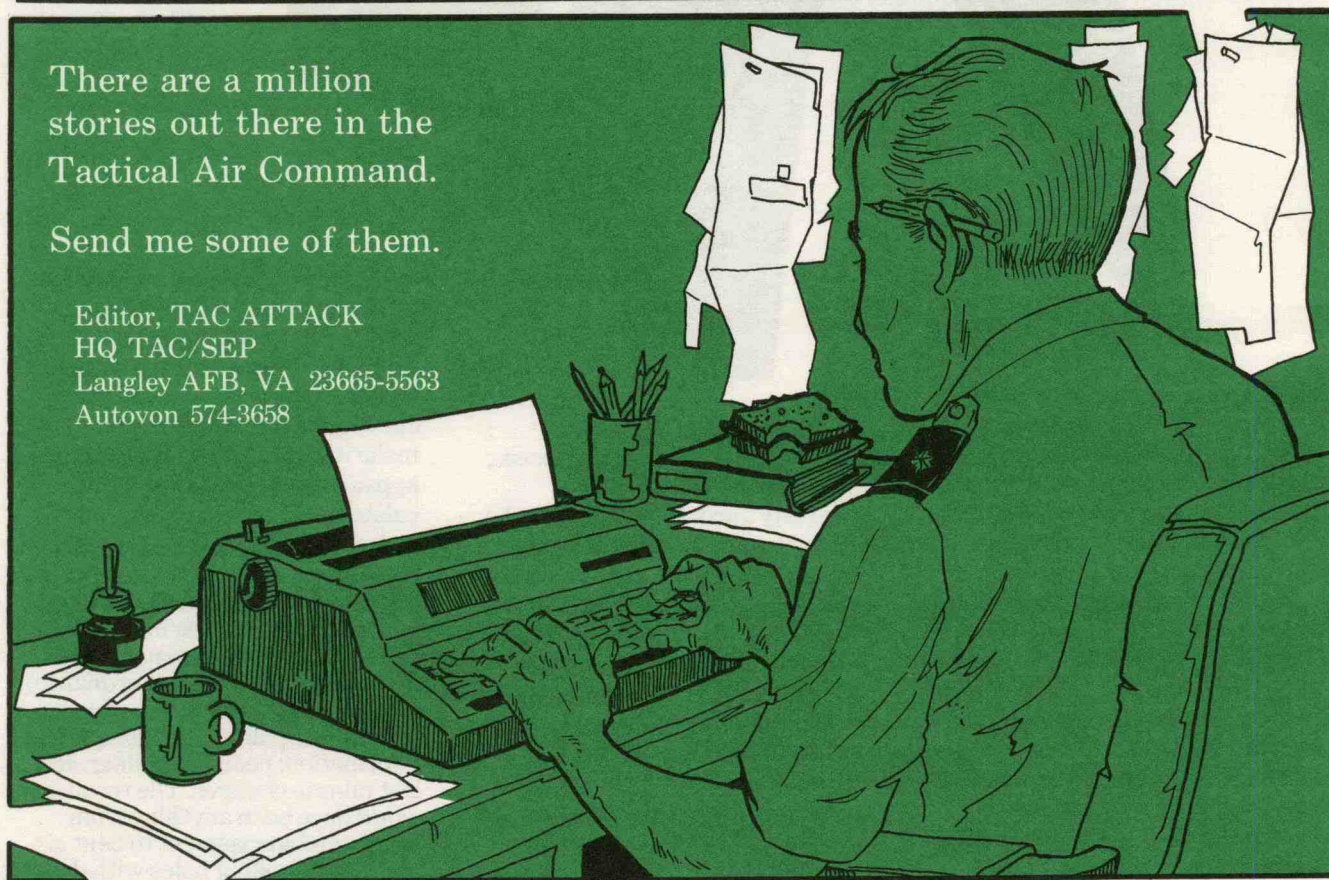
Flight leads should have 100% support from their commanders. We make them flight leads because we depend on their judgment.

from their commanders. We make them flight leads because we depend on their judgment. All of us have been in missions where things went to pot and should have been called off sooner. We have read in mishap reports about many more that were not called off soon enough. When a training mission is going down the tubes and there is no reasonable way to recover, that's the time to knock-it-off. It doesn't matter if you're thirty seconds from the target or still in the briefing. Sure, we'll have to cut some corners and do some imaginative planning in a real war, but in peacetime there is no need for practice bleeding – figuratively or literally.

There are a million stories out there in the Tactical Air Command.

Send me some of them.

Editor, TAC ATTACK
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AIRCREW OF DISTINCTION

Captain Robert K. McCutchen was leading a flight of four F-16s on a low level route at 300 feet AGL when a large bird hit his aircraft and was ingested by the engine. Shortly after the impact an audible bang was heard and the cockpit filled with smoke. Despite the smoke-filled cockpit, Capt McCutchen initiated a zoom and managed to find the emergency stores jettison button, jettison his stores and continue his climb.

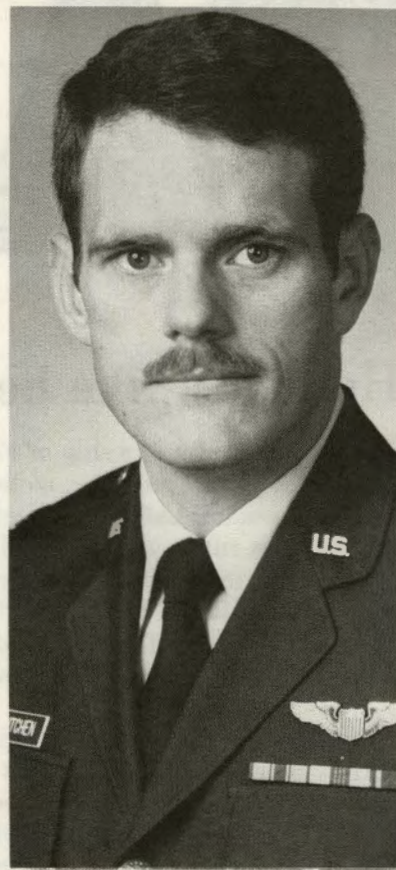
Capt McCutchen relayed the situation to his flight members and one of his wingmen informed him of his attitude, altitude and airspeed as he tried to clear his vision. Although his eyes were burning from the smoke blurring his vision, Capt McCutchen managed to select RAM to clear the smoke in the cockpit. As the smoke thinned out, he was finally able to read the engine instruments and discovered that the oil pressure was zero. Leaving the throttle at mid-range, he continued climbing to 16,500 feet MSL while proceeding towards the nearest suitable recovery airfield.

Aware from his premission planning that the emergency airfield was 7200 feet in length with no cables, Capt McCutchen selected the most advantageous runway to set up for the impending flameout approach. After reaching high key over the field and beginning the descent, the engine vibrated abnormally and rolled back to an RPM far below idle. At this point, Capt McCutchen placed the throttle at idle to preserve system hydraulics, activated the emergency power unit

and put the gear down while continuing with the flameout approach. Due to the possibility of an impending engine seizure, he decided not to activate the jet fuel starter so he could preserve accumulator pressure for braking on the available runway.

Capt McCutchen made a smooth approach, landed at the desired touchdown point, then attempted to brake the aircraft in the remaining runway length. The speed and weight carried the aircraft off the prepared surface at a very slow speed despite maximum braking, but the aircraft came to a stop with only minimal damage.

Capt McCutchen's time-critical decision making and superb airmanship resulted in the safe recovery of a valuable combat resource, earning for him this award as a TAC Aircrew of Distinction.



Captain Robert K. McCutchen, Jr.
17 TFS, 363 TFW
Shaw AFB, SC



TAC

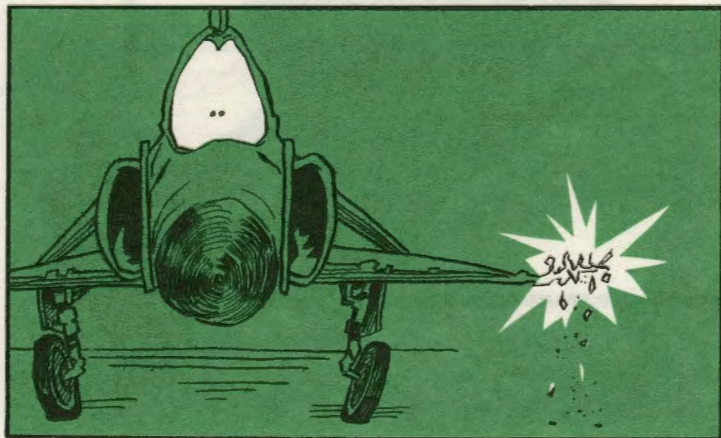
Tac tips

INTERESTING ITEMS, MISHAPS WITH MORALS, FOR THE TAC AIRCREWMAN

He taxies like he drives

The leader of a two-ship of F-4s couldn't taxi at the prebriefed time, so he told his wingman to press on. Later, when lead pulled up in EOR (end of runway), he parked next to his number two man but slightly behind with overlapping wing tips. Following quick-check and clearance to take off, lead pulled forward and his wing tip struck number two's wing. Needless to say, the mission was scrubbed.

Nearly all of our bases have lines marked for taxiing as well as arming crews to assist in quick-check parking. While some of those aids were missing in this case, it certainly didn't mean this accident had to happen. In spite of everything else, the final responsibility for clearance of wing tips or any other part of the aircraft lies with the crew. *Even* with yellow lines to follow and someone to direct our movements, it's absolutely essential to keep your head out of the cockpit and make sure you aren't maneuvering into an uncomfortable situation. Clear your own wing tips and taxi path in all quadrants. Watch out for anything parked where you or your wing tips are about to go. Remember, our business is readiness and you might find yourself flying out of an airstrip somewhere in the world with marshalling lines spaced for other types of aircraft, or no taxi lines at all.



What's going on here?

Next time you fly, notice how well your throttle(s) work—both by feel and visual check. Do they seem stiff or too loose; do they stop at the places they should like idle, full mil and AB?

Three F-16s were on a DACT sortie and number two was cleared in to become the engaged fighter. As he pressed the attack in full blower, the pilot saw he was going to overshoot; so he pulled the throttle to idle, popped the speed-brakes and began a quarter-plane with a 7G pull in the vertical. He went back into burner as he pulled the nose toward the target and heard a caution from the voice warning system. Rolling wings level, he noticed that the engine rpm was down to 38 percent. A knock-it-off was called, and the pilot returned to base after a successful UFC airstart.

The engine problem was traced to the throttle cut-off release trigger. It was stuck in the depressed position. With the trigger malfunctioning, there was no mechanical stop to prevent the throttle from inadvertently rotating outboard and putting the engine into cut-off.

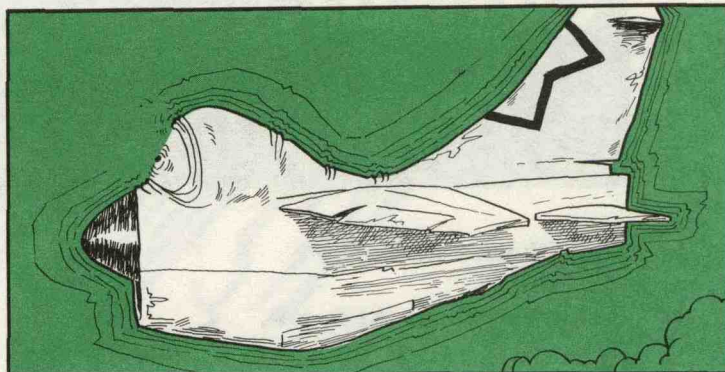
As long as mere mortals design airplanes, there will always be an opportunity for Murphy. Since you know about this one, make sure Murphy doesn't "trigger" an inadvertent shutdown.

Birds don't always feather the engine

One of the members of a 2-v-2 combat maneuvering mission was flying his A-7 at 15,000 feet at about 500 knots when he noticed a heavy vibration. He thought it was probably just airframe buffet from

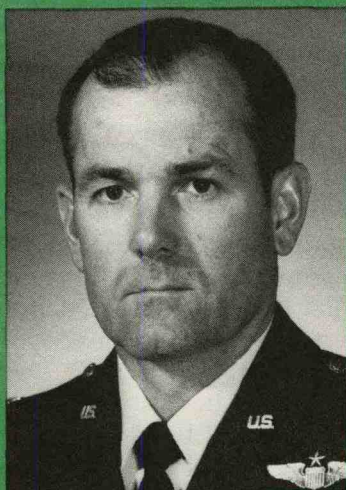
high Mach flight because it stopped when he slowed down. When he accelerated to around 500 knots again, the vibration returned, this time even more pronounced. The pilot suspected malfunctioning flight controls and knocked off the engagement. The A-7 showed no irregular flying qualities at slow speed and the pilot landed normally.

Maintenance troubleshooters found the remains of a bird on the A-7's right leading edge flap. Evidently shortly after takeoff, when the leading edge flaps were extended, an errant bird attacked the aircraft. The pilot never heard, saw nor suspected a birdstrike during any part of the sortie.

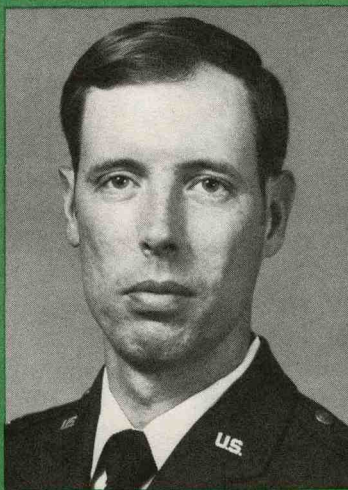


TAC DISTINGUISHED FLIGHT SAFETY AWARD

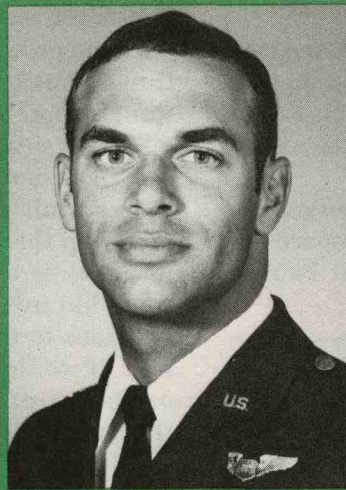
This award honors a person who has made significant contributions to an established unit, intermediate headquarters, TAC or USAF flight safety program.



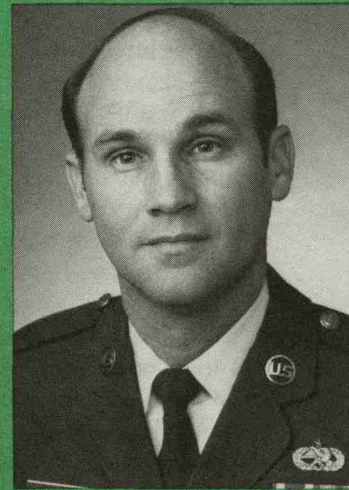
Maj Stephen R. Webber
366 TFW
Mountain Home AFB, Idaho



Capt Robert R. Sarnoski
56 TTW
MacDill AFB, Florida



Capt Mark M. Werthmann
27 TFW
Cannon AFB, New Mexico



MSgt Terrence N. Spalding
388 TFW
Hill AFB, Utah

Uh-oh,

It's the Safety Inspector!



TSgt Charles E. Paulson
442 TFW
Richards-Gebaur AFB, MO

The scene is your shop; an inspector has just arrived and sought you out for an introduction:

"Good morning, I'm Sergeant Paulson from Base Safety here to conduct your annual safety inspection."

"Good morning, I'm Senior Master Sergeant Jack Stratton, the supervisor of this shop. I forgot you were coming. We're really busy. Can you make this short so we can get back to work?"

"Fair enough — why don't we sit down and go over your safety documentation and training first, then we can proceed to the walk-around."

"OK, but what's this about a walk-around? Can't you do that by yourself? Why do you need me with you? You're the safety expert, not me."

Both men settle at Sergeant Stratton's desk and prepare for the interview. Sergeant Paulson begins:

"You've asked two good questions. The answers to both should give you some new insights into why I'm here and also why you are the most important person on a walk-around inspection."

"First, the walk-around is one of the best tools for you and me to uncover problems within the

shop. You are the most familiar with your operations; you know all the shortcuts, hazards and accident-causing tasks that your people are exposed to every day. Second, I am the safety expert but I can't be expert on all areas that I visit. I must rely on you for basic information that concerns you and your people. Without your knowledge and experience to guide me, I might as well not be here."

"OK, Sergeant Paulson, you need me on the walk-around, but why does it have to take so long? It seems that you try to find something to write me up on; sometimes you people quote publications and standards that I've never even heard of. How am I supposed to follow these things that I don't know anything about?"

"Well," responded Sgt Paulson, "I do not intentionally try to find fault or problems with any shop that I inspect. Our job in Safety is to recognize and uncover hazards and recommend solutions to those things we find. If we find something that can be corrected on-the-spot, then we don't, as you put it, 'write you up' but make a note of the fact that it was corrected and commend you for that. Our sole purpose is to make your life and work easier and safer. No one wants to be injured. The

pain and suffering is too high a cost for anyone to pay for doing their job. To help you, we have many resources we can tap. We not only use published *Air Force Occupational Safety and Health Standards*, AFOSH as it is called, but can and are directed to use other U.S. consensus standards. These are published by such organizations as the National Fire Protection Association, American National Standards Institute, National Safety Council and, of course, the Occupational Safety and Health Administration, or OSHA."

"Whoa, hold on a minute, you're getting too technical for me. I can't read all that stuff. I don't recognize any of those things you said, except AFOSH."

"The organizations I mentioned publish guidelines and standards on industrial operations and practices. They recommend the proper way to accomplish a variety of tasks. Your first resource is your squadron additional duty safety NCO. Call him and explain the problem you have. If he can't find an answer or recommend a fix, he'll call us at Base Safety and we will come over and take a look at the problem and if we do not know the answer, we can find one. That's why we are

here — for you.”

“It seems to me, Sergeant Paulson, that I could spend all my time on safety and not get anything else done. How can I be everywhere at once? I’m just one person; I can only do so much. I send my people to all the safety meetings, tell them to watch out for accidents and still get written up for things that they do. For example, I was written up a few weeks ago because one of my people wasn’t wearing gloves. How am I sup-

posed to make them wear their equipment when they don’t want to?”

“Again, you’ve asked a good question and touched on an ongoing problem in every shop: how to make workers understand why personal protective equipment (PPE) must be worn. You, as the supervisor, must insist your people wear all PPE that is required. If they still grumble or complain, find out why. Maybe the equipment doesn’t fit right or doesn’t ade-

quately do the job it was designed for. Workers are the best sounding board for the quality and effectiveness of the equipment they use. Listen to them and rely on their inputs just as I rely on you for the background I need to do my job properly.”

“That reminds me, Sergeant Stratton, you said you were in a hurry so why don’t we get to your records and then we can carry on with the walk-around.” ➤

TAC ANNUAL UNIT WEAPONS SAFETY AWARD

This award honors units with an effective program to prevent weapons mishaps.



Category I – Host Unit
363 TFW
Shaw AFB, SC



Category II – Tenant Unit
388 TFW
Hill AFB, Utah

CHOCK TALK

INCIDENTS AND INCIDENTALS WITH A MAINTENANCE SLANT

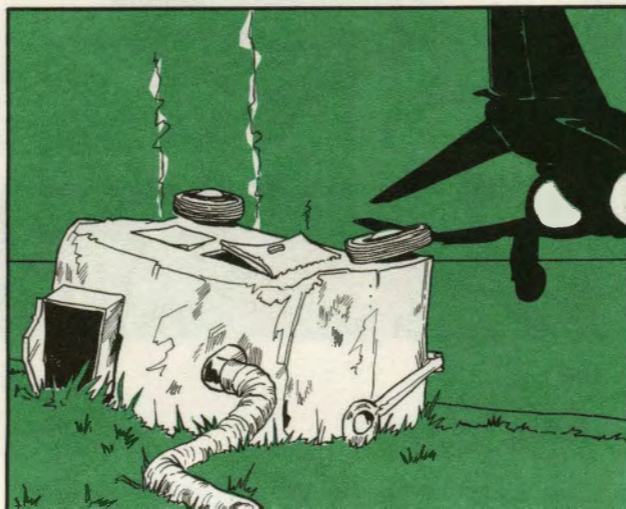
A tough blow

Although most of us in TAC don't routinely launch and recover our aircraft in tab vees (those concrete and steel structures that look like Quonset huts), occasionally we deploy to locations where they're the norm. Next time you go, remember GT-8.

When the M-32-60 (dash-sixty) power cart that was hooked up to an F-4 wasn't able to give "air on two," the crew chief (trainee) called the expediter for a new unit. The expediter towed out dash-sixty number GT-8 behind his truck. On arrival, he noticed that one of the new unit's brakes was dragging; so the expediter helped the crew chief push it into the tab vee.

Once the Phantom started, the crew chief and the expediter pushed the unit outside the shelter. But because it was so hard to push, they only moved it straight out and then slightly offset to the right, just outside the path of the Phantom's wing tip.

When the F-4 crew taxied out of the tab vee, the pilot cocked the nose 45 degrees to the left, the normal procedure. Unbeknownst to the crew and undetected by the chief, the Phantom's exhaust was blowing directly on the power cart which was at six o'clock for ten to fifteen feet. Later, when the pilot added power to taxi, GT-8 was blown over and off the hardstand into the dirt.



We shouldn't be too surprised at what happened. The crew chief trainee wasn't qualified to launch without supervision and had recently failed the test on marshalling aircraft. Yet he was assigned to launch the aircraft by himself. And it nearly killed GT-8. When we ask our people to do things that they aren't qualified to do, we are putting them in a position to get hurt.

A barrier with a bite

Barrier cables aren't known for beating up our aircraft but occasionally they do.

Usually, the cable's a friend, just lying around not bothering anybody. Sometimes though, a barrier cable decides to be mean; and, when it wants to, it can sneak up and bite.

One F-15 crew experienced the bite of a vicious cable. Inspection of the victim jet following a sortie revealed marks on the centerline tank, a couple of fuselage panels, shingle flaps and both burner cans. On the cable, they found a broken tiedown that had failed due to normal wear which allowed the cable to strike the aircraft.

Routine barrier inspections at this base took place during normal shift changes for the barrier maintenance folks. Sometime during that shift was when the tiedown failure cropped up. If your base has a high density of aircraft operations, consider more frequent barrier checks to insure that you keep barrier tiedown failures under control and that other problems don't go undetected until too late.

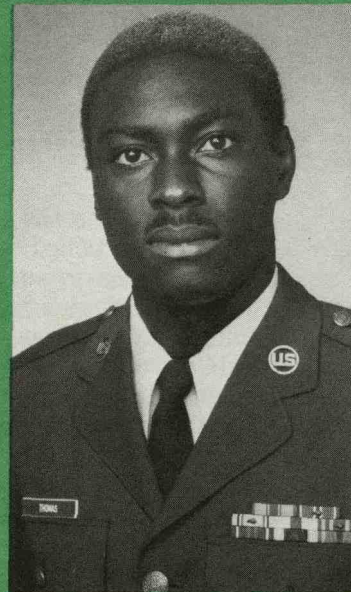
TAC DISTINGUISHED GROUND SAFETY ACHIEVEMENT AWARDS



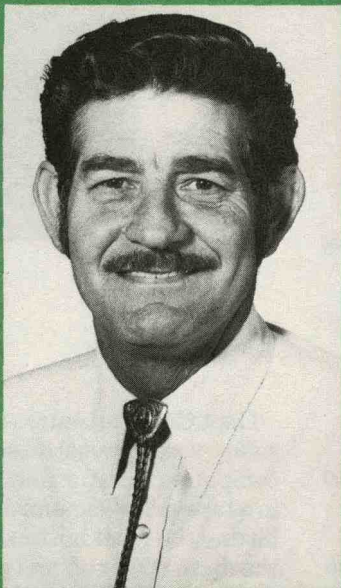
This award honors a ground safety member who has made a significant contribution to an established unit, intermediate headquarters, TAC or USAF safety program.



Mr. Leonard A. Sorrentino
Northeast Air Defense Sector
Griffiss AFB, New York



SSgt Eddie L. Thomas
388 TFW
Hill AFB, Utah



Mr. Donald R. Roper
27 TFW
Cannon AFB, New Mexico



SSgt Mark S. Wolf
507 TAIRCW
Shaw AFB, South Carolina

TAC OUTSTANDING ACHIEVEMENT IN SAFETY AWARD

Captain Elliott F. Cruz has demonstrated sustained superior performance as ground safety officer for the Mission Support Deputate, 552d Airborne Warning and Control Wing, Tinker AFB, Oklahoma. He has made numerous significant contributions to the organization's safety programs and served as a key member of the working group responsible for Wing Safety Days which reached over 1780 wing personnel. The success of the project resulted from his extensive research efforts and work with such agencies as the Oklahoma Office of Highway Safety, the governor's office, the Department of Public Safety and MADD (Mothers Against Drunk Drivers). Capt Cruz's resourcefulness opened new lines of communication and resulted in Safety Day programs which heightened safety awareness among everyone involved.

Largely because of Capt Cruz's efforts, the Mission Support Deputate ground safety program received an Excellent rating during the most recent higher headquarters inspection; and he was cited for his high degree of motivation, initiative and interest in safe mission performance.

Always striving for new and innovative ways to emphasize and ensure safety, Capt Cruz developed a travel safety briefing guide designed to highlight the inherent hazards encountered during traveling. He also designed a system which allowed injured unit personnel to easily contact the safety officer or NCO by utilizing the 24-hour computer operations section.

Capt Cruz's attention to personal safety was demonstrated when a computer operator caught his arm in a tape drive vacuum door. When hitting the reset button, turning the drive power off and removing the fuses failed to release the door, the operator became extremely agitated as the pressure continued to increase on his arm. With the door glass cracked in three places, Capt Cruz realized that the field

engineer would not arrive in time to prevent serious lacerations to the airman's arm so he shattered the glass and pulled the airman to safety. As a result, serious injury was avoided and the computer operator was able to return to work the next day.

Capt Cruz's efforts in ground safety education and awareness have been noteworthy and earned for him the TAC Outstanding Achievement in Safety Award.

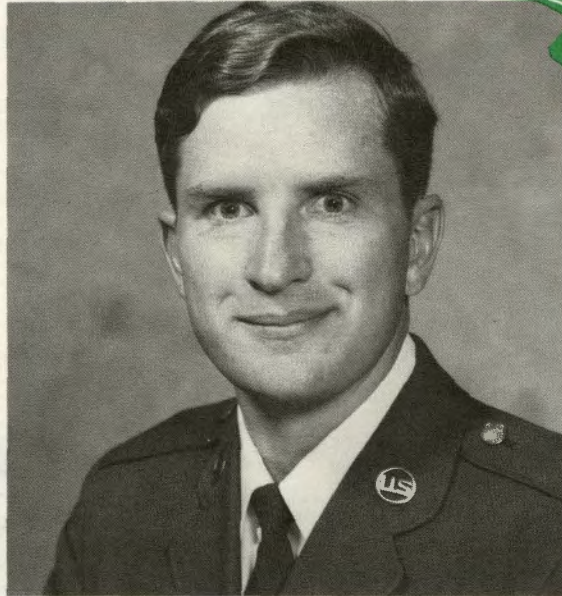


Capt Elliott F. Cruz
552 AWACW
Tinker AFB, OK

TAC OUTSTANDING ACHIEVEMENT IN SAFETY AWARD

Master Sergeant Jeffery T. L. Fox, squadron safety NCO for the 479th Component Repair Squadron, Holloman Air Force Base, New Mexico, has significantly improved his unit's squadron safety program. The record of 12 months, from February 1986 to February 1987, with no reportable on or off duty mishaps for the unit's 450 military and civilian members, was certainly attributable to the efforts of MSgt Fox. All prior hazard abatement actions were cleared and no new hazard reports were submitted. The 833d Air Division safety team rated MSgt Fox's program Excellent overall during its annual inspection.

MSgt Fox's management of safety deficiencies was aggressive and thorough. For example, the corrosion control shop had identified a potential ventilation problem and health hazard in their stripping room caused by the addition of a solvent recovery system and a second stripping tank. MSgt Fox coordinated with work center supervision and base safety/health agencies to implement interim protective measures while he worked on long-term corrective actions. For the interim, only stripping and recycling were performed in the work area; use of personal protective equipment, including respirators, was mandatory; signs were posted warning of the hazards; and clear access was provided for the 55-gallon drums required for the solvent recovery system. For the long-term, a previous work order to alleviate other ventilation problems in the stripping area was amended to include ground ventilation and adequate

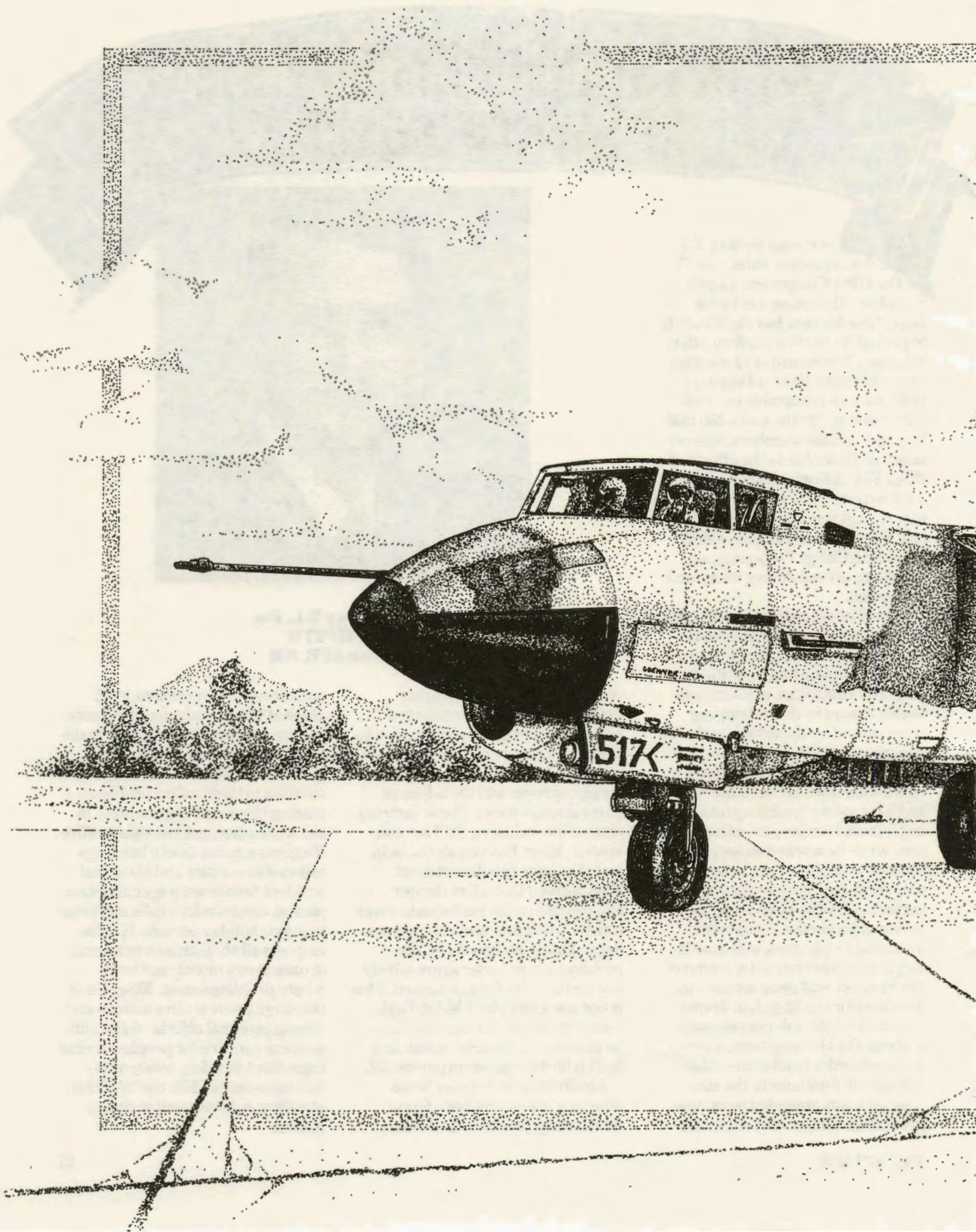


MSgt Jeffery T. L. Fox
479 CRS, 479 TTW
Holloman AFB, NM

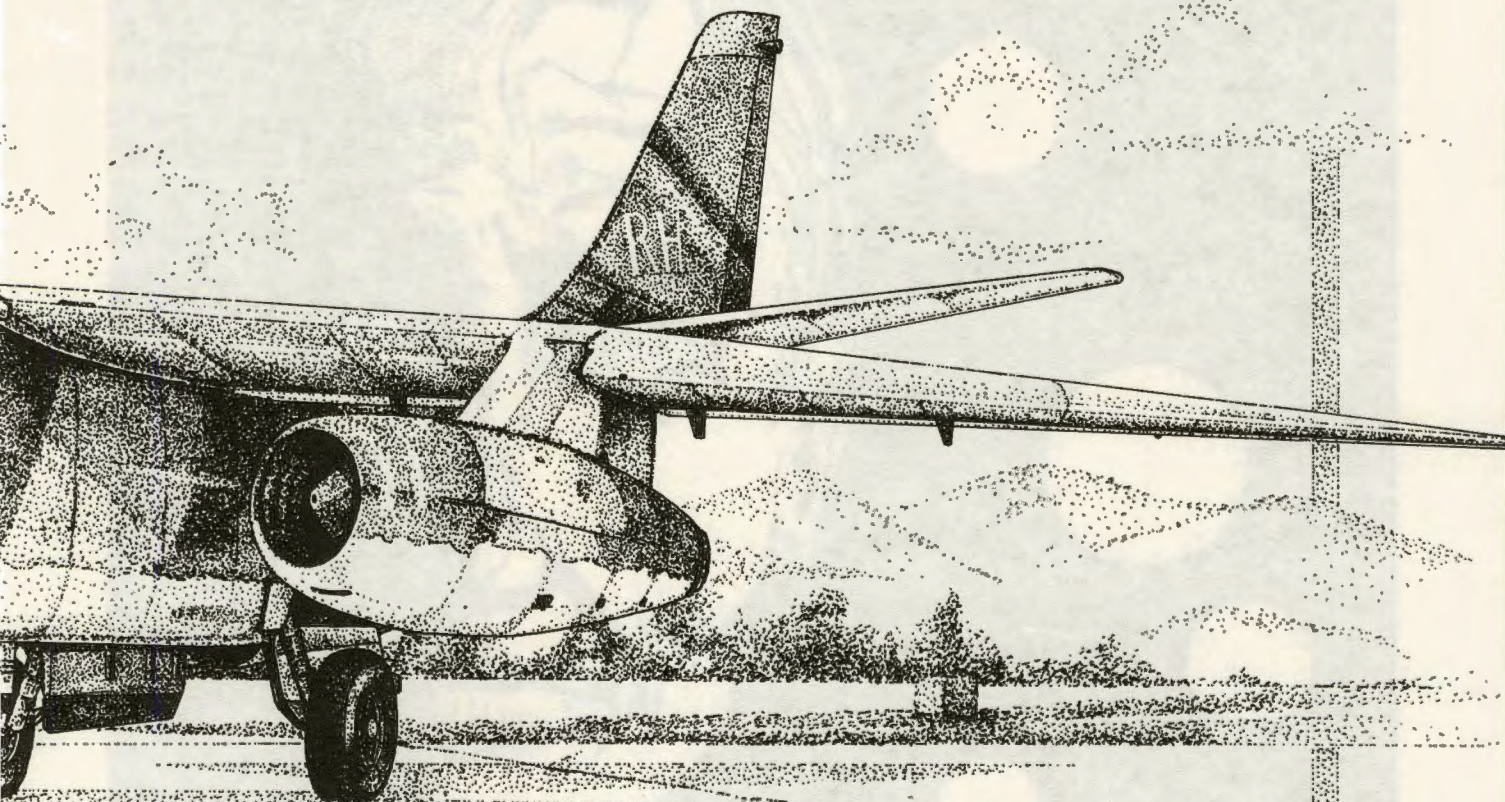
venting for two new stripping tanks. MSgt Fox also contacted bioenvironmental engineers, due to a heavy presence of fumes, and requested area samples of both the stripping room and the adjacent parts storage room. These samples proved inconclusive. Still not convinced, MSgt Fox requested help from the base fire department. They agreed that a fire danger existed due to the inadequate ventilation. A risk assessment code was immediately assigned and the problem is now being aggressively worked as a fire/health hazard. This is but one example of MSgt Fox's tenacity and the strong emphasis he places on industrial safety and health for his squadron personnel.

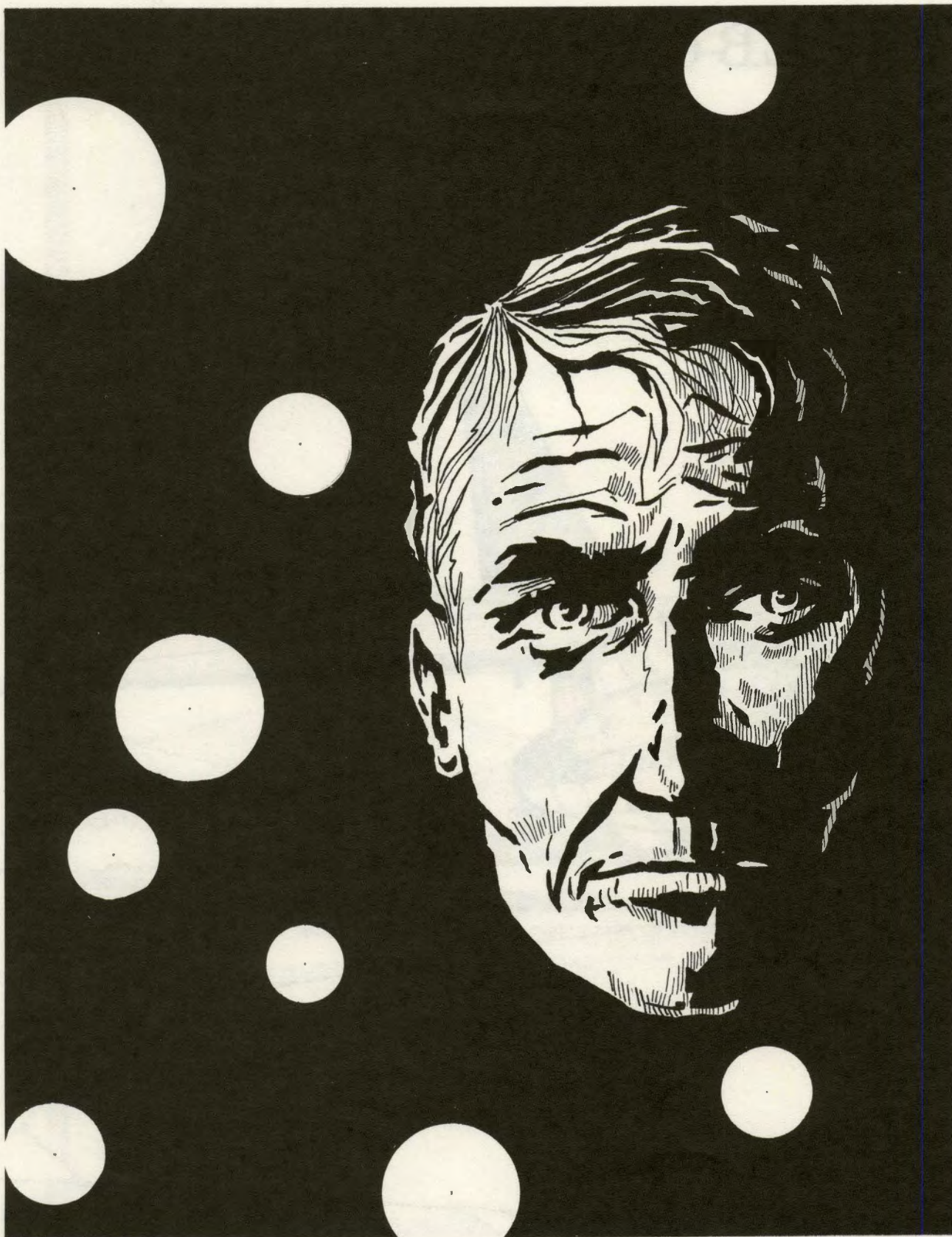
Air division and higher headquarters inspectors have found work safety practices and safety

awareness to be excellent in all areas of MSgt Fox's combined component repair and equipment maintenance squadron. He involved work center supervisors in every solution to their safety problems – placing the emphasis on safety in the work place, not the safety office. He gives concise safety briefings tailored to current and historical accident trends with specific examples at commander's calls and prior to major holiday periods. He also inspects all shop areas a minimum of once every month and more where problems exist. MSgt Fox's thorough preventative actions and strong personal efforts reflect his genuine concern for people – a vital ingredient in safety awareness – and have earned him the TAC Outstanding Achievement in Safety Award.



EB-66 DESTROYER





CAUTION LIGHTS

Lt Col David G. Blair

First Incident

"Flight check..." "Two, Three, Four."

"Button one and start..." "Two, Three, Four"

"Okay, JFS start 1, good light, sounds good, RPM rise, throttle idle, RPM coming up..."

(That's strange, I can't read the engine instruments. Hmmm, if I look to the side, it's all right. There, it's cleared. I can see everything clearly now. Wonder what caused that?)

Within a Year or Two of the First Incident

"Copy, lead, vector two eight zero." (Pretty night for flying... Three more intercepts and we can face weather back at Hill Air Force Base for recoveries... Now, what a strange illusion—Like fireflies in front of my eyes. Gone—must be the long hours or something.)

I cannot be precise in dating these seemingly innocent "tricks" played on my eyes. In each case, I remember discounting them to stress or long hours. They occurred during the period 1980-85 while I was flying F-16s at Hill AFB, Utah. Since the tricks were temporary, I considered them too minor to mention during any of my flight physicals or even in discussions with

anyone. After all, stress in large amounts comes as part of the package when you fly fighters. It's only reasonable that the body might play tricks on you... or is it?

On 24 September 1987, a large tumor was partly removed from my brain. Other than the discounted tricks, the only symptoms that the tumor created were strong headaches for only a month prior to the operation. Removal of the tumor and some of the surrounding brain tissue has impaired my vision so that I cannot see anything to the left of my nose. Those who know me claim my nose has grown a little to block my view; but, in fact, the tumor and the operation are the medical cause.

There is a lesson to be

**Few in this world
are more in tune with
their physical
well-being than pilots,
and few are quicker
to lie when asked
how they feel.**

learned. Fighter pilots, or anyone who flies for that matter, closely guard their personal health. Right—you've got to be in good condition to do the job. Where we get in trouble is guarding the actual status of our health so carefully that we forget to mention those "little things" that could key professional medical folks to a larger problem.

Few in this world are more in tune with their physical well-being than pilots, and few are quicker to lie when asked how they feel. A friend of mine was killed several years back after self-medicating for a cold and then returning to flying before he was physically ready. The mishap board concluded that his head cold had reduced his G-tolerance, thereby permitting an earlier GLOC than he was prepared for. He never regained consciousness from a tight turn and crashed.

I was lucky. If the tumor had not been removed, I had about three months to live. You could be luckier. Physical problems you are ignoring might be easily corrected without interrupting your flight status. Even if correcting such problems affects your flying career, there may be more at stake than your days in the cockpit or your flight pay.



CAUTION LIGHTS

Ignoring such problems could mean numbering your days on earth.

Be honest with your body and give it the best chance to serve

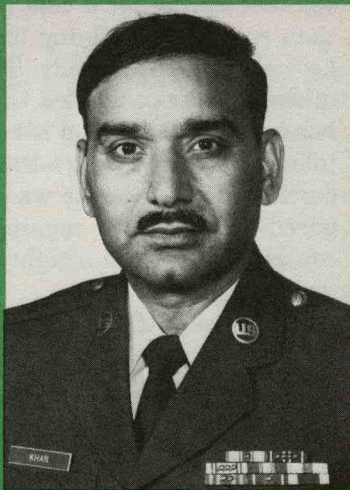
Be honest with your body and give it the best chance to serve you.

Caution lights

you. You only get one run at this world and it's silly not to give yourself the best shot possible. One run. Anyway you play it, that's the truth; it just is. ➤

TAC EXCEPTIONAL PERFORMANCE IN GROUND SAFETY AWARD

This award honors ground safety members who have made meaningful contributions to their unit's mishap prevention program.



TSgt Khursid A. Khan
4 TFW
Seymour Johnson AFB,
North Carolina



Ms. Rebecca C. Buchan
366 TFW
Mountain Home AFB, Idaho



SSgt Vanessa G. Cuthbert
833 AD
Holloman AFB, New Mexico

TAC ANNUAL UNIT GROUND SAFETY AWARD

This award honors units with an effective mishap prevention program.



366 TFW
Mountain Home AFB, Idaho



388 TFW
Hill AFB, Utah

PASS IT ALONG...



nine people are waiting

GUESS WHO'S COMING TO VISIT?



Lt Col Patrick J. Smith
Director of Safety
USAF Tactical Fighter Weapons
Center
Nellis AFB, NV

"Look, there he is again!"
 "He's everywhere!"

These exclamations were made during a local traffic safety orientation course by personnel newly assigned to Nellis AFB. They were



referring to the "Grim Reaper," who mysteriously kept popping up at the more hazardous places around the base during their bus tour. He made quite an impression on them.

However, in this case, the "Grim Reaper" was in reality SSgt Christopher C. Boston of the Tactical Fighter Weapons Center (TFWC) Ground Safety Division. His "mysteriously popping up" was actually a well-coordinated effort to impress upon the new troops the fact that "he is always out there waiting for you."

"The Grim Reaper" started appearing at various locations on Nellis AFB in September when he suddenly appeared at a Headquarters Squadron Commander's call and leisurely strolled through the assemblage looking for his next victim. Since then he has made appearances at the TFWC Commander's staff meeting, at various unit safety meetings, at the commissary and BX, and just standing around on street corners.



These sudden, unannounced appearances have often caused quite a stir. Reactions to his presence have varied from a wing commander's order to "get away from me" to panicky screams and people avoiding even looking at him. In one instance, the Ground Safety office was even invaded by two security policemen responding to an entry control point guard's report that "there's something funny going on!"

Obviously, this imitation "Grim Reaper" is getting the message across. And the more people that get the message reduces the chance that the real "Grim Reaper" will show up. We would like to have that chance equal to zero.

But, be on the lookout for the "Grim Reaper," he may be visiting you next. The question is: which one? If you've made safety a part of your daily life, you'll be able to shake hands with a fellow Air Force member in costume. As for you other people out there . . . ➤

When all else fails, READ THE INSTRUCTIONS

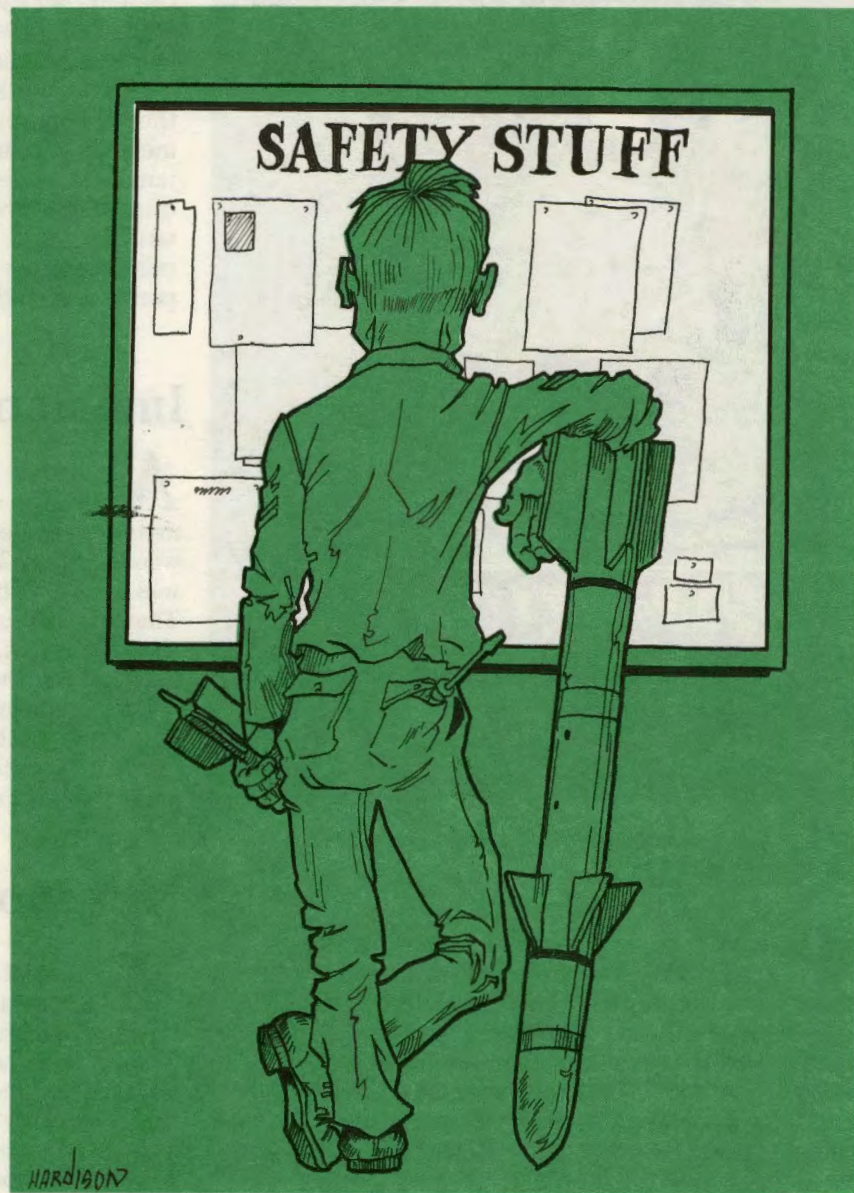
Mr. Cal Faile
TAC Ground Safety

How many times have you bought something like a computer, a tape recorder, a stereo, a lawnmower, or whatever, and tried to use it right out of the carton? When it wouldn't work *as advertised*, then you sheepishly opened up the operating instructions and saw in bold face letters, "**CAUTION – READ INSTRUCTIONS BEFORE OPERATING.**"

Probably at least 95 percent of the people reading this article have done that at one time or another. When all else fails, *then* we read the instructions. Most often we find that simply reading the instructions first would have saved time and, occasionally, damage to the equipment. Chances are the billfold or pocket book will get a little lighter through repair bills if our actions void the warranty.

Failure to follow written instructions (including manufacturer's instructions, technical data, checklists, and so forth) results in the loss of valuable resources each year and is one of the leading causes of mishaps in TAC. These mishaps, unfortunately, include serious injury, loss of lives and property. Mishap losses run into millions of dollars and needless suffering to those involved.

Can we reduce or stop these losses? Sure, by simply taking a few minutes to *read the instructions*. Technical data and/or checklists are designed to assist us in getting the job done right – the first time. Too often we may be tempted to offer the excuse, "We're undermanned and I didn't have time to read the instructions" or "If I had followed the checklist, the mission would have been delayed and I would have had to work overtime." Think about



it. If we can find both the time and manpower to do the job over again, repair the damages done and absorb the workload for the person who was injured or killed, we probably had the necessary time required in the first place.

Following instructions is part of our profession and the TAC mission

depends on it. Mission readiness can be drastically affected if specific guidance is not followed. If we really care about our people, we will take the time to ensure that each task is performed the right way, within the guidance provided. In the long run, we can save time, money and manpower. ➤



If it's stuck

The load crew was dispatched to download a captive AIM-9P missile from an F-16 aircraft. After the missile was prepared for removal, the crew encountered difficulty in getting it to slide aft. They noticed that the launcher release snubbers were not releasing properly. The load crew chief determined that additional pressure was necessary to inch the missile towards the rear of the launcher. The number two man decided to use an aircraft chock to apply



constant pressure against the radome cover on the front of the missile. The additional pressure caused the launcher snubbers to release; but when the load crew chief inspected the missile, he found the radome had been broken.

This "bigger hammer" theory of maintenance cost the Air Force over \$3,000. Weapons release and armament shop technicians have a better way to get jammed missiles off launchers. It may require some disassembly and take a little longer, but it won't cost us three grand. Next time you encounter a stubborn missile, ask the specialists to apply some "friendly persuasion" and leave the chocks under the aircraft.

Imbalanced load

A load of six MK83 rocket motors was being delivered on a munitions handling trailer. The motors were stacked three across and two high on a wooden pallet. The left outside motor on the pallet was removed first followed by the motor in the center. That left the one on the right; and its weight caused the pallet to tilt, allowing the motor to roll off the pallet and hit the ground.

Take a close look when you're loading or unloading munitions or other bulky materials to make sure you're not creating an imbalanced condition that's going to start a sudden avalanche.

If it moves

We do a lot of "check this – check that" when preparing to load weapons on aircraft. With the increased quality of maintenance being performed these days we seldom find anything wrong with the jet. These checks may seem to be a waste of time, especially in time-critical actions such as integrated combat turns (ICT). But things still go wrong from time to time as a Phantom load crew discovered during an ICT.

With aircraft engines running, the number three man began to perform stray voltage checks on the Aero-7A launchers. He connected the tester to the launcher and began connecting the meter to the test box. The negative lead was connected first. As he inserted the positive lead in the test box, he observed a spark and a slight meter deflection which quickly dropped to zero. He repeated the test on the station two more times with no meter readings. He then completed the checks on the other missile launchers to be

loaded and stowed his equipment.

A fellow crew member began the task of installing the ejector carts. He grounded himself, placed the MK-9 cart in the retainer and installed it in the aft breech of the launcher. He did the same with the forward breech. As the liner was being tightened, the cartridge fired. The aircraft engine was shut down and the ICT terminated. Luckily, no one was injured.

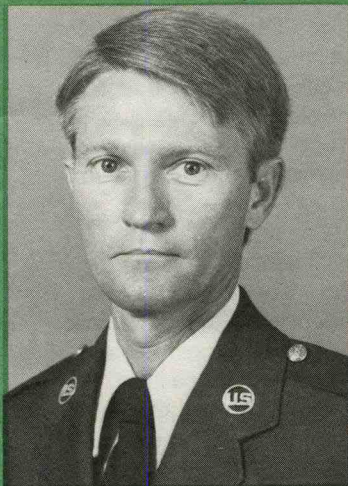
Investigation revealed that the forward breech had a constant 115 volts present at the firing pin. A check of the meter used in the incident revealed that the .5 volt AC scale was shorted out and would not indicate any readings. That explains why the two additional

checks performed by the crew member read zero.

This mishap highlights two important items. The first is that the safety precautions to stay away from ejector feet and pistons are still valid. Secondly, when technical data procedures say "Check for stray voltage . . ." and you get a reading (even a deflection) on your meter, stop the operation immediately. It is an indication of a serious problem. Don't compound it by ignoring that warning. In this mishap, the ICT should have been terminated and the meter removed from use immediately after the needle deflection and spark. When it comes to stray voltage, "If it moves . . . reject it."

TAC DISTINGUISHED WEAPONS ACHIEVEMENT SAFETY AWARD

This award honors a weapons safety member who has made a significant contribution to an established unit, intermediate headquarters, TAC or USAF weapons safety program.



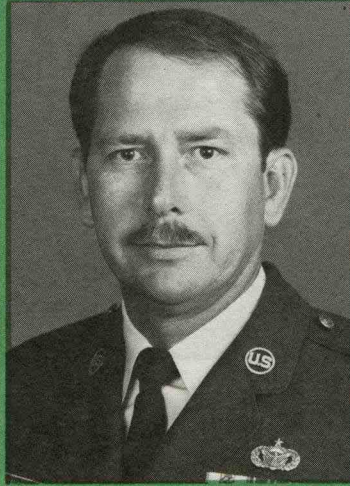
MSgt Terry L. Bowden
56 TFW
MacDill AFB, Florida



MSgt Thomas J. Nielsen
388 TFW
Hill AFB, Utah

PAUL A. PALOMBO AWARD FOR DISTINGUISHED GROUND SAFETY NEWCOMER

This award honors a ground safety member who is new to the ground safety career field and has demonstrated above-average performance.



MSgt Daniel R. McCormick
31 TFW
Homestead AFB, Florida



TSgt Leo N. Heuwagen
366 TFW
Mountain Home AFB, Idaho

ONE OUT OF



Mr. Stan Hardison
TAC Attack

It was daybreak and twenty yards offshore the surf in the bay was changing to swells, turning white on top and rolling into the small marina. Boats of all sizes were

slowly rising and falling in their slips, quietly keeping perfect time with the surface action. The wind was picking up salt spray from the crest of the swells and creating a light gray film on the windows of boats, buildings and the few cars in the marina parking lot. It was over-

cast on this April morning and the forecast was scattered showers, wind gusts up to 40 mph on the bay with a small craft warning posted. Judging from the time of year, temperature and wind direction, there was every reason to believe the situation would get worse.

It was 6:45 in the morning and a light blue pick-up, towing a 20-foot fiberglass runabout, pulled into the marina parking lot and stopped in front of the public launch ramp. Three men in their twenties got out and stood looking out over the water and up at the overcast sky.

"Whatta' you think, Chuck?"

"I don't know for sure, but I think it's gonna' get a little bumpy out there today; right, Stone?"

"Yeah, it's gonna be uncomfortable for awhile but it will clear up in an hour or two."

"I know it's your boat, Stone, we've driven a long way this morning and we've been planning this fishing trip for a long time, but let's not get ourselves in trouble. What do you say, Dan? Should we bag it and try some other time?"

"Chuck's right, Stone, we can put this bait on ice and wait for a better day."

"Now hold on you two," Stone interrupted. "I said we're going fishing today and we're going. It'll take more than a few whitecaps and dark clouds to make me turn around and go home without wetting a line."

"That's my man, Stone. Let's get the old craft in the water and catch some big ones."

After launching the boat, Stone moved the pick-up and boat trailer back up the ramp to the parking lot while Chuck and Dan made a quick check to ensure they had every-

THREE

thing they needed for a day on the water. The cooler with the beer and food was in place. All their fishing tackle and a second cooler with bait and ice were accounted for. The extra gas can was there plus anchor, chain and line.

Stone had no trouble finding a choice parking spot for the truck and trailer. He wondered why a lot of people weren't taking advantage of the warm spring weather. *Looks like we might be all alone out there today*, Stone thought as he switched off the ignition. *Just means more fish for us.*

He locked the truck and hurried off to join his fishing buddies, completely forgetting the brand new hand-held VHF radio lying in a box on the floor of the truck.

When all three men were aboard, Stone did a motor check while Dan and Chuck slowly pushed the small boat from post-to-post along the boat slips toward open water. They joked about not being able to stand because of the rough water, saying that after a few beers, it wouldn't make any difference anyway.

As they pushed free of the last post on the pier, Stone's second try brought the big motor to life accompanied by loud cheers and the whoosh of three beer cans being opened. Because they had drifted a short distance out where the water was rougher and the wind stronger, Stone wanted to give his companions another chance to call the trip off before putting the motor in drive. There was no hint of the sun or clear sky anywhere on the horizon. With all of those signs available to help them change their minds, the three men were still convinced *this* was the day to go fish-



ing. Stone kicked the big motor into drive and they turned toward the open bay.

Forty minutes later and after two beers each, Stone had them over one of his favorite fishing spots. Dan busied himself with showing Chuck the bait he used and how to put it on the hook so the big ones couldn't resist. Stone was checking the now silent motor, making sure all switches were in the proper position and the gas shut off. Their plans were to drift, drink, eat and fill a large cooler with their catch.

By now the three young men had gotten used to the small boat's rocking and rolling and hadn't noticed that it was gradually getting worse. None of them mentioned that the sky was still overcast and had gotten darker in the east.

Dan was the first to catch a fish. It was a keeper, but nothing to write home about. This called for another round of beer. Stone hooked the second one but it flopped free before he could bring it aboard. This caused a round of good-natured teasing and laughter about his angling abilities.

It was 8:50 in the morning when light rain started peppering them

like so many wet little fingers tapping on their shoulders, urging them to check the sky. Chuck was the first to suggest moving closer to shore in case the rain got worse and they had to make a run for home.

"What do you think, Dan? Are we in for a real boat-bailer?"

"There's been no sign of thunder or lightning. It'll probably blow over."

At that point, Chuck noted that a wind change during the last half hour had caused them to drift further out into the bay and the shoreline was now a thin, blurry strip. Without a word, Stone cranked in his line and laid his rod and reel on the deck. He was going to follow Chuck's suggestion and move the boat closer to shore.

The big motor started on the first try and Stone began a slow, wide turn to head for the marina. The powerful motor had no trouble pushing the small boat up the face of the next slow-rolling swell. It was the angle of the slide down the other side and the next swell that started the tragic chain of events. Their forward motion and the turn brought the runabout broadside to the oncoming water and the boat in-



ONE OUT OF THREE

stantly became a 20-foot fiberglass water scoop. It wasn't until they were on the crest of the next swell and the shock of having a lot of water dumped in their laps hit them that they realized small objects were floating around inside the boat, banging against their shins and ankles. The motor was still running as Stone yelled for Chuck and Dan to grab something and start bailing since the boat didn't have a bilge pump. Dan quickly emptied the gallon bucket of bait overboard and started bailing. Before Chuck could find anything to use, the next swell put everything Dan had bailed out, plus many additional gallons of salty bay water, back into the small boat. The cooler of food and beer slammed into the middle seat and spilled most of its contents onto the

now wet deck. Chuck immediately grabbed the food tray from the overturned cooler and joined Dan who was now on his knees, braced against the front seat, bailing for all he was worth.

Stone finally got the boat turned, but not in time to avoid taking a hard hit directly in the motor. It sputtered, missed a couple of times and then died, taking what little boat control he had. Fortunately they were in a position to let the next few swells go by without taking on more water. This allowed the frantic bailers to lower the water level inside the boat by a few inches.

"Do you have any life jackets?" Chuck yelled.

"Yeah, they're either under the front seat or stuck up in the bow with the anchor."

Dan stopped bailing long enough to look under the seat and found two jackets in their original plastic wrappers. He ripped the cover off the first one and put it on. While pulling the straps tight with one hand, he tossed the other jacket to Chuck. Dan then stretched out on his belly across the front seat to reach the small door of the bow storage compartment. There were no life jackets there. Two jackets between three men on a powerless boat taking on water isn't even close to an ideal situation.

All this time, Stone had been frantically trying to restart the motor. All he had succeeded in doing was running the battery down.

Both the rain and wind had increased considerably and a few more gallons had been thrown into the small boat.

"Where's that new radio you were telling us about?" yelled Chuck. "I think it's about time we called for help."

When Stone made no move to get the radio and transmit a "Mayday," Dan and Chuck stopped bailing at the same time and Dan inquired, "You do have the radio, don't you?" Stone just looked at his two friends with a *You ain't gonna believe what I've done* look on his face which told Dan and Chuck what they didn't want to know.

The wind was blowing in gusts now and what were once big, rolling swells were now breaking waves, forming whitecaps as far as they could see. The rain had stopped but another shower could be seen in the northeast headed in their direction. They knew it would only be a matter of minutes before it caught up with them.

Stone thought of the flares stored



in a small starboard compartment. *We're not that far from shore, he thought, and there's a good chance that someone at the marina will see us.* He slid across the rear seat and the flares floated out, soaked and useless, when he opened the small compartment. Chuck stopped bailing and, without a word, picked up the life jacket Dan had tossed to him earlier, unpacked it and put it on. Human beings, regardless of the situation, seem to feel better if they have someone to blame for their troubles. In this case, it was Stone. He was the one who forgot the radio, had a motor that didn't work, faulty flares and was short on life jackets. It was easy for Dan and Chuck to convince themselves that Stone was responsible for their predicament.

A big wave and a strong gust of wind hit the boat at the same time, causing Dan to fall forward, smashing his face against the empty food and drink cooler floating around in the boat. It didn't knock him out but he was stunned, finding it difficult to straighten up and keep his face out of the water. Trying to help after he saw what happened, Chuck made an effort to stand up just in time for the next big wave to hit him in the center of his back and knock him overboard. Dan didn't see what happened because of the blood now running into his eyes from cuts on his forehead. He couldn't breathe through his nose, so he was sure he had bashed it up real good. Stone, panicked and helpless, with no life jacket, just sat in the rear of the boat, clutching the dead motor.

It only took a few more waves hitting hard and washing over the side to sink the small craft.

■ ■ ■



The sun felt warm in Dan's face. It wasn't until he tried to open his eyes that the pain hit him. He had a concussion and couldn't remember why he was all alone, floating around in a life jacket in the bay. He carefully washed his face, feeling the sting of the salt water in the cuts across his forehead. The swelling had completely closed his right eye but the left one seemed to be working alright. He turned, slowly scanning the horizon, trying and hoping to see something besides water.

Where am I and what am I doing here? he kept asking himself. *I don't own a life jacket or boat . . . I think my nose is broken . . . What or who did this to me?*

After spotting a shoreline about

100 yards behind him, he started pushing in that direction and, about fifteen minutes later, found himself standing in knee-deep water. He started unstrapping the life jacket and pulled it off, still not remembering when he had put it on.

Dan had been walking south along the shoreline for about half an hour when he started to remember a little of what happened. He knew there had been a small boat and two other people but he couldn't remember who they were. The further he walked, the more his head hurt and his nose started to bleed. He tore off a piece of his shirt to wipe the blood away.

Dan was picked up an hour later by a young couple and taken to a



ONE OUT OF THREE

local hospital. Chuck and Stone were never found.

■ ■ ■

Nearly fifty percent of all boating mishaps are due to weather. Sadly, the excuses are always the same – the storm was on me before I knew it, the water was rougher than it looked, I thought my boat could take it, and the list goes on.

Weather is one of the few killers

that almost always forecasts its intentions. Those who listen, respect it and know what it can do, rarely get into trouble. Those who choose to challenge it, rarely win. In the case of Chuck, Dan and Stone, it would have taken so little on their part to make this an entirely different story.

Fish are patient little creatures. They really don't care when they

get hooked; they'll wait for slick water and a sunny day. Bait is cheap and gas doesn't spoil. So, when the weather is like so much organic fertilizer, postpone that "much looked forward to" fishing trip. When you hear a "small craft warning," believe it. Keep your boat in the slip or on the trailer and go bowling instead. The most you can lose is a few bucks or a round of drinks. ➤

TAC TRAFFIC SAFETY AWARD

This award honors units with effective traffic safety programs for operators of privately owned vehicles, Air Force motor vehicles and special purpose vehicles.



Category I – Host Unit
833 AD
Holloman AFB, NM



Category II – Tenant Unit
Northwest Air Defense Sector
McChord AFB, Washington



TAC TALLY

CLASS A MISHAPS
AIRCREW FATALITIES
* IN THE ENVELOPE EJECTIONS
* OUT OF ENVELOPE EJECTIONS

• (SUCCESSFUL/UNSUCCESSFUL)

Total			TAC			ANG			AFR		
JAN	THRU JAN		JAN	THRU JAN		JAN	THRU JAN		JAN	THRU JAN	
	FY 88	FY 87		FY 88	FY 87		FY 88	FY 87		FY 88	FY 87
1	7	16	1	6	11	0	1	3	0	0	2
2	4	10	2	4	9	0	0	0	0	0	1
0/0	5/0	15/1	0/0	4/0	9/1	0/0	1/0	5/0	0/0	0/0	1/0
0/1	0/1	0/1	0/1	0/1	0/0	0/0	0/0	0/0	0/0	0/0	0/1

TAC'S TOP 5 thru JAN 1988

1st AF	
CLASS A MISHAP-FREE MONTHS	
89	318 FIS
36	325 TTW
24	57 FIS
24	5 FIS
3	48 FIS

9th AF	
CLASS A MISHAP-FREE MONTHS	
59	33 TFW
32	507 TAIRCW
23	31 TFW
18	354 TFW
15	347 TFW

12th AF	
CLASS A MISHAP-FREE MONTHS	
35	58 TTW
28	35 TTW
22	474 TFW
20	388 TFW
18	602 TAIRCW

ANG	
CLASS A MISHAP-FREE MONTHS	
222	182 TASG
206	110 TASG
181	138 TFG
163	177 FIG
158	114 TFG

AFR	
CLASS A MISHAP-FREE MONTHS	
89	482 TFW
79	924 TFG
67	906 TFG
41	507 TFG
28	917 TFW

DRUs	
CLASS A MISHAP-FREE MONTHS	
136	28 AD
6	USAFTAWC
3	USAFTFWC

CLASS A MISHAP COMPARISON RATE

(CUMMULATIVE RATE BASED ON ACCIDENTS PER 100,000 HOURS FLYING TIME)

TAC	FY 88	6.4	3.4	3.0	2.7								
	FY 87	7.5	5.8	5.1	4.7	4.2	3.7	3.3	2.9	2.9	3.1	2.8	2.9
ANG	FY 88	0.0	0.0	0.0	0.0								
	FY 87	4.0	6.6	4.7	3.5	2.8	4.5	3.8	3.3	3.4	3.0	2.7	2.5
AFR	FY 88	0.0	0.0	0.0	0.0								
	FY 87	21.8	11.7	8.5	12.6	10.2	8.3	7.0	12.2	10.8	9.6	8.5	7.8
Total	FY 88	4.3	2.9	2.3	1.8								
	FY 87	7.3	6.3	5.2	4.8	4.1	4.1	3.6	3.4	3.4	3.4	3.1	3.0
MONTH		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP



Fleagle meets the
"FEROCIOUS FOD FOWL"