

TAC ATTACK

JUNE 1988



**An Interview
with
Lt Gen
James R. Brown**



HARDISON

ANGLE OF ATTACK



What process do you use when you want to learn how to do something? Like me, you probably go to someone who has done it before and seek their insights and advice. For example, if I wanted to learn how to hunt or fish better, I wouldn't go to a person who has never done it before. No, I'd go to a "pro" and get some hints from one who knows what he's talking about.

The same principle applies to the flying business. Do you know anyone that has ever ejected from an airplane? Have you ever talked to him about it and tried to learn from his experience? There are any number of questions you might ask such as: What scenario led up to the ejection? What thoughts were going through his mind before he finally "stepped over the side?" Was there anything he did that might have caused him to delay his ejection until it was almost too late? I hope you never need to use those insights, but at least you'll have them available in your back pocket just in case.

One way we can ensure that our daily operations are being performed correctly and the mission accomplished is if each person in the unit would mentally put themselves in the squadron commander's shoes and try to think like he or she does. That applies to everyone – lieutenants or captains in our flying squadrons as well as to NCOs and the most junior crew chiefs out on the flight line. Ask yourself, "Would I want this job to be done this way if I were the squad-

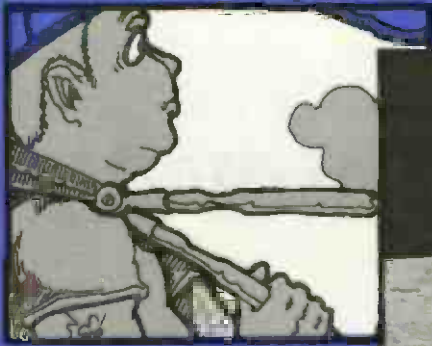
ron commander?" Getting things done safely and successfully goes beyond just thinking like the commander. You've also got to take the initiative to ensure that things which are wrong get corrected. If you don't, the results could be disastrous. We recently lost a valuable combat aircraft and a highly valued crewmember for just that reason. A situation had been allowed to exist in the squadron and accepted as normal until it finally resulted in a mishap. If someone had asked the question, "Why are we doing this?" the end of the story would be different.

Finally, TAC Safety wishes Lieutenant General Brown, our TAC Vice Commander, a fond farewell as he retires this month. Thank you, sir, for all you've done to encourage the current philosophy that if we do the mission properly and professionally, it will also be safe.

Jack Gawelko
JACK GAWELKO, Colonel, USAF
Chief of Safety

TAC ATTACK

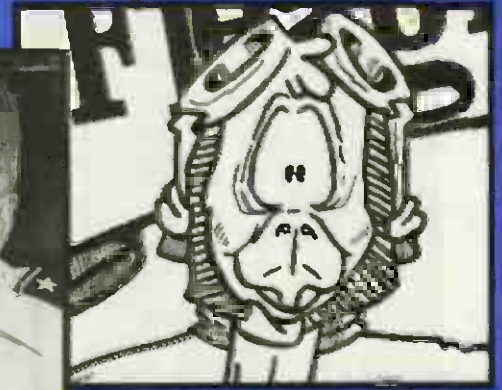
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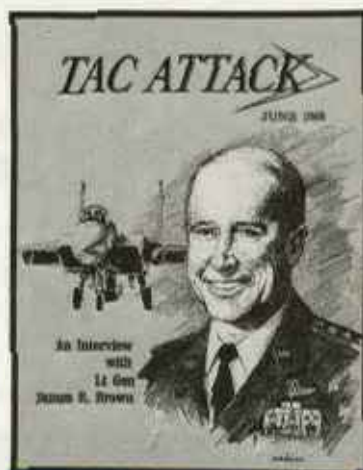
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An Interview with Lt Gen James R. Brown

TAC Attack: What do you feel is the role our TAC leadership, from General Russ and yourself on down, has in ensuring safety in TAC operations?

General Brown: As far as safety goes, the top man in any organization has also got to be your chief safety officer, and that is not only General Russ or myself, but it's squadron commanders and NCOs — *everybody* throughout the whole chain of command. If he's not, then I think you begin to slip or lose something in your program. Safety is just part of your role as a leader; it's something that you do as you go along. In years past we've had people that said, "Do as I say, not as I do." You can't do that. Your words and your deeds have got to match because if they don't, people are not going to pay any attention to you.

You lose credibility and your program will go down the tube.

For example, I worked for a wing commander years ago when I was stationed in England who, when he got ready to go fly, would just jump in the airplane, say "This is . . . headed for Germany" and take off. He would drive the airdrome officer crazy because nobody knew where he was going. When the young troops see those kinds of things, they'll say, "Well, if he can do it, that's OK for me to do." You just can't live like that.

TAC Attack: We talk about not "reinventing the wheel." Can you comment on some things you've seen tried during your Air Force career — those which worked and those which didn't?

General Brown: What's important



about not reinventing the wheel is that a lot of us older guys have learned things the hard way. We need to pass those lessons on to the younger generation of people so you don't have to relive those kinds of problems. That way when I pass information along to you on the problems and issues I've already handled, you can work on other problem areas that come up. As a result, the core of our force will improve. If we don't do that sort of thing – leave a legacy for those behind us – then we are never going to get much better. We'll just plod along at the same old pace.

Another thing is that we've gotten a lot better in our accident reports – flying-wise; that's true for safety across-the-board. But as far as flight mishaps go, I've reviewed many boards in years past where people tried to blame mishaps on

regulations, on manuals and that sort of thing. We can't do that. We need to get to the bottom of a mishap, tell it like it is and then, once we find the problems, fix them. Unless you've really done something deliberately dumb, nobody's going to hang you out to dry. We've got to come up with what the *real cause* was so we can get that word out to everyone. I think that is very important.

TAC Attack: It's been said by some in the past that "safety is paramount." Safety isn't paramount. Do you have any thoughts on that?

General Brown: Safety is kind of a state of mind. If we train properly and safety is built into our training programs, then when we do things the way we've trained and don't make dumb mistakes or dumb deci-

sions, safety goes right along with it. It's like going to church. Someone may decide they're going to be a great churchgoer or whatever; they may go on Sunday but the rest of the week they go out and do anything they want. You can't do that. It's the same way in safety. It's something you've got to live every day. If you don't, then you're probably going to have a lot of accidents.

TAC Attack: Some feel that safety will be pushed aside during combat. You've served at least two combat tours. What is your perspective on safety in the combat environment?

General Brown: I think safety, as far as combat goes, is even more important. It's at least as important as it is in peacetime because of what happens to your supervision in a combat situation. In one experience



An Interview with Lt Gen

I had, there were two guys in my flight that could lead flights: myself and my assistant flight commander, Bob Dilger. There were two guys that could be element leads so those were the number three guys all the time. There were only two guys that could pull tower and mobile – that was Dilger and myself. There were two guys that could break out the frag and do the special prebriefing – Dilger and myself, so we were really spread thin. Because of the multitude of tasks supervisors will be concerned with, you've got to have a good background leading into combat or I think safety will go begging.

Another thing that happens to you is that you initially go over as a unit. Then, as the war progresses, you begin to get younger, less experienced guys in. That's one problem you must be aware of. Another one is that we expand the window for fighter pilots throughout the rest of the Air Force so the same guys don't always fight the war. You get older guys out of other weapon systems who haven't been in fighters for a long time so you've really got to watch yourself there. A few of the guys that got shot down in Vietnam took unnecessary chances. You get up in Pak Six or somewhere where it's really dangerous and, sure, there's a lot going on, but there were guys that didn't do the right things and got shot down. That kind of goes along with the safety thing. When aircrews do things that on an ordinary day they probably wouldn't do, something bad is likely to happen to them.



TAC Attack: Is flight discipline different from flying safety or do they go together?

General Brown: No, I think they are integral parts. One example happened to me when I first went to England. I went overseas with five guys. Within six months, three were dead and only two of us came home under our own power. I think what happened was that we had replaced an outfit of old first lieutenants and captains with a whole bunch of second lieutenants just out of flying school. As a result, we were really supervising each other which

wasn't very good. In one instance, we were doing LABS (low altitude bomb system) runs and I had a 1st Lt flight commander who said to me, "OK, Jim, have you done a LABS run before?"

"Well, no, but I read about it when I went through a weapons school at Luke."

"Well, you're going to go out to the range where they've got two big boats sitting in the mud flats."

So I launched off. First of all, I thought he was going to go with me. As it turned out, he didn't go because we only got one airplane. So I found my checkpoint on the

James R. Brown

river to the mud flats and went across the target. I hadn't checked the tops of the clouds because I had gone down low-level. As I pulled up into the clouds, it first got a little interesting, then disorienting. The next thing I remember, I came out of the tops of the clouds doing an aileron roll. It took me about twenty minutes to get up enough nerve to go do another run and roll out in the soup. We just didn't have really good training discipline in those days. Probably the worst part of it was that we didn't have the proper supervision at many levels.

TAC Attack: Do you have any other insights about flying fighters and your Air Force career?

General Brown: From my own experiences, the hours I've flown throughout the years and working with my safety people as a wing commander and air division commander, safety has really come a long way which is very important. I think the people in our safety program now are a bunch of bricklayers instead of brick-throwers. The problem I had early on was that my safety guys would divine a problem somewhere and then just dump it on my desk without any possible solutions. I would finally get them by the throat and say, "Now wait a minute, guys, you are part of the solution on this thing because you've got the experience and insights that we need to pass on to somebody else to teach them why we don't want to do it that way." It's

got to be a team effort. If you'll work as a team, you won't get into an "us" and "them" situation. I can remember that the folks in my unit hated to see the safety guys coming and I can see why — they were just out digging around, dredging up problems but offering no real solutions at the same time.

Of course, our airplanes have gotten so much better and more reliable that it boggles your mind. Like in England, we'd go out with our F-84s. We had 24 per squadron. We might get three airplanes to go fly in the morning and two or three in the afternoon. Today we have fancy computers; in those early days we had fighter pilots attempt to fix their position by shooting the stars. I couldn't get within three miles

leaning against a table with a sextant, much less in an airplane without an autopilot. I can remember years ago at Nellis, I always flew the early "go." I'd have an 0430 or 0500 brief in the summertime, because you always knew you were going to get an airplane, plus the air was smoother for strafe. By the third "go" in the afternoon, or even the second one, it was touch-and-go whether you would get an airplane or not.

As I close out my Air Force career, I'd like to thank the TAC safety staff for an opportunity for this interview and wish every fighter pilot who reads this the best of luck — you're a special breed!

Check Six! ➤



Biography

Lieutenant General James R. Brown is a command pilot with more than 5,000 flying hours in the F-84, F-100, F-105, F-4 and F-15. Commissioned in 1953, his Air Force assignments have included combat tours in Southeast Asia, command of the 3rd Tactical Fighter Wing, Clark AB, Philippines and the 313th Air Division, Kadena AB, Okinawa. He became the TAC Vice Commander in October 1986.

TAC OUTSTANDING ACHIEVEMENT IN SAFETY AWARD



SSgt Randy Bentrott



SSgt Corneil Williams



Amn Jeffrey Peck

**1 AGS, 1 TFW
Langley AFB, VA**

SSgt Randy Bentrott, a dedicated F-15 crew chief, had begun the start sequence for a ground engine run in order to troubleshoot a hydraulic leak. After advancing the throttle past 18 percent RPM, he was notified by Amn Jeffrey Peck, the ground crewman, that a major hydraulic leak had developed underneath the aircraft's right side.

While SSgt Bentrott was implementing shutdown proce-

dures, Amn Peck informed him that a fire had started. SSgt Bentrott pushed the AMAD fire button, the right engine fire button and discharged the aircraft fire bottle before safely egressing the aircraft. SSgt Corneil Williams, who had been assisting during the ground run, moved a fire extinguisher into position and began to fight the fire with the halon agent. The fire erupted four more times before the fire department arrived on scene,

but was extinguished each time by either SSgt Williams or Amn Peck.

The immediate actions taken by these individuals, coupled with their knowledge of emergency procedures, prevented any personnel injury or major damage to the aircraft. Their demonstration of professionalism and dedication to ground safety in the performance of their duties have earned them the TAC Outstanding Achievement in Safety Award.

GEICO Public Service Award



Mrs. Rebecca C. Buchan

Mrs. Rebecca C. Buchan, Ground Safety Manager for the 366th Tactical Fighter Wing, Mountain Home Air Force Base, Idaho, has been awarded the Government Employees Insurance Company (GEICO) Public Service Award for Traffic Safety and Accident Prevention for 1987. The award was presented to her during ceremonies held in Washington, D.C.

Mrs. Buchan has been actively involved in traffic safety for over a decade, providing innovative safety education to both the military and civilian communities. She has worked closely with community youth programs in providing safety education materials and obtained community support for an annual alcohol-free party for graduating high school seniors and their guests. She has also worked closely with community agencies and conducted classes for local police and emergency medical services as well as court-identified problem drivers.

During the last five years, Mrs. Buchan has had a joint base-community proclamation designating "Drunk and Drugged Driver Awareness Week" in December. She also initiated a non-punitive maze program at the main gate to give identified drunk drivers an opportunity to get off the road.

As a result of Mrs. Buchan's efforts, Mountain Home AFB has

one of the best traffic safety records in the Air Force. Since 1983, the annual number of vehicle mishaps both on and off base decreased more than 50 percent with only two military fatalities in the last four years and none in the past seventeen months. From 1985 to 1986, vehicle mishaps at Mountain Home AFB declined by 42 percent and reportable mishaps involving Air Force vehicles were reduced to zero. In the first eight months of FY 87, there were only two vehicle injuries and no reportable mishaps involving Air Force vehicles. Mrs. Buchan's long base-community involvement and dedication to traffic safety and accident prevention have made a significant contribution to the safety records of Mountain Home AFB and the Tactical Air Command.



left to right are Mr. William B. Snyder, Rebecca C. Buchan, Mr. L. Bruce Laingen and Mr. Gary Vest

Many of us perform routine maintenance, repair or improvements to our "Home Sweet Home" on a regular basis. For some,

it may seem more like a daily chore. Some of us do these jobs for pure economic reasons – to save money – while others do them as a

hobby or relief from the 9-to-5 job. No matter what your motivation, ensure that the way you do the job doesn't end up costing you more in



the end. Some jobs may only require one tool, such as a screwdriver to tighten a towel rack or a door knob, while others will require several tools. But regardless of how small the job is, the potential for harm still exists. For the simple towel rack job, for example, if the screwdriver is the wrong size or the blade/tip is in poor condition, you can be injured. I'm sure many of us home repairmen have experienced a bruised elbow, a cut finger or a puncture wound from improper use of tools. The causes may be "bad" tools, being in a hurry to get the job done or pure frustration because we just don't have the knowledge to do the job first class. The proper use of tools and adequate job preparation are very important and should be our first priorities when considering either a simple or complex home repair.

The proper use of tools and adequate job preparation are very important and should be our first priorities when considering either a simple or complex home repair.

Within TAC, we've certainly had our share of severe injuries resulting from doing odd jobs around the house. One individual lost three fingers when the piece of wood he was cutting on a table saw kicked back and pulled his hand into the blade. Another individual suffocated when he was overcome by the carbon dioxide he had used to clear a blocked well pipe; another person lost the tip of a finger while chopping wood; and several folks have lost fingers while cleaning chains on their motorcycles with the engine still driving the rear wheel. Some of



our auto repair "experts" have touched moving fan blades and got caught in the pulley or belt of the car engine.

When you tackle a particular job, you need to plan what tools, equipment, hardware and, above all, what knowledge you'll need. Sometimes you may be tempted to bite off more than you can chew. A simple, but dangerous, task such as cleaning leaves and debris from rain gutters can be fatal if done wrong. To do it properly, use a ladder that's tall enough to extend above the highest surface and that can be properly secured. Make sure you position it properly for stability. If you're going to tackle these jobs, consider purchasing one of the excellent home repair books on the market that provide excellent, safe directions. Floundering through a job can be dangerous and expensive when you're hurt or damage your equipment or hardware because you don't want to admit you're stumped. Many of the "do-it-yourself" stores employ people who are there just to provide guidance on how to do it right; so don't be bashful. Ask for help when you need it. It can save you money as well as

valuable parts of your body in the long run.

Many of the injuries we experience are from poor tool condition, improper tool use and failure to use machine/tool guards. When you purchase hand tools, buy good quality tools that will last. Take the time to clean and maintain them. Don't *misuse* them. How many of us have used the common screwdriver as a chisel or pry bar? This not only damages a tool but can result in injury as well.

Electrical hand tools such as drills, sanders, saws and grinders are plentiful in American homes today. Each of them has the potential to cause a serious, or even fatal, injury. For example, when was the last time you checked the electrical cord for exposed wires? Did you just tape the damaged area, or replace the entire cord? If you're like many folks, you probably taped it. That's a dangerous band-aid fix. You can become so engrossed in what you're doing that you may forget and contact the open wiring area if the tape becomes loose, or if the exposed area comes in contact with the material you're working on. With a hand drill, you need to



THE WEEKEND WARRIOR

ensure that the bits are sharp so excessive force isn't needed. If the drill bit becomes dull, you have to use more muscle; causing the smaller bit to break. When that happens, you may lose your balance, injuring yourself or your expensive equipment.

Saws, from the simplest hand-type to the most complex radial or table saw, are the biggest causers of injury. Why? Usually because the guard was removed. Regardless of the tool you're using, if guards are required, use them and always use eye protection. Rotating or

reciprocating tools can propel large or small particles with enough force to hurt. On a circular saw, the blade should be sharp and the proper one for the job. Using a dull blade causes the saw to work harder and can damage your wood. Above all, it causes you to use greater force



Regardless of the tool you're using, if guards are required, use them and always use eye protection.

which can cause your hands to slip and contact the blade. The guard on these saws should never, repeat *never*, be removed or overridden. It's there to protect you. Another saw that can bite you is the jig-scroll saw. Again, the blade needs to be sharp for ease of cutting. Trying to force the narrow blade can break it, causing you to lose your balance and possibly a finger. The blade on this handsaw is not guarded so added care is needed while using it.

I've only touched on a few of the common tools used in and around your home. There are many more that you may own and use. Remember, they all have the potential to hurt so treat them with the *respect* they deserve. If you are fixing up your house, car or lawn mower, take time to do it right so you can enjoy the fruits of your labor in good health.

TAC CREW CHIEF SAFETY AWARD



Staff Sergeant David G. Cauraugh, an F-111A dedicated crew chief with the 389th Aircraft Maintenance Unit at Mountain Home AFB, Idaho, was preparing to launch his aircraft on a morning sortie when, shortly before the crew was ready to taxi, he detected a fine mist spraying from the bottom of the number one engine. He immediately informed the aircrew of the problem and had engine specialists inspect the leak. Upon removal of the lower engine panel, a large mist was discovered spraying from the afterburner fuel control. When the engine specialists failed to stop the leak, the aircraft launch was cancelled and the crew went to a spare. Had the leak gone unnoticed, venting fuel could have ignited during

flight, with catastrophic results.

SSgt Cauraugh's attention to detail and demonstrated profession-

SSgt David G. Cauraugh
366 AGS, 366 TFW
Mountain Home AFB, ID

alism as a crew chief have earned him the TAC Crew Chief Safety Award.

CHOCK TALK

INCIDENTS AND INCIDENTALS WITH A MAINTENANCE SLANT

600-gallon centerline tank dropped

Maintenance control requested that the night shift install some 370-gallon pylon fuel tanks on an F-4 aircraft. The functional check of the jettison system would be performed by the members of the day shift the next day. Sure enough, when the selective stores jettison button was depressed during the functional check the following day, the centerline fuel tank was jettisoned onto the ramp.

How did that happen? Obviously, impulse carts had been installed and the safety pin was not installed in the tank. The mishap resulted from a series of errors and oversights, any of which, if corrected, would have prevented the mishap.

When the crew chiefs installed the F-4 wing tanks, they didn't properly follow the tech order steps for aircraft preparation which required that the impulse cartridges be removed from all stations. When muni-

tions personnel were sent to the aircraft to perform the functional check the following morning, they assumed that all external tanks were installed the previous night. Having performed this same functional check numerous times before, they overlooked numerous steps in the checkout procedure.

One individual was in the cockpit setting switches, and another member of the crew was on the aircraft ladder discussing the sequence in which they would perform the check. (The appropriate T.O. for the check states that use of ground interphone during checks is mandatory. That was not done.) The person on the ground removed the safety pin from the centerline tank and went around to the left side of the tank to check for voltage. He then noticed that the breech access door was closed and realized that the centerline tank was *probably armed*. He immediately went to install the safety pin but, unfortunately, he was too late. As he was walking out from under the aircraft, the individual in the cockpit depressed the external stores emergency release button (panic button) and *it worked as advertised*.

What were some of the other factors that contributed to this mishap besides the obvious ones? The individuals involved were not using the proper checklist to perform the functional check. They had not determined the armed/unarmed status of the aircraft before beginning to do the check, and they pulled safety pins before determining if the aircraft was armed. Following the tech order data would certainly have highlighted those areas that were overlooked, but common sense should have dictated that the arm status and presence of carts be determined before any switches were turned or buttons pushed. When all else fails, use your head.

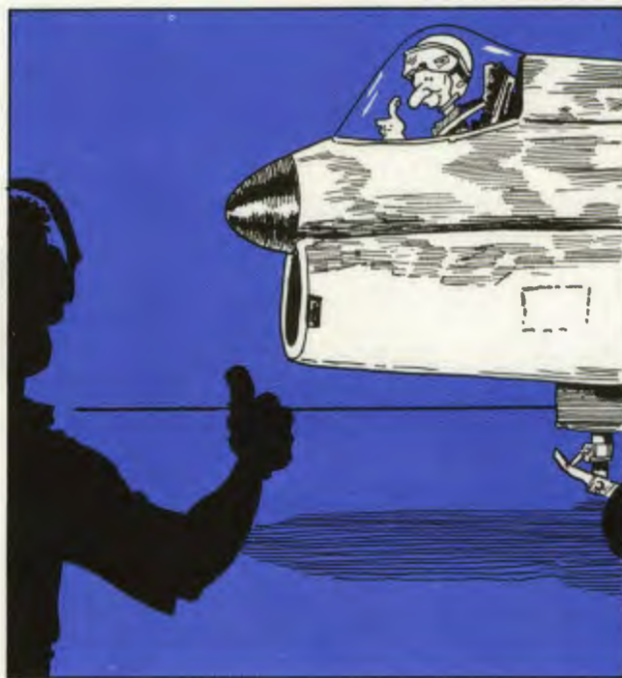


One fastener doesn't get it

An A-7 on a cross-country flight was being launched by transient maintenance. Preflight activities had been normal up to engine start. But when the pilot tried to start the jet fuel starter (JFS), he couldn't get it running. The battery also appeared to be weak.

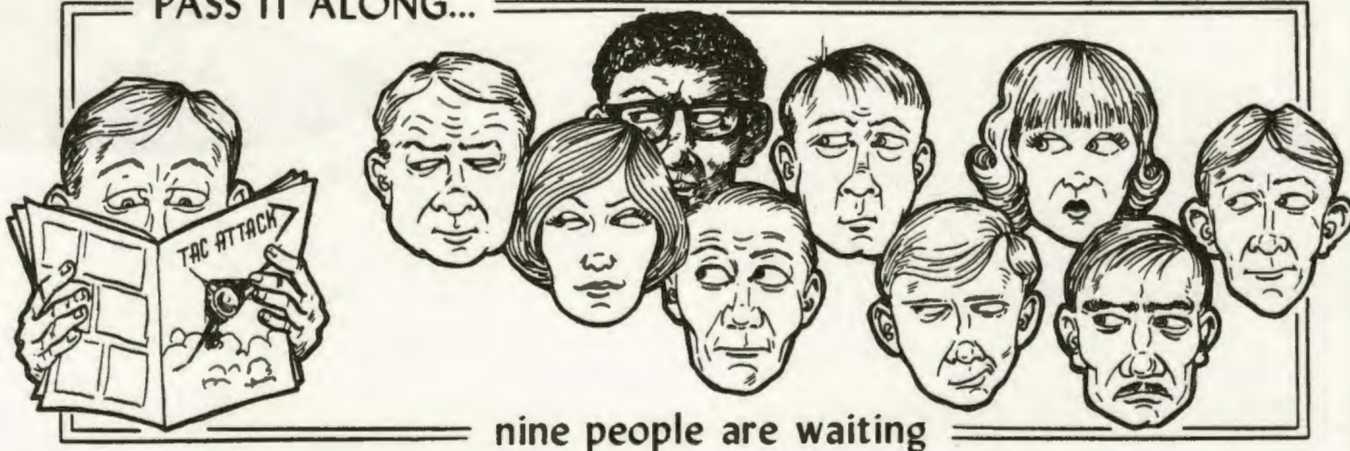
The pilot climbed out of the cockpit while maintenance work was done on the JFS. The maintenance workers opened the left and right avionics bay panels and the access panel forward of the JFS exhaust area to work inside. Then the pilot climbed back into the cockpit to see if the JFS would start. When he tried, it started up. The transient maintenance workers on the ground told him to stay in the cockpit; they'd take care of buttoning up the panels.

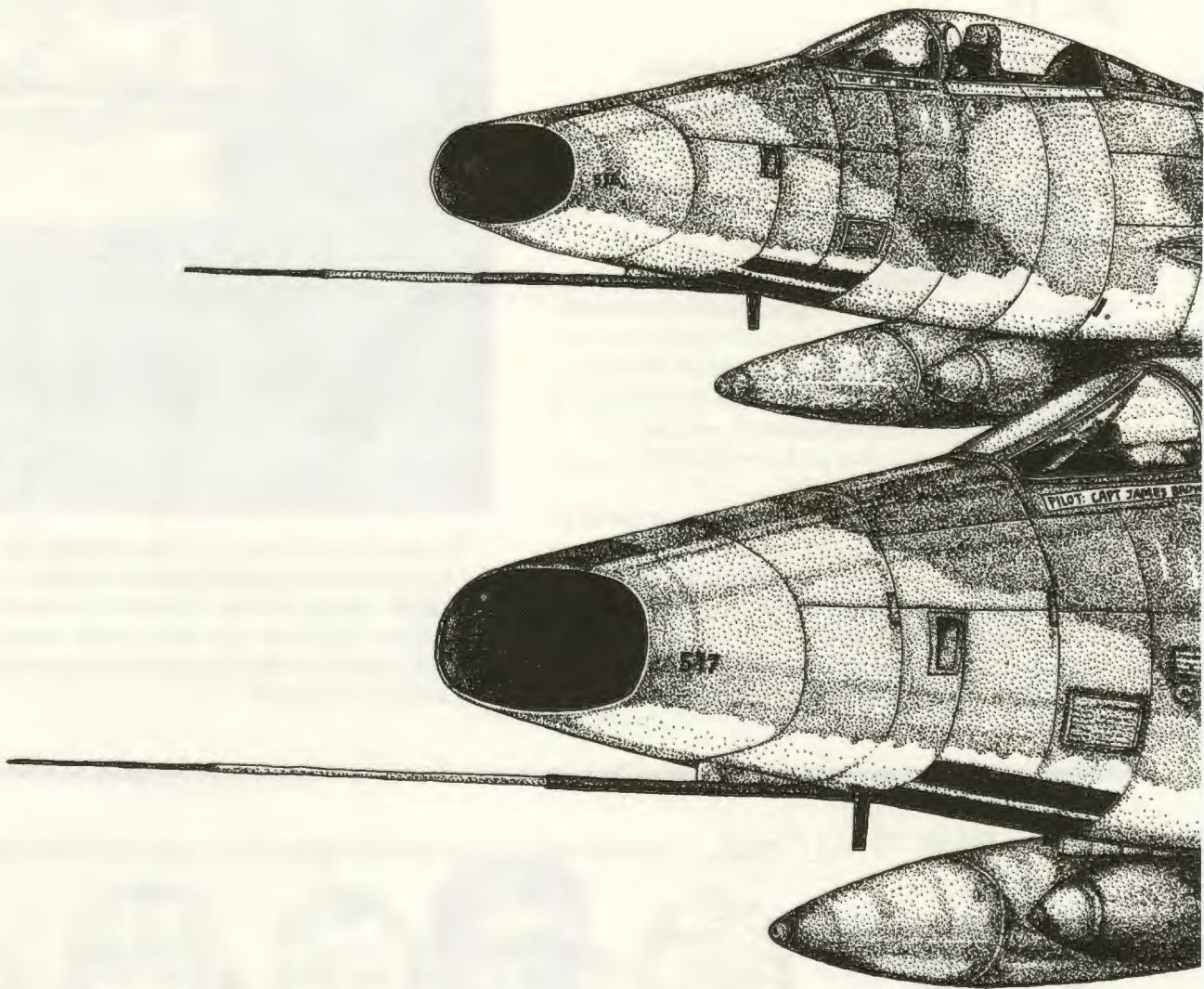
The pilot started the engine and shut down the JFS. He finished his cockpit checks and taxied. The same transient maintenance crew met him at the end of the runway and gave him his last-chance quick check. After getting a thumbs-up from the ground crew, the pilot took off and flew to his destination. There he discovered that the left avionics bay panel was missing.



The panel wasn't found. On the airplane, the female portions of the panel fasteners were not damaged – except for one. That fastener was the center fastener on the aft edge of the panel. Do you suppose the reason it was damaged was because it was the only one fastened?

PASS IT ALONG...





F-100 SUPERSABRE



FAMOUS LAST

Capt Michael J. Pierce
116 TCF (ANG)
Portland Int'l Arpt,
Oregon

"Famous last words." That's what my old man used to tell me after I tried to convince him I knew what I was doing. Like, "I put the lid on tight, Dad." Famous last words are like the trite phrases we've learned over the years. They're overused and tell a lot about the user's imagination and mindset. We all have to think twice about them as I'm sure we've all used them. So here are 10 thought-joggers so you weapons controllers can refresh your memory.

1. "He isn't in my airspace."
Two aircraft that will soon collide do not know there is a grease pencil



line on your scope. If a conflict is going to occur, action needs to be taken.

2. "I'm gonna tell him." This is a usual response to advice from the weapons assignment officer/ senior weapons controller or instructor after several sweeps of impending conflict. The pilot can't feel the cursor you're tracking him with. Information has to be broadcast.

3. "Back at my last base."
How you did handoffs at your last base doesn't do anything to expe-



dite the aircraft you're currently working back to Center or some other control agency. All this statement shows is you aren't up on your local procedures yet.

4. "That's not my job." Unions aren't allowed in the Air Force so get rid of the union mentality. Do



what needs to be done, apologize and correct the problem when you have the time.

5. "That isn't what he briefed."



WORDS

This is often heard when the flight lead wants to deviate from the briefed scenario. Chances are the flight lead has a reason for changing his plans. Adapt accordingly and find out during the debrief.

6. If he doesn't like it, he can RTB VFR. This is a common response to the Famous Last Words #5. This person usually has a childish attitude toward the rest of life and doesn't like to change. After several months of knowing this controller, the crew will usually stop relying on him or her for things – in addition to GCI.

7. "Homminna, Homminna." Known as Ralph Kramden RT. Make sure your brain is en-



gaged before your mouth is put into gear. This aircrew doesn't want to hear you fumble for words. After awhile they'll just tune you out.

TAC ATTACK

8. "I got time." This is the stan-



dard line from the guy who does quick mission preps, leaves out his technician, and usually controls from a cold seat. His missions usually head south in a handbasket.

9. "It worked on the last mission." Another standard from the guy above after he fails to check his equipment. Just because it worked for the morning mission



doesn't mean that maintenance didn't turn it off, something didn't go wrong with it after the mission, a fuse didn't blow and so on. Check out your equipment. If there's a problem, report it. Chances are you don't have all the facts. On the other hand, thank the technician if he checks out your gear, but have the sense to also check it out yourself. You're the one using it.

10. "I didn't see it in the Read & Initial File." This phrase is commonly heard after someone gets bit for not following a procedure. After checking, we usually find that he/she didn't check the read and initial file for the other three articles in front of it either.

So why bring these up? What's the point? The point is – as a weapons controller, I have responsibilities to the crewmember in the cockpit. He relies on me for a lot of things and I have to live up to my end of the bargain. I don't send him "RTB VFR" while I have a tantrum. I'm the one with the big picture and he relies on that. We keep hearing that money will be tight and we have to glean all we can from every mission. Getting the most from each mission means going beyond the trite or just settling for meeting standards to using some imagination and doing it right. If we don't, famous last words will be, "We'll work autonomous, thanks anyway."

TAC FLIGHT SAFETY AWARD OF THE QUARTER



Captain John Rudolph's leadership, attention to detail and superb systems knowledge have resulted in lasting improvements to the 49 TFW flying safety program. He has created a wing-level safety awards program that recognizes the efforts of maintenance crew chiefs and systems specialists. He also conducts a highly comprehensive operations and maintenance education program including lessons learned, trends, modifications to aircraft systems, TCTOs and their impact on safe operations.

Capt Rudolph has made a significant impact on local flying policies and procedures. He engineered the rerouting of departure and clearance procedures for White Sands Missile Range entry and recovery to insure deconfliction with NASA operations. He was also involved with extensive procedural changes to the recovery of F-15 aircraft towing the Aerial Gunnery Target System to better insure the safety of ground personnel.

Finally, Capt Rudolph's creativity and aggressive follow-up have resulted in several improvements which directly affect safety of flight in all F-15 A/B operations worldwide. He first investigated an unusual F-15 fuel leak problem and discovered that the F-15 A/B 3B fuel cell system had a major flaw which could allow fuel to leak directly onto the extremely hot fuel/heat exchanger, resulting in catastrophic fire or explosion. A subsequent conference between the TAC staff, the Air Logistics Center (ALC) and the aircraft manufac-



Captain John K. Rudolph
9 TFS, 49 TFW
Holloman AFB, NM

turer resulted in increased fuel cell replacement rates, a fuel cell design change, a new fault test system and a change to the phase inspection procedures plan. Secondly, Capt Rudolph's thorough investigation of an inadvertent dual-engine shutdown proved that certain throttle linkages could appear technically correct but still cause engine shutdown if the throttles were moved rapidly to the idle position. Improve-

ments in the area are being reviewed by AFLC and changes to the system are expected in the near future.

Capt John Rudolph's determination, enthusiasm and leadership reflected by an aggressive flying safety program and Air Force recognition of his recommendations have earned him recognition with the TAC Flight Safety Award of the Quarter.

TAC FLIGHT SAFETY AWARD OF THE QUARTER



Captain Carl A. Hawkins
523 TFS, 27 TFW
Cannon AFB, NM

Captain Carl A. Hawkins has created and manages a superior safety program in the 523d Tactical Fighter Squadron. He developed a comprehensive new-comer orientation briefing which enables new squadron aircrews to

understand and implement the unit commander's safety policy prior to their first flight. His monthly safety meetings cover innovative and relevant topics, including a trend analysis reviewing the last month's trends and predictions for the upcoming

month. He has also tapped into an existing maintenance computer product that provides trend information on aircraft malfunctions, allowing crews to review their aircraft's flight history just prior to flight.

Capt Hawkins has also implemented a supervisor's read file which keeps the commander, operations officer, and flight commanders up-to-date on the latest safety information. This broadens the squadron safety program by enabling squadron supervisors to brief crews on current safety issues. The commander is kept further informed on the status of his squadron through an in-depth and comprehensive spot inspection program. The commander reviews the spot inspection log each month and gives direction to the next month's spot inspection plan.

As a result of Capt Hawkins' superb efforts and his energetic approach to flight safety, the 523 TFS Flight Safety Program received an Outstanding UEI rating and was noted as "best TAC squadron safety program seen to date" by the IG.



Dropped

A munitions load crew was in the process of uploading fully assembled, fused MK-82 bombs on an F-16. The first two bombs went up successfully, but problems came when they got to the third one. The driver of the MJ-1 jammer, utilizing metal rollers with two-inch extenders on the jammer cradle, lifted the bomb from the MHU-141 trailer. Crewmember number one, the spotter, guided the lifting operation to ensure the bomb's stability on the metal rollers as the jammer was backed away from the trailer.

After backing sufficiently, the jammer driver headed around the nose of the aircraft to load the bomb on the left inboard station. The spotter controlled the bomb by the tail fins and guided the movement to the proper loading position.

When the 180-degree turn around the front of the aircraft was about two-thirds completed, the spotter noticed that the bomb was rocking so he moved to ensure the bomb's stability. At the same time, the driver yelled and slammed on the brakes. The bomb began to revolve on the jammer cradle, causing the nose to point at a 30-degree angle to the jammer. As the bomb rocked harder and grew more unstable, the spotter was unable to overcome the bomb's inertia. Finally, it slid off the jammer cradle nose first, striking the ground on the nose fuse.



While the tech data did not require single MK-82 bombs to be strapped to the jammer cradle, apparently that would have been a good idea in this case. The jammer driver had been initially certified only a month earlier and was unfamiliar with what would happen if he jumped on the brakes with a bomb on board. One thing is for sure. When something that big and heavy gets started in the wrong direction, it's very difficult to get it stopped. The whole key to doing it right is thinking ahead.

Whee!

Remember how much fun it was to ride in a go-cart when you were a kid? You weren't old enough to drive, but you could hardly wait. You sat low to the ground and it felt like you were flying as you poured the coal to it. Unless you were a real klutz, nobody ever got hurt as you tore up and down an empty field or the local go-cart track, surrounded with old tires to absorb your enthusiastic, misguided steering.

There may seem to be some resemblance between go-carts and our MJ-1/MJ-4 jammers. They're also built low to the ground, are very maneuverable and have plenty of power. *But*, that's where the comparison stops.

When an MJ-1 driver was helping load AGM-65 Mavericks, he discovered that driving a jammer too fast could be a problem. He approached the aircraft with the Maverick, thinking he had enough room to drive straight in. As he accelerated toward the aircraft, it quickly became obvious to both the load crew chief and the spotter that the driver was going too fast. Misjudging his speed and clearance, the driver caused the missile to hit one of the aircraft's MAU-12 ejector rack sway braces and the missile was severely damaged.

Bomb lifts are serious pieces of Air Force ground equipment, not go-carts. We may want to catch the old thrill of the go-cart or be tempted to go beyond safe limits during ICTs (integrated combat turnarounds) or bomb load competitions. Resist the temptation and know your own capabilities for driving and maneuvering around aircraft, munitions trailers, AGE and other members of your load team. An unnecessary ding will lose a bomb comp for you and ruin the rest of your day.





Sgt Michael A. Luckadoo
507 TAIRCW/SE
Shaw AFB, SC

Have you ever jumped head first into a five-year loan contract without thoroughly reading the fine print or adding up the total cost of what you are buying? Probably not. Yet every day someone, somewhere, climbs behind the wheel of an automobile, drunk, without even considering the "hidden cost" of a driving under the influence (DUI) conviction.

Let's take a look at the impact a DUI *will* have on your military career. The punishment is hard for first-time offenders. As a minimum, you can expect an Article 15, a one-year loss of base driving privileges, and a referral to social actions for alcohol abuse.

If the military punishment doesn't put a chill in you, take a closer look at another place where it will really hurt — your wallet. To begin with, you can expect to pay up to \$360.00 in court costs and fines; however, this is just the beginning! Do you have an extra \$3000.00 to give your insurance company over the next three years? "Unbelievable," you say? I researched four local insurance agencies (two representing national companies and two independent agents) to obtain price quotes. I based my questions for rates on a typical high performance car (1988 Pontiac Trans-AM with a V-8 engine) and on a very low-

the hidden cost

priced, used car (1980 VW Rabbit with a 4-cylinder engine). Since the rates varied significantly, I took an average from all four companies combined. Listed below are representative rates:

Remember this applies only to the first DUI, when no mishap is involved. It gets worse.

Now that you've seen the rates that a single DUI will get you for three long years, let's consider what

else you'll receive. You will carry six points against your driver's license and 15 insurance points on your policy (each "insurance point" will cost you from \$20.00 to \$30.00). Then comes the SR-22 (high risk insurance registration). Some local companies require you to put 40% down; however, most national insurance companies require 100% down to file an SR-22. So, for insurance coverage on that nice sports car (single male under 25), you'll need about \$1045.00 down and \$142.50 a month with one of the local companies. Next year you get to pay it all over again.

SINGLE MALE UNDER 25

1980 VW Rabbit
4 Cyl Engine
without DUI/with 1 DUI
\$1171.50 \$1777.50

+51.72% increase

1988 Pontiac Trans Am
V-8 Engine
without DUI/with 1 DUI
\$1678.75 \$2613.00

+55.72% increase

SINGLE MALE OVER 25

1980 VW Rabbit
4 Cyl Engine
without DUI/with 1 DUI
\$469.50 \$1319.50

+181.04% increase

1988 Pontiac Trans Am
V-8 Engine
without DUI/with 1 DUI
\$902.00 \$1714.00

+90.07% increase

MARRIED MALE UNDER 25

1980 VW Rabbit
4 cyl Engine
without DUI/with 1 DUI
\$711.30 \$1418.00

+99.43% increase

1988 Trans Am
V-8 Engine
without DUI/with 1 DUI
\$1073.30 \$1986.70

+85.12% increase

MARRIED MALE OVER 25

1980 VW Rabbit
4 cyl Engine
without DUI/with 1 DUI
\$494.00 \$1109.00

+124% increase

1988 Trans Am
V-8 Engine
without DUI/with 1 DUI
\$768.00 \$1476.00

+92.13% increase

Twenty-nine TAC personnel were killed in private motor vehicle mishaps in fiscal year 1987. Fourteen of those individuals were driving under the influence.

I hope this brief look into the "real" costs of a DUI has shed some light on the impact it can have for your military career and the financial strains on your wallet and personal budget. Most important of all, DUIs jeopardize the lives of people behind the wheel, yourself and others, as well as innocent bystanders on the highways. Hopefully you'll never have to sign the dotted line of an SR-22. *You are the only one who can make that decision.*

AIRCREW OF DISTINCTION



Capt Jeffrey R. Cross



Capt Mark S. Giannini



Capt Leland G. England



SSgt Jeffrey R. Brewer

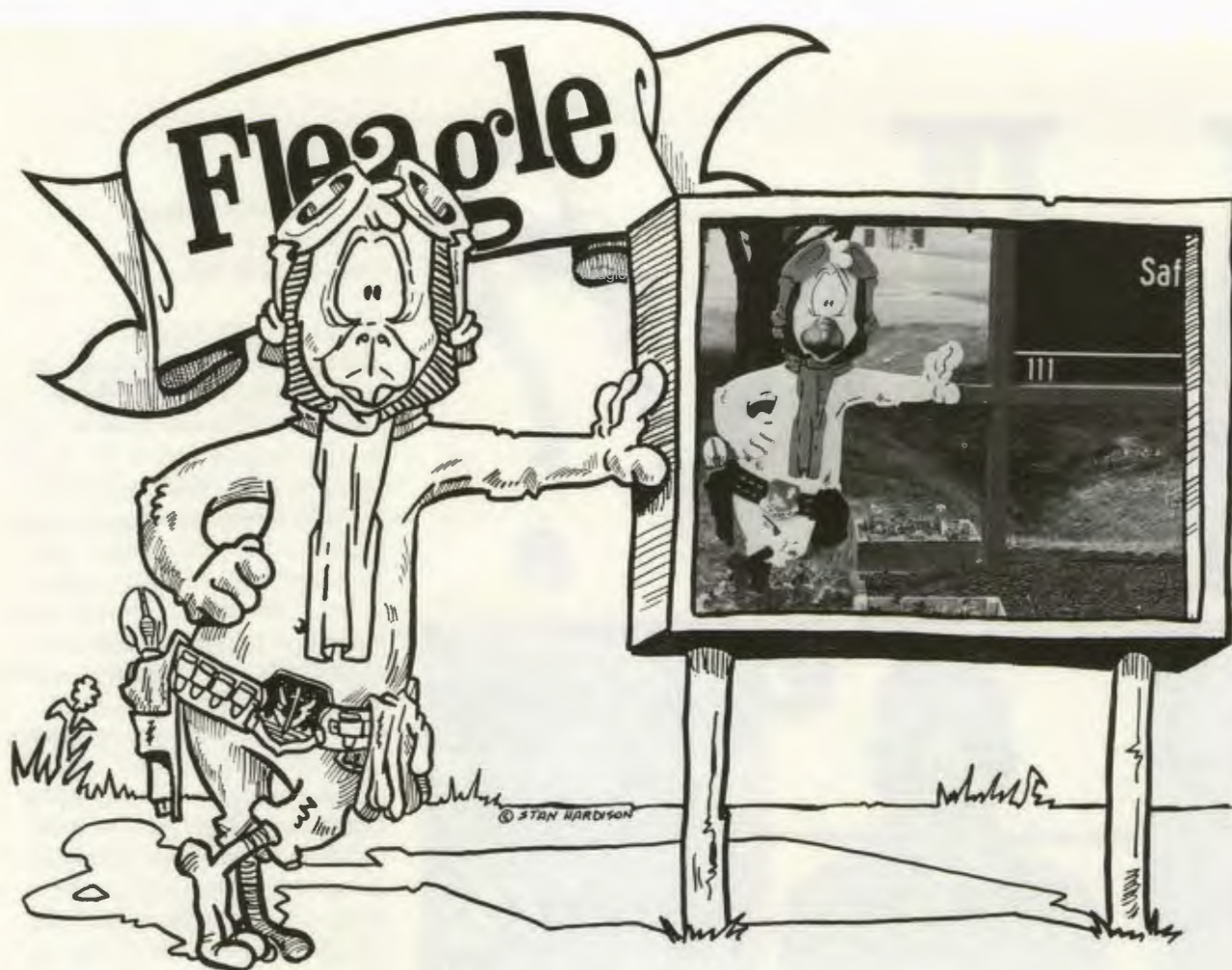
966 AWACTS Tinker AFB, OK

While performing a pre-dawn E-3 Sentry launch for a mission training sortie, Capt Jeffrey R. Cross, instructor pilot, Capt Mark S. Giannini, upgrading pilot, Capt Leland G. England, instructor navigator, and SSgt Jeffrey R. Brewer, instructor flight engineer, took critical actions that prevented potential loss of life and probable destruction of a \$130 million aircraft. At 80 KIAS during their takeoff, Capt Cross, sitting in the right seat as instructor pilot, took control of the aircraft to demon-

strate a reduced power takeoff to his student. At about 135 KIAS, Capt Cross and SSgt Brewer noticed a small pickup truck moving onto the runway. Instantly recognizing that an abort at that point would probably result in a high speed collision with the truck, Capt Cross immediately applied maximum throttle and initiated rotation below computed speed, lifting off just in front of the vehicle. As the E-3 climbed, SSgt Brewer saw the vehicle pass about fifteen feet away underneath the right wing. Capt

Cross allowed the aircraft to accelerate in ground effect to achieve tech order speeds, then continued with a normal climbout.

Outstanding crew discipline, crew coordination and vigilance prevented the disastrous collision of a fuel-laden aircraft carrying 30 crewmembers with a ground vehicle. The crew's quick recognition of the danger, decisive actions and outstanding airmanship have earned them the TAC Aircrew of Distinction Award.



Capt Robert F. Sorrels
Chief, Flying Safety
Cannon AFB, NM

Looking for a way to increase your safety office's visibility to the rest of your wing/base? What's the best known bird in TAC (or the Air Force for that matter)? What do those two questions have in common? I was hoping you'd ask.

Last year, after a large personnel turnover, we were looking for a way to put some enthusiasm and visibility into our wing safety program. We thought of many ideas, but nothing seemed to be what we were looking for. One day a packet from HQ TAC/SE crossed my desk and I knew we had what we wanted. The packet's cover showed Fleagle leaning against a sign. We had the sign, but we needed Fleagle.

With approval, we commenced to

build our very own Fleagle. He was constructed of $\frac{3}{4}$ inch plywood and built up in layers to get a 3-D look. The beak was made of five layers of plywood. We even made a complete mirror image so people would see Fleagle no matter which direction they were coming from. We painted his scarf and belt buckle in wing colors. He is anchored by a 2×4 running the length of his body and buried two feet underground, and two metal straps secure his hand to the sign. It took TSgt Ron Allen and myself about three weeks to finish Fleagle and the Wing Commander, Colonel Henry R. Becker, presided over our unveiling ceremony.

Since that time, Fleagle has received lots of attention. He was close to being a safety hazard himself the first few days because people driving by would slow down and stare at him! This simple project

has generated a great deal of good publicity for our safety program. ➔

Editor's Note: As everyone knows, Fleagle flies up from Pea Island every month and graces *TAC Attack* readers with his exploits on the back page of the magazine. Fleagle will celebrate his eighteenth year with TAC Safety this June. We are certainly pleased that his misadventures have come to have such an important role in safety education and mishap prevention within Tactical Air Command.

Since Fleagle is the copyrighted property of his creator, Mr. Stan Hardison, if you have questions concerning the use of Fleagle for official TAC safety purposes, please contact Mr. Hardison at AV 574-3658. Any use of Fleagle for commercial purposes or monetary gain is unauthorized.

Why?

Ms. Patricia E. Musick
27TFW/SEG
Cannon AFB NM

It was a typical spring day on base and everyone was getting anxious to be out in the fresh air. The safety office had an air of apprehension hanging over it. The ground safety manager (GSM) paced back and forth like a caged tiger, wondering where the next mishap might occur and how he could prevent it. To break the tension, he sent two of his ground safety folks out to the flight line to check things out and be on the lookout for anything and everything. The one person remaining in the office was given the task of researching the monthly safety material; you know, get the facts together, the lowdown on the current problem areas and get the word out. The civilian technician was already involved in lining up troops needing supervisor's training. OK, now that everyone was working on their cases the GSM could get to the nitty gritty problem of the contractors on base. They were digging a suspicious hole. Were they going to shore it up? He had to know!

The day moved along steadily and then it happened. The phone rang and it was SSgt Blab, the safety representative for one of the maintenance areas. An aircraft jack wheel had broken and the jack seat had punctured the right wing. The GSM's mind was racing as he grabbed his hat and rushed out the door. Had they followed tech data? Were they supervised? Was it a faulty jack? There had to be a cause; this was the second such incident in two months. Why?

As he walked into the hangar, there it was. The jack had definitely punched a hole in the right wing and



maintenance personnel were in the process of removing the jack. The fire department had finished the wash down and a crew was about ready to tow the wounded bird to the line, away from everything else. The time seemed to drag on. Maybe it was the anxiety of what the Boss would say this time, or the fact that this was the second time for this type mishap. Did we overlook some key element in the earlier mishap?

Finally the aircraft was out of the hangar and only the ground safety manager, the jack and the jacking crew were left at the scene. He decided to start by interviewing the supervisor, MSgt Puddle. He seemed very competent, but he had left the building for a few minutes at the start of the jacking procedure. Before leaving he had put three experienced men on the job. Hmmm! Where were the other four people needed to properly perform the task when the mishap occurred?

The right jack man, Sgt Catt, said they read the T.O. before starting the jacking. Everything was progressing normally when the aircraft began to rock. The wheel broke off the jack and, WHAM, it was all over.

The left jack man, A1C Lake, and the nose man, MSgt Mills, told the same story. There had to be something that was overlooked.

Now, for an inspection of the jack. The metal wheels which had been installed by the manufacturer had been replaced by rubber locking wheels with brakes to prevent them from rolling. Each of the legs had suspicious marks like something had been striking against them. The GSM looked at everything, talked to everyone, and decided to head back to the office. It was getting dark and the office was closed. Well, it would keep until tomorrow.

It was 0630 the next morning when the ground safety manager

got to the office. Sitting down at his desk with a cup of coffee in hand, he began to analyze the available facts. He continued to feel that something was being overlooked. At about 0800 he left the office, thinking a walk down the line might help clear his head.

As he reached hangar 101, his attention was drawn immediately to the operation in progress, the jacking of an aircraft. Suddenly, he heard a loud thump, thump, thump. He couldn't believe his eyes. The right wing man had a chock in hand, striking the leg of the jack. That was it! That was the missing link. After contacting the supervisor and terminating the unsafe act he had just observed, he hurried back to the office to finish the report.

The final report findings were:

1. Failure to comply with tech data during jacking operations. (Using chocks to align and seat jacks by hitting jack legs.)
2. Metal non-locking wheels were changed to rubber locking wheels which, under weight stress during jacking operations, would make alignment of jack legs with the air-

craft centerline extremely difficult.

3. Four people were missing from the jacking operation. Requirements are two on each wing, two on the tail, and one at the nose for aircraft alignment.

So, who did it? Who was responsible for this mishap? You decide.

The supervisor? Why did he leave? Why didn't he ensure there were enough people to do the job correctly?

The personnel who knocked the wing jacks in place with chocks?

The AGE maintenance people – for changing out the wheels on the jacks?

The manufacturer – for not designing jacks with locking wheels?

Well, it was Friday and we were all back in the office. The jacks were in for repair, and everyone knew what would happen if they slapped another jack around with a chock. We could finally breathe a sigh of relief and catch up on some in-house training.

Then, the weather started to turn bad. The secretary slipped the GSM a note, "winds gusting to 50 knots." OK, everyone back to the line. ➤



TAC GROUND SAFETY AWARD OF THE QUARTER



MSgt James W. Hodge
325 AGS, 325 TTW
Tyndall AFB, FL

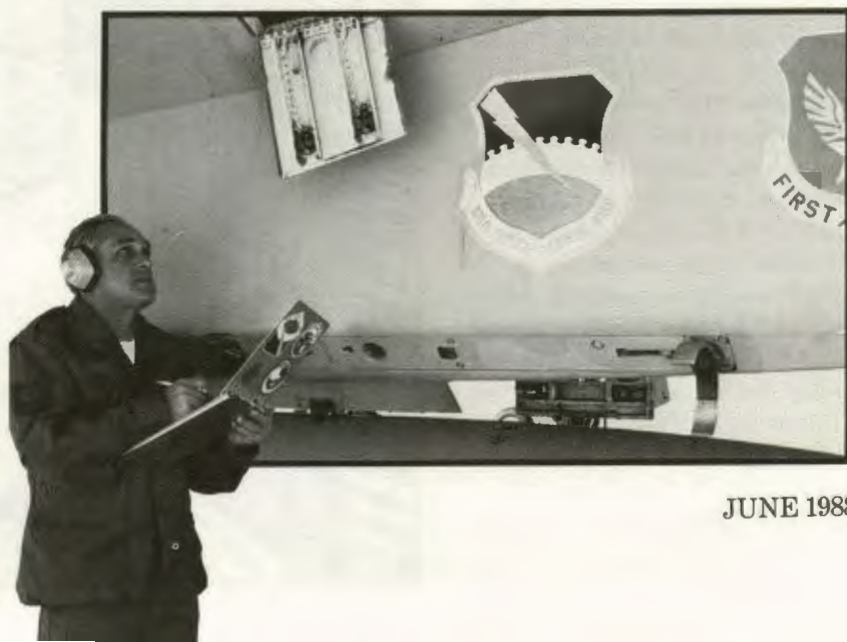
MSgt James W. Hodge's dedication and ingenuity in developing a sound ground safety program for the 325th Aircraft Generation Squadron have resulted in an increased level of safety consciousness within his unit. Prior to his assignment as safety NCO, the squadron had experienced an adverse trend of over eight reportable mishaps per month. Within four months, he had identified the most likely high-risk groups within the unit and focused his safety education efforts on them. As a result, the mishap rate average has fallen to less than four per month and con-

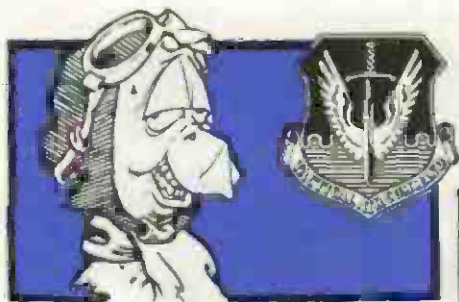
tinues to drop.

To promote his unit's safety program, MSgt Hodge publishes a safety flash bulletin featuring "Hap Hazard," a fictional character designed to help illustrate potential personnel injuries and equipment damage. This initiative has proved very successful. To promote the "We Care About You" safety program, he has written several articles for the squadron's biweekly newsletter and put together a safety awareness display depicting flight line

safety hazards for the Air Defense Weapons Center's 1987 Safety Day. These efforts have successfully gotten the safety word out.

MSgt Hodge constantly roves the flight line area looking for problem areas. His efforts have consistently paid off with an annual unit inspection in which all areas were rated Excellent. MSgt Hodge's efforts in managing his professional ground safety program have earned him the TAC Ground Safety Award of the Quarter.





TAC TALLY

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

• (SUCCESSFUL/UNSUCCESSFUL)

Total			TAC			ANG			AFR		
APR	THRU	APR	APR	THRU	APR	APR	THRU	APR	APR	THRU	APR
	FY 88	FY 87		FY 88	FY 87		FY 88	FY 87		FY 88	FY 87
2	18	22	1	12	14	1	4	6	0	2	2
0	10	16	0	7	12	0	2	3	0	1	1
4/0	12/0	19/1	2/0	8/0	11/1	2/0	4/0	7/0	0/0	0/0	1/0
0/0	0/3	0/1	0/0	0/2	0/0	0/0	0/1	0/0	0/0	0/0	0/1

TAC'S TOP 5 thru APR 1988

1st AF		9th AF		12th AF	
CLASS A MISHAP-FREE MONTHS		CLASS A MISHAP-FREE MONTHS		CLASS A MISHAP-FREE MONTHS	
92	318 FIS	62	33 TFW	38	58 TTW
39	325 TTW	35	507 TAIRCW	31	35 TTW
27	57 FIS	26	31 TFW	25	474 TFW
6	48 FIS	21	354 TFW	23	388 TFW
		15	23 TFW	21	602 TAIRCW

ANG		AFR		DRUs	
CLASS A MISHAP-FREE MONTHS		CLASS A MISHAP-FREE MONTHS		CLASS A MISHAP-FREE MONTHS	
209	110 TASG	92	482 TFW	139	28 AD
184	138 TFG	82	924 TFG	9	USAFTAWC
166	177 FIG	70	906 TFG	1	USAFTFWC
161	114 TFG	44	507 TFG		
147	180 TFG	31	917 TFW		

CLASS A MISHAP COMPARISON RATE

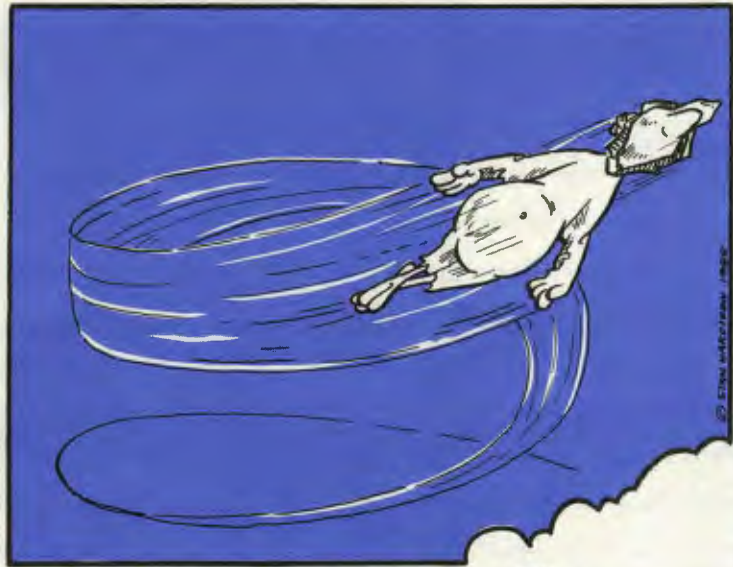
(CUMMULATIVE RATE BASED ON ACCIDENTS PER 100,000 HOURS FLYING TIME)

TAC	FY 88	6.4	3.4	3.0	2.7	2.6	3.3	3.1					
	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	0.9	2.4	2.6					
	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	10.6	7.7	6.0	9.6	8.0	6.9					
	FY 87	21.8	11.7	8.5	12.6	10.2	8.3	3.0	12.2	10.8	9.6	8.5	7.8
Total	FY 88	4.3	2.9	2.4	2.2	2.5	3.2	3.1					
	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

MAN ALIVE! WHATTA DAY TO
BE UP HERE AMONG TH'
CLOUDS.



TIME
TO GET TH'OLD
KINKS OUT.



WHAT'S GOIN' ON HERE ?



HARDIEON



GRAT!

WELL, ROB, LOOKS
LIKE HE GOT TH'
KINKS OUT.

YEAH AND HE WUZ
LOOKIN' DERN GOOD
'TIL HE WENT INTO
G LOC.

