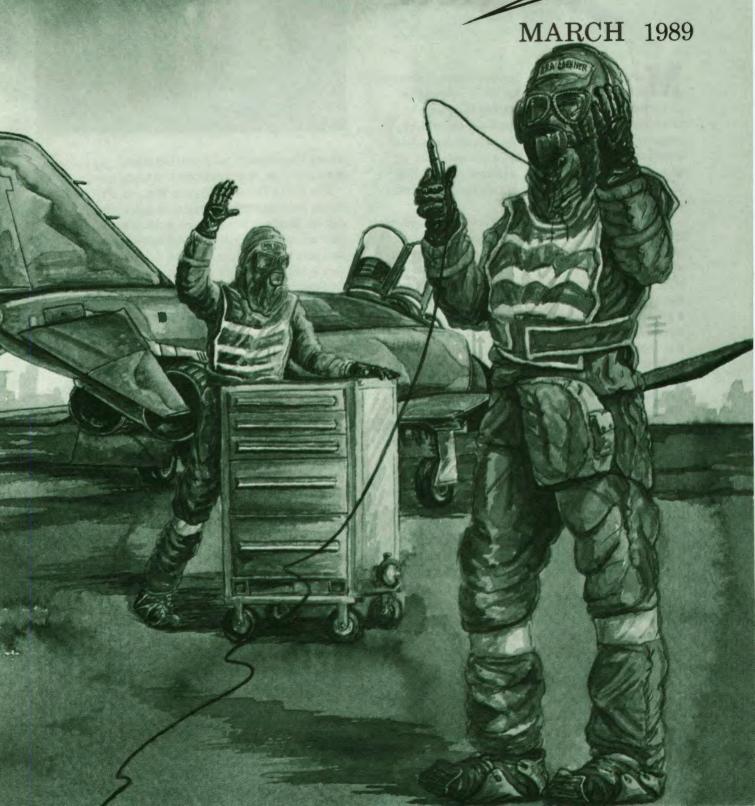
TAC ATTACK



ANGLE OF ATTACK

March is here. You've made it through the two worst months of winter. We'll have some nicer weather now as the first day of spring arrives, but don't let the increased sunshine and warmer temperatures lull you into an attitude of complacency. March 1988 was a disaster. Let me share some facts about the mishaps we had last year so we can prevent similar things from occurring this month.

In the flight area, one mishap occurred when an instructor pilot was holding at low altitude and failed to clear his flight path while his attention was inside the cockpit. The result was a fatal collision with the ground. Did he have his priorities in the wrong order? Another mishap happened when a pilot experienced a fire during takeoff. He had taken off with a centerline fuel tank that he knew was leaking. An explosion, fire and loss of thrust on both engines occurred, and the pilot delayed his ejection until he was out of the envelope. Did he have his priorities in the wrong order? Yes, obviously!

In the ground area, we had a private motor vehicle mishap which resulted in the death of one of our TAC people. The young man was extremely tired and fell asleep at the wheel of his automobile. His auto ran off the road into the rear of a parked logging truck, and he was fatally injured. This airman knew he was too tired to be driving and he wasn't wearing his seatbelt. Where had he put his priorities?

In the weapons area, we had three mishaps: an AIM-9 missile's canard was bent beyond limits, a rocket motor was dropped while being loaded onto a trailer, and an AGM-65 outer radome popped off during handling. You can bet somebody's priorities weren't in the right place when each of those mishaps occurred.

Where are your priorities? That's an important question that you need to keep on the edge of your thinking at all times. It's just like complacency. If you're not consciously aware of what your priorities are, they've probably slipped a bit out of



where they should be. Knowing where your priorities are is an important part of being aware.

The 388th Tactical Fighter Wing at Hill AFB, Utah, held an outstanding unit safety awareness day on January 3rd. I know most of you conducted similar special emphasis days to wrap up the holidays and to begin the new year, but I want to share one example of a thoroughly thought-out and executed plan that worked well. The wing commander opened by briefing all aircrews on his safety philosophy, past command-controlled mishaps and the next six-months schedule. The flying squadrons' sessions included situational emergency procedure training, a review of the sixmonth plan, discussions on various topics of interest and a briefing in the afternoon by the F-16 system program managers on TAC's top ten System Safety Group items and engine afterburner blowout improvement TCTOs. In maintenance, the wing commander met with all dedicated crew chiefs, discussions were held on a variety of topics and several areas of daily maintenance operations reviewed. The Safety Day participants were encouraged to bring up problems and concerns throughout the day's events. I commend the 388 TFW for a job well done.

One of the valued members of the TAC Safety staff, SSgt Steven Schultz, is going PCS soon. I want to wish him good luck and Godspeed. May his next organization find him as valuable as we have. Thanks for all your hard work.

Have a pleasant St. Patrick's Day, pardner.

Jack Gawelko Ack GAWELKO, Colonel, USAF Chief of Safety

TAC ATTACK

DEPARTMENT OF THE AIR FORCE



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TACSP 127-1

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Contributions are encouraged, as are comments and criticism. We reserve the right to edit all manuscripts for readability and good taste. Write the Editor, *TAC Attack*, HQ TAC/SEP, Langley AFB, VA 23665-5563; or call AUTOVON 574-3658.

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THE TACTICAL SAFETY SIGHT

SAFETY AIM POINT: Mission accomplishment in the safest manner possible, to conserve men and machines in order to accomplish our mission again tomorrow.

Major Ray "Bear" Thomas 602 TAIRCW/SE Davis-Monthan AFB AZ

he cause of a recent Class A mishap would have been labeled "pilot error" in the not so distant past or gone down simply as "channelized attention," "habit pattern interference," "stress," or "training." Now, instead of causes, those are areas for further investigation. This mishap report is an example of the Tactical Safety Sight in action-"Was this pilot prepared for successful mission accomplishment in what we had tasked him to do?" His "pipper" was locked onto successful mission accomplishment. The Tactical Safety Sight

takes its inputs from the pilot himself and how he handles the aircraft. It also takes inputs from the environment in which the flight takes place. It combines and calculates these inputs and provides a goal-oriented focal point.

The TAC Standard pilot is ob-

No mission is ever completely standard or routine.



viously goal-oriented, but how well he has prepared himself for success in reaching that goal varies on a daily basis. No mission is ever completely standard or routine. So-called "plain vanilla" missions have bitten guys before. Complacency is one name for it. The "environment" in which a flight takes place includes areas like the quantity and quality of training (RTU and squadron), the rules and regulations, even into command guidance (verbal and nonverbal). Each time an aircrew goes out to fly, all these past and present inputs are combined to determine how successfully/safely the mission gets accomplished.

Each pilot and the supervisor at each level of responsibility must effectively use his part of the Tactical Safety Sight by askA pilot who would commit to a combat situation while disregarding the threat intelligence is not prepared for success.

ing, "Have I done all I can to prepare this pilot for success on this mission?" It's obviously not reasonable to send a guy out with BDU-33s against a real world target or against a Foxhound with only 20mm target practice rounds. There's not much chance for success on either one! A pilot who would commit to a combat situation while disregarding the threat intelligence is not prepared for suc-

cess. It's true that we could always be better prepared. Yet, is there a pilot who, at one time or another, has not made an inflight wish that he had gotten more info, briefed more clearly, or looked up the numbers one more time, etc? What supervisor hasn't thought later of some tidbit of wisdom missed after the crew has already stepped to their aircraft? We can't cover every second of flight time, but what we can do is prepare for success as thoroughly as possible and use our professional judgment on the rest. Hopefully, each time you can answer "Yes, I have done as much as I can to prepare for success." That will almost always mean that you have improved the safety of that mission as well. After all, doesn't something like threat avoidance

TACTICAL SAFETY SIGHT

As you approach the battle line, the practical application of "risk management" is clear and simple.

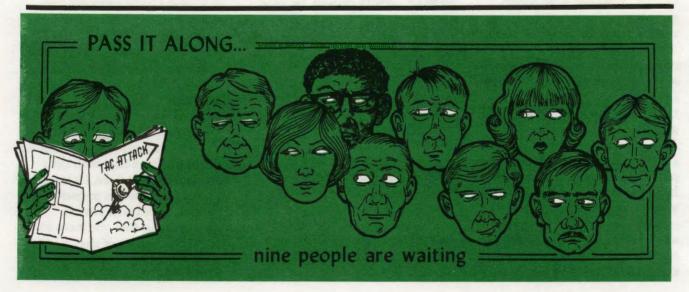
also mean flying safer? It's "almost" because we cannot always avoid threats to our assigned task, however. . .

Here's another old phrase, "risk management." It's a simple concept: identify the risk/threat, then avoid/neutralize/defend against/minimize its effect on your mission. As you approach the battle line, the practical application of "risk management" is clear and simple. Success means vou survive. Approaching a daily flight briefing, the practical application of this concept may seem less clear and simple, yet success still means you survive. Each year we lose more men and machines to noncombat causes than to enemy firepower; it's always been that way. Where, then, is our real threat? Successfully training for combat means you have to survive the training. That means every pilot must be

prepared for success on every mission. Supervisors must provide every pilot with what's necessary for a successful mission even if it means adjusting mission goals to meet today's capabilities. Where is the pipper placement for daily ops? Is the Tactical Safety Sight on, or are we just hoping that "the Force" will be with us? Unfortunately, like the proverbial bridge builder, the hundreds prepared well don't necessarily bring you fame, but one poorly built will certainly make you infamous.

When an aircrew is sent out to accomplish a task, it is the responsibility of everyone involved to have prepared that individual to successfully accomplish that task. Doing it successfully is synonymous with doing it safely.

The bottom line? Mission accomplishment—yesterday, to-day, and tomorrow.





AIRCREW OF DISTINCTION

apt Curtis L. Cook was leading a two-ship of F-16s back to base after a normal surface attack tactical training mission. Flying in close formation, both aircraft entered instrument meteorological conditions (IMC) and, approximately 20 miles from the airfield, were simultaneously struck by lightning. The wingman's aircraft was rendered uncontrollable, forcing him to eject moments after the strike. Capt Cook's aircraft was severely damaged due to the explosion of both external fuel tanks, damaging the left wing, the left side of the fuselage and the tail section. In addition, the lightning damage failed several primary flight and navigation instruments, including the airspeed, attitude, heading indicators and the heads-up display. As a result, Capt Cook found himself flying in the clouds with significant structural damage to his aircraft and only a standby attitude indicator and altimeter for instrument references.

Despite his dangerous situation, Capt Cook maintained aircraft control, informing the arrival controller of his emergency and the fact that his wingman had ejected. He skillfully descended until he was below the clouds and could use visual references to maintain attitude control. He also coordinated for another aircraft to join with him and, using airspeed references

from the chase aircraft, performed a controllability check to determine if he could safely land his F-16. Flying at higher than normal airspeeds because of the damaged left wing, Capt Cook maneuvered his aircraft to a safe landing, avoiding any further damage.

Capt Cook's quick and accurate position call regarding the bailout position of his wingman allowed the rapid and successful recovery of the other pilot. The professional skill and airmanship displayed by Capt Cook prevented the loss of a valuable combat aircraft and earned him the TAC Aircrew of Distinction Award.



Capt Curtis L. Cook 34 TFS, 388 TFW Hill AFB, UT



INTERESTING ITEMS, MISHAPS WITH MORALS, FOR THE TAC AIRCREWMAN

ZZZZap

A flight of F-4s completed a routine intercept sortie and split up for single-ship recoveries. One of the aircraft was flying in light rain when it was struck by lightning. The strike entered at the pitot tube, knocking out all AC power before it exited at the tail and creating havoc with the generator. Other aircraft damage resulting from the strike included the radar and a small portion of the tail section that was knocked off. The weather briefing for that day's sortie had called for a chance of thunderstorms in the area, but the crew hadn't flown near any visible thunderstorm activity.

On another occasion a flight of F-15s attempted to find workable airspace for ACM with the weather layered from 1,000 to 31,000 feet. The flight lead

saw a possible break in the weather below him and put his wingmen in radar trail position for the descent. Passing 25,000 feet, the flight encountered heavier clouds and light precipitation. Shortly after that, the number two man noted a bright flash outside his aircraft. He immediately began a climb to get on top of the weather and a 180-degree turn to stay in the airspace. During a second 180-degree turn, the pilot saw another bright flash near his aircraft. Following a damage check, he made a safe recovery at home base.

We all know to give thunderstorms plenty of room. But, it's not only in or near thunderstorms that we can get into trouble. Thick cirrus clouds from decaying thunderstorms can be one of the most likely places for a lightning strike to occur. When thunderstorm activity is in the forecast, reduce the chances of lightning strike or electrostatic discharge by avoiding the thicker regions of cirrus cloud decks that were once associated with thunderstorms. Even though you may not see obvious vertical thunderstorm development or visible lightning, the possibility of being zapped is still there.



Unsafed

A n F-16 pilot was engaged in a dissimilar air combat sortie with two F-15s when he called "knock it off" due to an in-flight emergency and terminated the mission. As the pilot returned to base, he failed to initiate an armament safety check, leaving the chaff/flare panel armed and the flares switch set on Single. En route, the wingman

saw a flare drop from the emergency aircraft, but didn't inform the other pilot of that fact until maintenance debrief.

After landing, the F-16 pilot taxied to the dearm area where his aircraft was marshalled into position and the weapons crew began to dearm it. As one weapons crew member attempted to install the chaff/flare safety pin, four flares ejected onto the ramp and ignited. Upon seeing black smoke coming from the rear of his aircraft, the pilot shut his aircraft down and safely ground egressed. For-

tunately, no one was hurt by the ignited flares.

Don't allow the "heat of the moment" during an in-flight or ground emergency to lure you into a trap of skipping over or ignoring the basics. Getting your aircraft safely back on the ground with systems still armed may only be creating another potentially hazardous situation. But, if you have allowed the pressure of events to overtake you, take a few minutes to evaluate your situation and the status of your aircraft before allowing ground personnel to approach or begin working on it.

TAC FLIGHT SAFETY AWARD OF THE QUARTER

aj Robert W. Hughes, flight safety officer for the 57th Fighter Interceptor Squadron, has established an outstanding "results oriented" mishap prevention program with the statistics to prove its effectiveness. The unit has earned a zero Class A/B mishap rate for 1987 and 1988, with the lowest Class C rate in recent history. During its TAC operational readiness inspection, the squadron earned an Excellent rating with the successful completion of 92 sorties, 45 integrated combat turnarounds, and over 300 weapons loading operations, all mishap-free.

Maj Hughes has always emphasized the importance of thorough planning and pursuit of excellence in flight operations away from home station as well as at Keflavik. His efforts as project officer for the initial combat deployment to RAF Alconbury, England, set the standard for safe flight operations and mission accomplishment during five subsequent combat deployments.

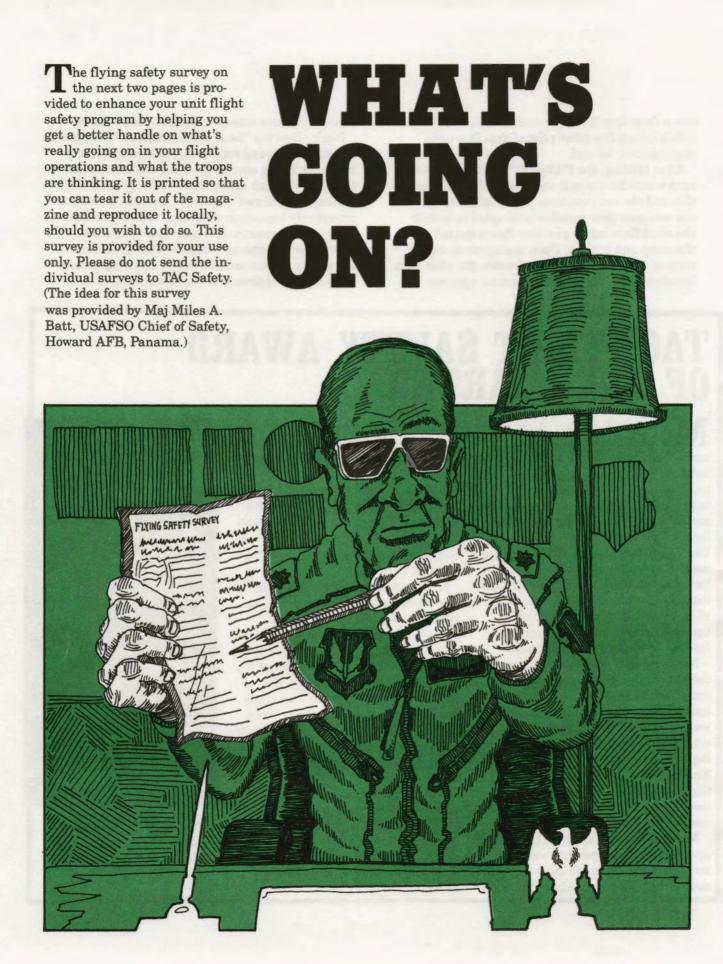
Maj Hughes' coordination efforts on several major unit projects were instrumental in ensuring their timely completion. He reworked and submitted for final approval a large-scale taxiway and runway striping plan that greatly enhanced safe aircraft ground operations for unit pilots. He also worked on snow removal priorities with host base personnel to ensure mission effectiveness and safe operations during the demanding weather conditions routinely experienced in Iceland.

In a continuous effort to get vital information out to as many people as possible, Maj Hughes regularly published articles for the squadron standardization newsletter, one of which was an extensive review of the Joint Oil Analysis Program. His ground and weapons trend analysis program was rated one of the "best seen to date" by the Air Forces Iceland commander and has proved very helpful in pinpointing potential future mishaps.

Maj Hughes' dedication to unit flight safety has been recognized by his program receiving an Excellent rating during the First Air Force staff assistance visit, and his efforts have earned him the TAC Flight Safety Award of the Quarter.



Maj Robert W. Hughes 57 FIS/SEF Keflavik NAS, Iceland



FLYING SAFETY SURVEY	6. Are there any unnecessary risks or hazards you feel you are forced to take in your daily flying?
Please complete this survey and return it to	loci you allo lolloca to take in your acting in ying.
by	
Place additional comments on any flight safety related topics on the back of this form. This is an anonymous survey. Do not put your name on it.	
Results will be compiled by	
**************	7. Do you know of pilots who purposely take risks and what are those risks?
1. How high do you think the potential is for a flight mishap in your unit?	and what are those risks:
Low Medium High	
2. When and where will it most likely happen?	
THE CONTRACTOR OF THE CONTRACT	8. Do you feel you have the support of the squadron/wing leadership?
3. How could it be prevented?	
	9. Do you think we do anything that is "dumb"?
4. Have you or other pilots broken crew rest?	
Myself Others Why?	10. Is there anything wrong in the SOF program, IFE responses or ATC services?
5. What do you think is the attitude of the squadron (your peers and supervisors) when someone says they just don't feel like flying one day?	

11. Do you feel pressured to fly when you're feeling DNIF?	14. Are you sufficiently trained to do all that is asked of you?
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	or collegenced above the
while out the oping of watering in which any of 3.7. But well our radia has	a mil at letting top odd drieft and ob digit . It
	PARTS CONTRACTOR
	15. What is the greatest in-flight hazard to your operation?
12. Do you have confidence in the maintenance program?	
	Themselve to block with
	16. Is there anything else we should do to enhance our flight safety program?
3. Are there any hazards on the airfield?	
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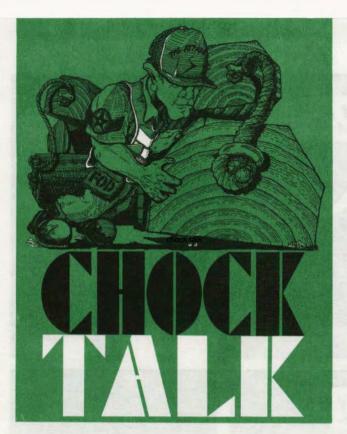












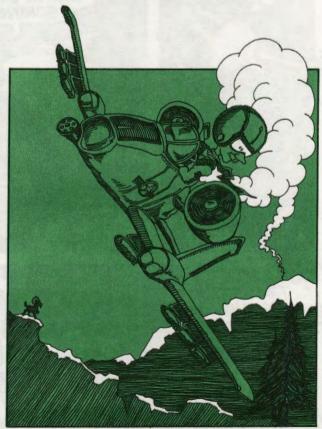
Incidents and Incidentals with a Maintenance Slant

For want of a twist

As a result, a simulated single-engine approach was necessary to get the aircraft safely back on the ground.

This incident was a result of improper maintenance practices that caused an in-flight emergency and FOD damage to over 45 blades in the right engine. During maintenance, 10 sorties prior to this mishap, personnel failed to properly torque the latch tab bolts on the outboard inner cowl door to replace one of the nutplates that had lost its self-locking feature.

After the incident, the bolts that secure the two latch tabs were loose and one was missing. With the tabs improperly fastened, engine airflow was able to release the latches and airloads then twisted the cowl door which lodged against the starter control valve.



No matter how minor or mundane maintenance tasks may seem, they are all important. Failure to complete what probably seemed like a minor task in this incident resulted in significant damage and almost forced an engine shutdown.

14

You put it where?

The engine shop test cell crew had run an engine and found that a bad generator needed to be fixed. In order to do the work, the intake screen was removed and placed within two feet of the engine. The engine mechanic then removed a % locknut and washer from the generator and set the hardware on the intake screen. The man was observed doing this by the assistant foreman. Since it was near the end of the work day, the job was terminated in order to clean up the work area.

The next morning a different test cell crew was instructed by the assistant foreman to remove the first engine and install another one with a higher priority. The second engine was installed in the test cell with the hardware from the previous engine still sitting on the intake screen. The engine was started, but quickly terminated at forty percent as the misplaced engine hardware was ingested, causing foreign object damage.

This mishap could have been avoided if the supervisor had insisted that the crew follow their checklists and account for all hardware during the engine repair and replacement process.

Keep an eye on your fingers

One of our crew chiefs recently lost a portion of one finger while participating in an integrated combat turnaround. Shell casings from an M61A1 nose gun had accumulated in a trough leading from the nose gun to the ammunition trailer. When he reached forward, his left middle finger contacted one of the nose gun gear mechanisms, severing the tip of his middle finger. Unfortunately, another avoidable loss of a finger.

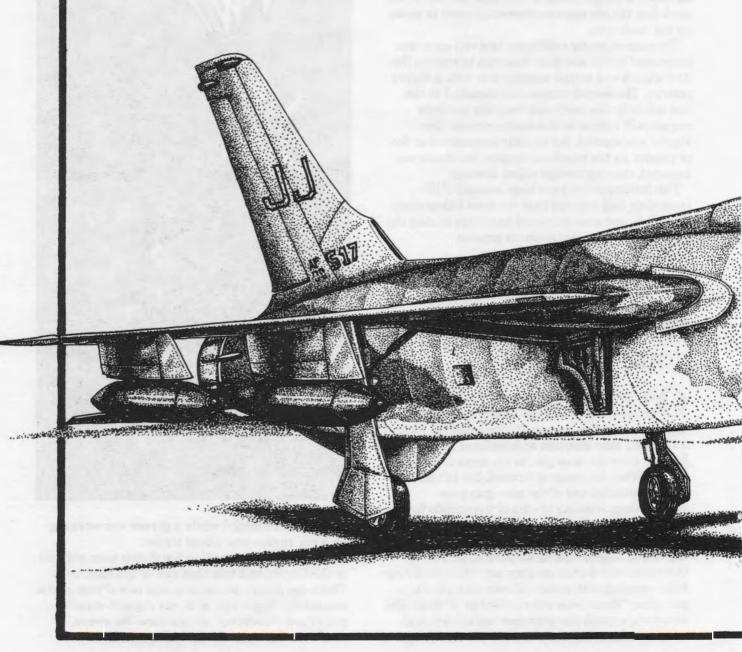
TAC had a total of nine mishaps last year involving loss of fingers among its personnel. Two of them occurred during on-duty activities involving folks working with a snow blower and a bowling pin setter. There were seven mishaps off-duty: five occurring around the improper use of electrical woodworking tools, and one each where a finger

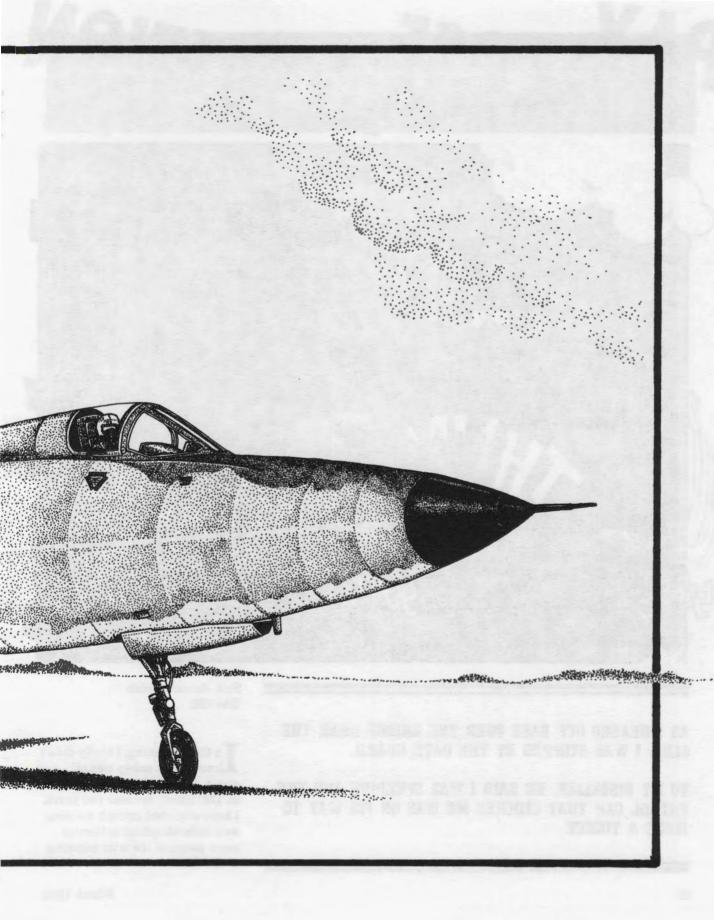


was lost or damaged while a person was working on a car engine and a boat trailer.

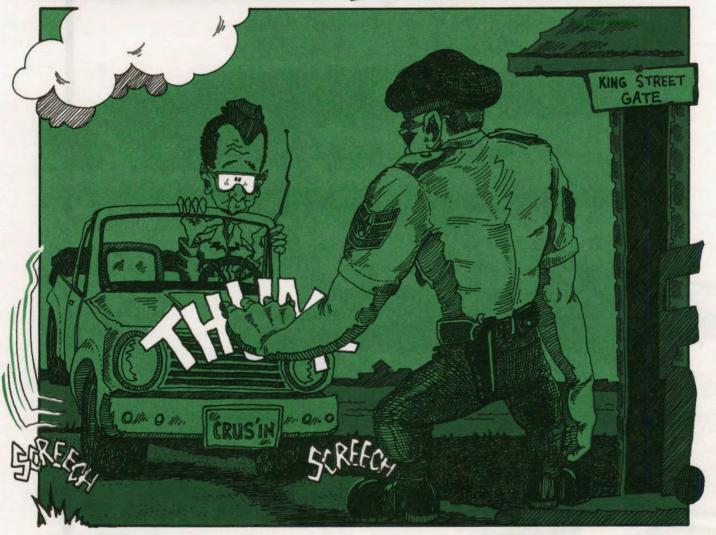
Set a goal for yourself to finish this year with all of the fingers and toes that you've got right now. There are plenty of places to lose one of your digits around the flight line or in our support areas if you're not "heads up" all the time. Be aware, that's the key to avoiding such mishaps.

F-105 THUNDERCHIEF





PAYCLOSE ATTENTION

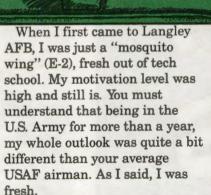


AS I HEADED OFF BASE OVER THE BRIDGE NEAR THE CLUB, I WAS STOPPED BY THE GATE GUARD.

TO MY DISBELIEF, HE SAID I WAS SPEEDING AND THE PATROL CAR THAT CLOCKED ME WAS ON ITS WAY TO ISSUE A TICKET.

SrA Jerome Irish TAC/SE

In the beginning, I really didn't know what safety was all about. But now that I've worked in TAC Safety for over two years, I have absorbed enough training and understanding to become more aware of the true meaning of SAFETY!



I didn't really understand safety until I got my first speeding ticket. I was cruising along a street on base, looking for the Officer's Club where I was to attend an official function. As I headed off base over the bridge near the club, I was stopped by the gate guard. To my disbelief, he said I was speeding and the patrol car that clocked me was on its way to issue a ticket. At that point I told the security policeman at the gate that I was only doing 30 miles per hour or so.

He said, "You must be new to this base."

I responded, "Yes."

The patrol car pulled up behind me and another security police person came to the car and asked me, "Do you know how fast you were going?"

I told her about 30 or 35 mph. She responded by asking if I knew the speed limit on base. "Yes," I said, "it's 25 mph, unless otherwise posted."

Then she asked if I knew the speed limit on the bridge. "Yes, 35 mph like the LaSalle Gate." In response, she said that perhaps I was not paying attention to the signs that were posted as I started on the bridge.



SHE HAD NO REMORSE FOR ME, FOR WHAT I WAS DOING OR EVEN WHY I DID IT.

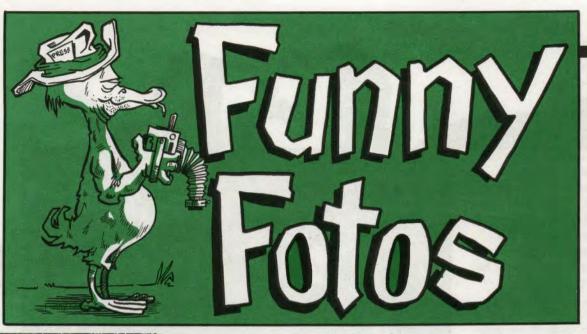
AT THAT POINT SHE HANDED ME A CITATION.

I ASKED IF SHE
UNDERSTOOD MY POINT,
BUT SHE SAID THAT
THERE IS NO ROOM FOR
UNAWARENESS OF
POSTED SIGNS.

I answered, "No," and tried to explain that I had never been to the Officer's Club, I was going to an official function there that night, and I wanted to make sure I knew where it was so I would be on time.

She had no remorse for me, for what I was doing or even why I did it. At that point she handed me a citation. I asked if she understood my point, but she said that there is no room for unawareness of posted signs. She thought for a moment, and asked, "What if a child had been crossing the street and you struck it because you were not paying attention? I know that's a little bit extreme, but it could happen. That's why I'm giving you this citation."

When I thought about it, she was right. I was wrong for not paying attention. The moral of this story—no matter what, you and I should always pay attention to what we're doing. In my case, it was a minor traffic violation, but I've heard of more severe results under the same circumstances. So, be aware of what's going on around you. For one thing, you can avoid the embarrassment of a ticket and maybe even something a lot worse.



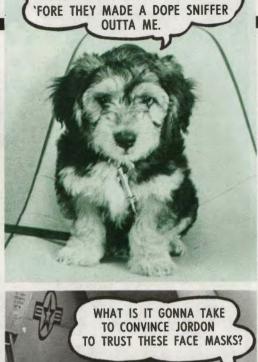












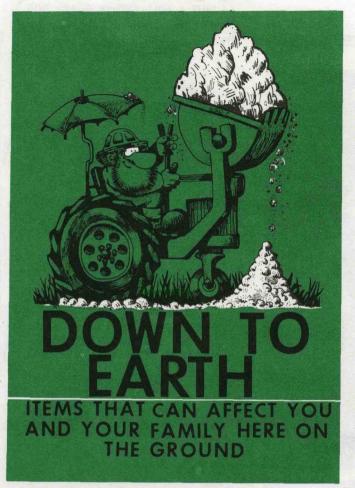
I WUZ A FULL GROWN GUARD DOG











Pneumatic tires

SSgt Clifford D. Tebbe 366 TFW Mountain Home AFB, Idaho

The pneumatic tire has been around for over six decades, and with it many legends about what to do and what not to do with them. Like most legends, those about tires are usually not true.

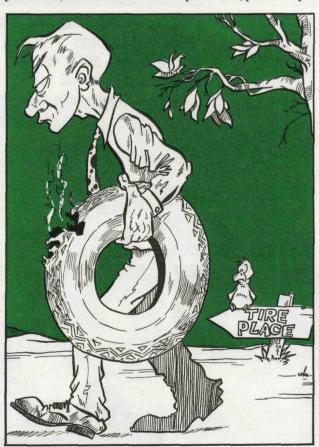
In the forefront of the untrue legends is the one that says to let air out of hot tires, if the pressure stated on the tire's sidewall is exceeded. However, the pressure on the sidewall is a maximum cold inflation pressure, not the maximum operating pressure.

Do you know what happens to an underinflated tire as you go rolling happily down the road? First of all, it starts to get hotter because it must work harder than the other three tires; it has to flex many more times during each turn of the wheel. After a few miles it's beginning to get hot and the cords inside the tire age more rapidly, becoming weaker. You have a very

"tired" tire on your hands and, eventually, it's stressed beyond endurance – BANG!! Another blowout and possibly an accident.

In addition to the above, with low air pressure, rolling resistance increases and gas mileage decreases. The ride becomes soft and mushy, and controlling the vehicle becomes harder. As the vehicle bounces up and down, the center of gravity constantly changes; thus, handling and emergency maneuvers become much less precise. Did you know that insufficient air pressure also lowers the speed at which a tire will hydroplane in the rain or in wet driving conditions?

Okay, now that you know some true facts about your tires, what should you do? First, it is recommended that you check the air pressure in your tires at least monthly and prior to any long trips. It is a good idea to use your own tire gauge since those at filling stations are, as a general rule, inaccurate due to exposure and abuse. You might say to yourself, my tires don't leak, and that may well be true. However, during cold weather, variations in temperature affect tire pressure by about one pound per 10-degrees Fahrenheit. For example, 32 pounds per square inch at 85 degrees will be 27 PSI at 35 degrees. For this reason, tires should be checked and adjusted as the weather changes; but, remember, when you check the air pressure in your tires, check them when they are cold, preferably



before driving, or after driving less than a mile.

To find out what the PSI requirement for your car tires is, check your owner's manual. It is also embossed on the sidewall of your tires.

In addition to checking air pressure, ensure that the valve stem is in good condition and that there is a valve stem cap. (Though the valve stem is a seal, it is

the primary seal, and the valve stem cap is the secondary seal.) Check your tire for unusual bulges, malformations and excessive wear spots which are all telltale signs that something is wrong. Check the tread depth and be sure it is sufficient. If you see any cords showing, get rid of the tire before it gets rid of you. Don't forget to check your spare, too.

TAC GROUND SAFETY AWARD OF THE QUARTER

Sgt Marvin O. Foster, a construction equipment operator in the 823d Civil Engineering Red Horse Squadron, has made an outstanding contribution to his unit's overall safety program while serving as alternate airfields shop and squadron safety monitor.

Sgt Foster developed vehicle operations safety procedures governing the proper use of 150 unit-assigned assets. He also presented classroom instruction on the unit's vehicles and briefed operators on safe procedures and use of protective equipment.

Sgt Foster's enforcement of safety standards has paid large dividends for the Airfields Section and the squadron as a whole. Audiovisual aids are now available for every weekly safety briefing due to his work with Modern Talking Pictures Productions, which provides the films to the government at no cost.

Sgt Foster's dedication and reliability have had a tremendous impact on the RED HORSE mishap prevention program and its outstanding mishap record. His commitment to safety and genuine concern for the wellbeing of his fellow workers have earned him the TAC Ground Safety Award of the Quarter.



SSgt Marvin O. Foster 823 CERHS Hurlburt Field, FL

-TAC OUTSTANDING ACHIEVEMENT-IN SAFETY AWARD



177th Fighter Interceptor Group, ANG Pleasantville, New Jersey

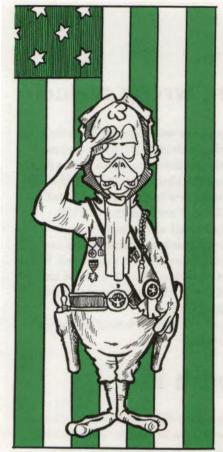
he 177th Fighter Interceptor Group (ANG), located at the Atlantic City International Airport, New Jersey, has distinguished itself by establishing an outstanding safety record over a period of several years. While flying the F-106 Delta Dart, and now the F-16 Fighting Falcon, the unit has sustained a record of 14 years without a single Class A flight mishap. Both before and during much of its recent conversion to the F-16, the unit maintained a superior safety record while it continued to stand active aircraft alert, participate in exercises, deploy to TDY bases, and carry out a full daily flying schedule. This was accomplished despite decreasing numbers of assigned F-106s and arriving F-16s, as well as many unit members being on extended TDYs for training.

This record of outstanding flight safety was achieved through a high degree of teamwork and cooperation between the operations, maintenance and support organizations of the group. For example, the operations standardization and evaluation section has developed challenging simulator and cockpit familiarization trainer profiles which fully task each pilot's abilities. The evaluations result in a high degree of pilot proficiency, reducing the probability of pilot error as evidenced by the low flying mishap rate. The stan-eval section was rated Excellent during its last inspection.

The close interaction between the Quality Assurance Section and the unit safety office has also resulted in potential problem areas being identified and eliminated before they are allowed to pose a threat. This is accomplished through the use of materiel deficiency reports (MDRs), safety education and meetings, and combined problem area investigations. Further, a very successful program developed jointly by the safety office and maintenance is the identification of FOD zones. Reported FOD is monitored by the FOD Committee and tracked by computer for trends to pinpoint areas needing corrective action.

The 177 FIG's ground safety program has been aggressively pursuing the President's fiveyear goal of a three percent per year reduction in injuries, resulting in the 177 FIG experiencing an average reduction of ten percent per year over the past five years. This was accomplished through active commander support, commanderdirected special safety emphasis days, cooperation between the unit safety office and safety personnel, and a positive, professional attitude toward an integrated safety policy throughout the unit. This demonstration of cooperation and excellence in unit operation was recognized when the 177 FIG received an overall Excellent rating, and its safety program rated Excellent during its most recent UEI.

Because of their concern for safety and professionalism in tactical fighter operations as demonstrated by their noteworthy sustained period of successful mission accomplishment, the men and women of the 177 FIG have earned for themselves the TAC Outstanding Achievement in Safety Award.



FLEAGLE SALUTES

F-4 pilot shut down his engines, Sgt Marple and his crew removed the aircraft from the runway, allowing the two tankers to land safely. The teamwork and professionalism demonstrated by Sgt Marple and his crash recovery team have earned them a Fleagle Salute.

Sgt Karl V. Hauser, Detachment 2, 507th Tactical Air Control Wing, Ft Stewart, GA, has maintained the highest standards for his unit's safety program. His efforts as ground safety NCO were instrumental in the unit's two-year mishap-free record and its receipt of an Excellent rating during a recent 507 TAIRCW safety inspection. He continually briefs new policies, programs, and items of interest during monthly safety meetings in an effort to increase safety awareness among unit personnel. He also strives to ensure safe operations during frequent unit deployments to the field. Sgt Hauser spearheaded the unit's participation in the Ninth Air Force Safety Day with a lecture and discussion program. His outstanding efforts toward safety have earned him a Fleagle Salute.

Amn Keith E. Stansbury and A1C Daniel S. Legg, 4 EMS, 4 TFW, Seymour Johnson AFB, NC, were starting an H-1 heater, a piece of aerospace ground equipment, inside the munitions storage area. Shortly after the engine started, Amn Legg noticed flames coming from inside the engine compartment, so he

shut off the engine and heating device. When the fire continued to burn, he instructed Amn Edward A. Gay, Jr., who was working on another job nearby, to get a fire extinguisher and Amn Stansbury to call the fire department. The fire was quickly extinguished and the heater removed from the munitions area. The attentiveness and teamwork demonstrated by Airmen Legg, Gay and Stansbury prevented the valuable ground support equipment from sustaining any fire damage and earned them a Fleagle Salute.

Sgt Lee D. Sheperd, Jr., 169 CAMS, 169 TFG, McEntire ANGB, SC, had just reported for duty when he was directed by his supervisor to take the shop vehicle to the maintenance area for refueling. He had completed the refueling and was preparing to leave the pumps, when he saw an unattended MB-4 aircraft tow tractor parked in the vehicle holding area. Its headlights were flashing from bright to dim, and he noticed smoke rising from the engine compartment. As the smoke continued to increase, Sgt Sheperd immediately notified vehicle maintenance personnel and then removed the battery cable and used a halon fire extinguisher to cool the smoldering wire harness.

Sgt Sheperd's awareness of his surroundings and his quick actions in preventing a potential fire saved a valuable ground vehicle and several others that were parked nearby. His prompt actions have earned him a Fleagle Salute.

Then an F-4 aircraft experienced brake failure on landing, the pilot completed the necessary procedures and successfully engaged the BAK-14 departure barrier. SSgt Michael R. Marple, 4 EMS, 4 TFW, Seymour Johnson AFB, NC, and his crash recovery crew (SSgt James E. Hawks, SSgt Paul A. King, Sgt Desmond J. Deville and Sgt Walter W. Wade) responded immediately to the ground emergency. Shortly after arriving at the disabled aircraft, the crash crew received word of a second and third airborne aircraft emergency-two KC-10 aircraft had declared emergency fuel and needed to land immediately. Sgt Marple executed a plan to manually extract the aircraft from the barrier in order to clear the active runway for the KC-10s. Three minutes after the



WEAPONS WORDS

Weapons Safety-ww MSgt Dallas E. Joyce 183 TFG (ANG) Springfield, IL

WEAPONS SAFETY

W-ise men load safely
E-ncouraging use of checklists and T.O.s
A-lert for the obvious
P-aying attention to what you do
O-nly doing the job the safe way
N-ever saying it can't happen to me
S-eeing the task is done right

S-uccess without injury
A-lert for potential mishaps
F-ixing the problem before someone is injured
E-nsure proper procedures
T-aking time to do it right
Y-ou are the best safety inspector

Wrong jet, wrong means

A weapons load crew was dispatched to do a jettison check on aircraft #215. The aircraft was not quite ready for them, so when it was finally available to have the checks performed, the expeditor took the load crew to the wrong aircraft. The aircraft they finally arrived at was #438, which was already loaded and armed.

During the jettison check procedures, the impulse cartridges on the centerline tank fired. Fortunately, the safety pin was installed at the time of the mishap and the tank was prevented from jettisoning onto the ramp.

Murphy's Law strikes again—wrong procedures and even the wrong jet!

Let me push it

A senior airman crew chief and his two airmen team members were tasked to move several cans of 30mm combat mix ammunition from a maintenance bay to an earth-covered igloo. The storage stack was near the door of the igloo with limited room to maneuver. Since the angle of approach and close quarters prevented placing the last two cans flush with the stack, the crew chief decided to push the cans into position with the forklift. While pushing the cans, the forklift tines punctured two separate holes in the side of one of the cans of ammunition.

The investigation of this mishap revealed that the SrA crew chief had recently transferred from the maintenance section to the storage section. He had started training on warehouse procedures on-



ly two days before the mishap and had not completed qualification training. Although the two airmen were qualified for the task, they were hardly in a position to be training their "supervisor."

Supervisors should never assume that there are "simple" tasks where explosives are involved. All personnel must receive the appropriate level of training prior to performing any task unsupervised. It is especially important if the person is being trained to become a supervisor. This mishap could have been prevented. Does your training program prevent mishaps?

Imbalanced load

A load of six MK23 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.

TAC WEAPONS SAFETY AWARD OF THE QUARTER

Sgt Bennie D. Koon has been a positive contributor to the overall success of the 4th Tactical Fighter Wing's weapons safety program. His concern for safety and his in-depth knowledge of unit weapon systems and munitions capabilities have played a key role in the unit's weapons mishap prevention record. This is an outstanding accomplishment, considering the large quantities of live explosives frequently loaded in support of the wing's numerous taskings.

As a weapons academics and integrated combat turnaround (ICT) instructor, Sgt Koon has continually demonstrated an enthusiastic approach toward updating the weapons and ICT academic program which has been noteworthy. Through his efforts, video recording equipment has been very effectively used to record ICTs, end-of-runway (EOR) procedures, and weapons-

related tasks, and significantly improved the overall academics and weapons safety programs.

Sgt Koon's dedication and careful attention to detail have enhanced the 4 TFW's ability to train for its wartime mission. As a member of the wing inspection team, he has been able to observe firsthand the end results of his instruction. He then utilizes those lessons to further improve his classroom efforts. His extensive knowledge of ICT procedures has been a significant factor in the excellent unit results received during higher headquarters inspections. Sgt Koon impresses upon every student that safety is an integral part of each task performed, no matter how large or small.

Sgt Koon is a professional performer who has contributed superbly to his wing's weapons safety program, earning him the TAC Weapons Safety Award of the Quarter.



TSgt Bennie D. Koon 4 AGS, 4 TFW Seymour Johnson AFB, NC



Sr A Michael Luckadoo 507 TAIRCW Shaw AFB, SC

It was a dark and chilly night. The time was about 4:00 A.M. as several people were riding home in a minivan. There was one person driving down the long, dark road under a moonless sky with the other four passengers fast asleep without a care in the world.

DON'T GAMBLE ON AN UNCERTAIN FUTURE.

WEAR YOUR SEATBELTS.

As the driver stared intently at the white dividing line in the center of the road, it slowly began to hypnotize him and before long he dozed off. The van began to swerve and suddenly became airborne as it went off the road. During its short flight, the van flipped sideways and all of the sleeping occupants were ejected. Four of them were fortunate, but one was crushed as the van finally came to rest.

Unfortunately, all of these people had one thing in common— NO SEATBELTS! When the passengers had gone to sleep,



they didn't know they would be involved in an automobile accident that night. Have you ever made that same mistake? Have you looked at the person in the left seat and thought, "He's a great driver. There's no need for me to worry. I don't have to wear my seatbelt." Don't gamble on an uncertain future. Wear your seatbelt. Sometime during your ride, it could turn out to be the best friend you've got.

With cold weather upon us, this is the time of year for this kind of mishap. If you get tired while driving, roll down the window to let some cool air in, or turn on the air conditioner.

Whatever you do, don't turn on the heater. When you get too comfortable, you'll fall asleep for sure. If all of these approaches fail, pull your car over, get out and take a walk. If your body's crying out for a nap, give in and take a short one until you're refreshed. After all, it is always better to arrive late than never to arrive at all.

GO 11/47 EXTRA INC: AND.

GET IT TOGETHER



TAC OUTSTANDING ACHIEVEMENT IN SAFETY AWARD

Sgt Charles E. Easley was directed to perform a onetime inspection on his unit's R-9 refuelers to ensure that power takeoff (PTO)/fuel pump support plates located underneath the 5.000 gallon JP-4 tank were not cracking. While the support plates can easily be observed from either side of the refueler. Sgt Easley took the inspection process a step further by gaining access to the piping that runs underneath the tank in order to look at the top of the PTO and JP-4 pump, an area that is extremely difficult to observe.

Although Sgt Easley did not find any units with cracked supports, he did discover a serious design flaw that held the potential for catastrophic consequences. He found that a bolt on top of the PTO was rubbing against a three-inch aluminum pipe that carries JP-4 fuel. In his inspection of eight refuelers, Sgt Easley found that four had bolts rubbing against the pipe, with one worn nearly halfway through. If the chafing problem had continued undetected, JP-4

fuel would have eventually leaked onto the PTO/fuel pump area with the possibility of a resulting fire and explosion.

Sgt Easley's willingness to take an extra step to ensure the integrity of his unit's support equipment prevented a serious mishap from occurring and earned him the TAC Outstanding Achievement in Safety Award.



TSgt Charles E. Easley 27 TFW/LGSF Cannon AFB, NM





TAC TALLY

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Total		
THRU		
FY 89	FY 88	
8	7	
2	4	
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0/0	0/1	
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* (SUCCESSFUL/UNSUCCESSFUL)

TAC'S TOP 5 thru JAN 1989

	1st AF
CLAS	S A MISHAP-FREE MONTHS
101	318 FIS
48	325 TTW
36	57 FIS
15	48 FIS

	9th AF
CLAS	SS A MISHAP-FREE MONTHS
71	33 TFW
44	507 TAIRCW
24	23 TFW
19	1 TFW
1.5	4 TFW

	12th AF
CLAS	s a Mishap-Free Months
40	35 TTW
34	474 TFW
26	37 TFW
22	49 TFW
16	24 COMPW

ANG			
CLAS	S A MISHAP-FREE MONTHS		
218	110 TASG		
193	138 TFG		
175	177 FIG		
170	114 TFG		
134	155 TRG		

	AFR
CLA:	SS A MISHAP-FREE MONTHS
101	482 TFW
91	924 TFG
79	906 TFG
53	507 TFG
30	917 TFW

	DRUs
CLAS	S A MISHAP-FREE MONTHS
18	USAFTAWC
10	USAFTFWC
4	28 AD

CLASS A MISHAP COMPARISON RATE

TAC	FY 89	1.7	2.7	2.4	2.7								
.VC	FY 88	6.4	3.4	3.0	2.7	2.6	3.3	3.0	3.1	3.3	3.2	3.0	3.4
ANIC	FY 89	0.0	0.0	1.5	2.2								
NING	FY 88	0.0	0.0	0.0	0.0	0.9	2.2	2.5	2.7	2.9	3.0	3.5	3.2
Ara	FY 89	0.0	0.0	0.0	0.0								
AFR	FY 88	0.0	10.6	7.7	5.9	9.5	7.9	6.7	5.8	7.5	6.8	6.0	5.5
Total	FY 89	1.2	1.8	2.0	2.4								
	FY 88	4.3	2.9	2.4	2.2	2.5	3.2	3.1	3.1	3.4	3.3	3.3	3.5
MON	ГН	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP

