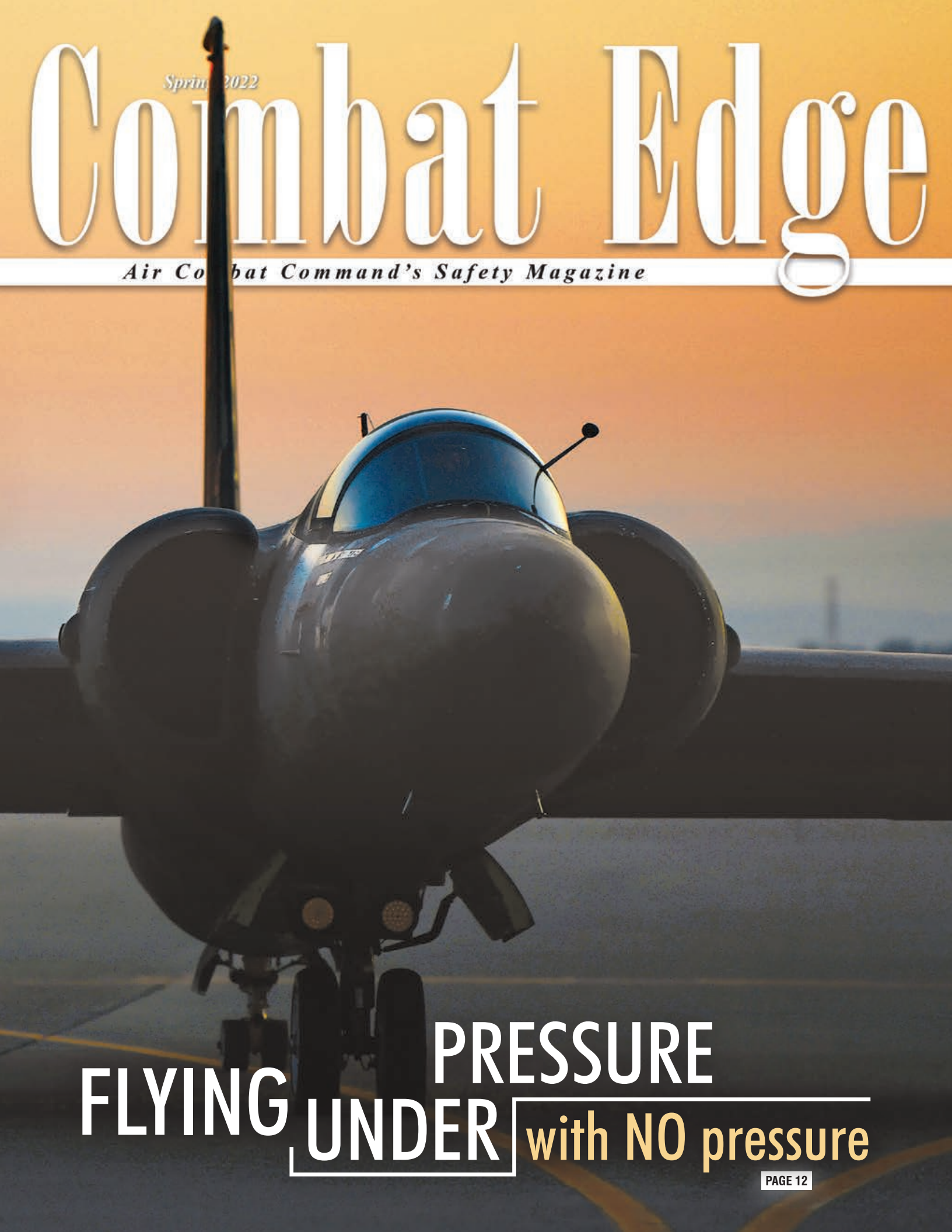
Spring 2022

Combat Edge

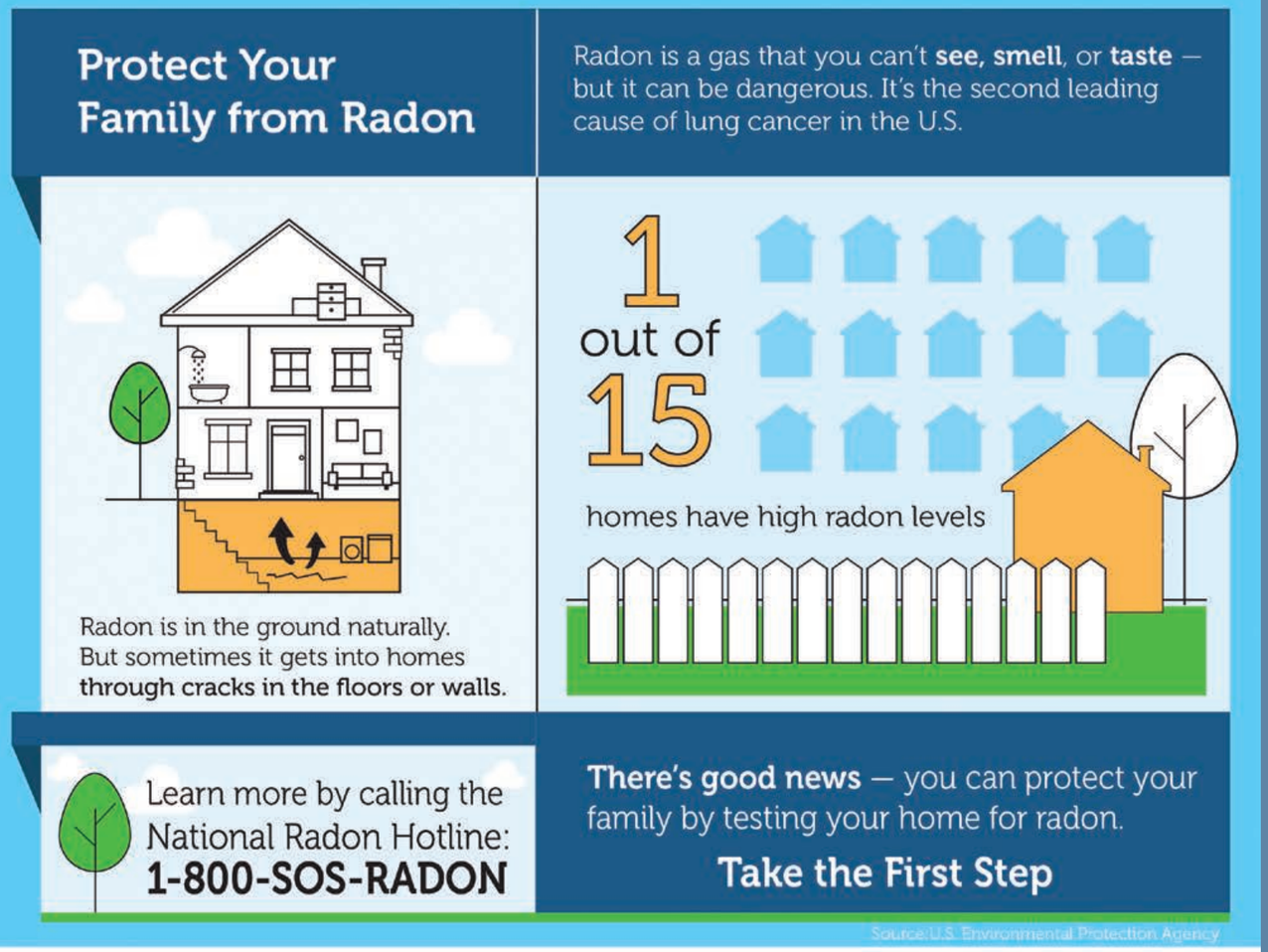
Air Combat Command's Safety Magazine



FLYING UNDER PRESSURE

with NO pressure

PAGE 12



Combat Edge

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COVER PHOTO BY AMN JULIANA LONDONO

ACCent

Positive Culture Cultivates Compliance

Col Anthony A. Kleiger
Director of Safety

Does your unit's culture cultivate compliance or non-compliance? Almost immediately you probably know what your answer is. If not, our discussion should help you find the answer.

When a mishap occurs within a unit—personnel death, personnel injury, aircraft mishap, equipment damage, etc.—an investigation typically examines the culture within the unit to determine if the unit's culture contributed to the event.

What is culture? The definition from Merriam-Webster states: "a way of thinking, behaving, or working that exists in a place or organization" and "the set of shared attitudes, values, goals, and practices that characterizes an institution or organization." For the Air Force, we view a unit's culture as vital to accomplishing its assigned mission successfully and how effective or efficient the unit is.

What is a positive culture? The unit and its leaders are focused not only on accomplishing the mission, but also on *how* they accomplish the mission. The unit's foundation is rooted in compliance of Technical Orders (T.O.s) and other guidance. Everyone works together as a team toward a common goal. Members help fellow teammates when required. Members strive for excellence because they believe what they do matters. Members are proud of themselves and proud of what the unit achieves. The unit may make errors, but they view errors as opportunities to grow and improve. The unit maturely acknowledges its limitations, and notifies leaders of those limitations.

What is a negative culture? The unit and its leaders may be focused only on results, no matter the cost or with little regard as to how they accomplish the mission. The members disregard the T.O., or only comply with what they agree with. The unit may condition members to ignore the "rules" if it gets the desired result, or if members perceive this is what leadership "wants." The members may be fighting for survival. Getting through the next shift, next week, or next month until they PCS or leadership changes. The unit may divide into "tribes" that clash with each other versus working together. This practice is high-risk and is not a sustainable path for the unit. This negative pattern may yield short-term success, as nothing bad has occurred … yet.

Why does it matter? From a safety perspective, units with positive cultures have fewer mishaps; however, units with negative cultures have set the conditions and are unknowingly *cultivating* a mishap in their future. From a leadership perspective, a unit with a positive culture is in a persistent state of growth. The unit builds on past successes and builds on lessons learned from errors. The unit grows and continues to get stronger. A negative culture is in persistent state of deterioration. How rapidly it deteriorates depends on how negative the culture is. Negative culture destroys morale, motivation, concern for fellow teammates, and concern for the mission.

Changing culture. As always, leaders at every level are responsible for the culture of their teams, sections, flights, squadrons, etc. How can you create change if you are in a negative culture? Change your culture at your level. Examine the shared attitudes, values, goals, and practices. Do they align with Air Force values, Air Combat Command's values, and your unit's values? At a minimum, begin with yourself. Do you always comply with the T.O. and other guidance? If not, start now. Do you assist teammates, or are you only taking care of yourself? Are you motivated by improving your unit or only by your individual performance? Your leadership by example has the power to shape the culture of your team, section, flight, squadron, etc. If you have done all you can at your level, have the moral courage to elevate the issue.

A positive culture will cultivate compliance and reduce the risk of your unit's experiencing a mishap. Be that agent of positive change and stay safe.

No Engine, No Problem

BY CAPT SHAWN R. WORTHAM

On July 12, 2021, I was performing my preflight check of the A-10C I was to fly that day. I looked at both engines, unaware that I would be returning to base on the power of just one of them.

My jet was one of a 2-ship formation going to execute simulated laser-guided munition deliveries west of Valdosta, GA. Laser deliveries require intense focus on our targeting pod, which fires a laser to which the munition flies. I was firing the laser for my flight lead on our first attack. He was seconds from simulated weapon release when I got a caution warning light in my cockpit. I glanced from my targeting pod to see that I had a right oil-pressure warning indication, with my right oil-pressure gauge dropping. I immediately called "Knock It Off (KIO)" over the radio. A KIO is when all flight members immediately pause the scenario and put their armament switches in a safe position. In order to warrant a KIO, the aircraft must experience something endangering the safety of the flight, such as mechanical failure.

Courtesy Photo

Once I was in a stable flight condition, I took the lead of the formation, and cleared my wingman to a position from where he could monitor my aircraft. I began working through the ENGINE OIL SYSTEM MALFUNCTION checklist. The instruction was to shut off the engine, something any pilot would define as a "bad day." Thankfully, this wasn't the first time that I had lost an engine.

A year ago, I flew my in-laws back to their home, in my personal airplane. While over Atlanta, we lost fuel flow to the engine, and experienced a flameout. My plane had only a single engine, so I had to rely heavily on my USAF T-6 flight experience in order to glide the aircraft to Hartsfield Jackson International Airport. My in-laws were amazed at how calm I remained during the entire event. There was no panic, but instead only a sense of peaceful focus, as I coordinated with Atlanta Approach and safely landed our plane at one of the largest international airports in the world.

This time, flying an aircraft with two engines and no in-laws in the back seat, I was confident once more in my Air Force training to enable me to return safely to Moody AFB. I successfully shut down the right engine, and worked through the checklist to prepare the aircraft for a single-engine landing. Even so, I no longer had right hydraulics, which I needed to power the speed brakes that an A-10C needs in order to stop.

I declared an emergency with air traffic control, and coordinated with base officials for our immediate return. My wingman was an experienced instructor in the squadron, and was a great help in providing advice and making sure I was not allowing checklist procedures to distract me from flying the jet. He followed closely behind me as we made our way back to Moody AFB.

Photo by A1C Benjamin Wiseman

I was shocked by the extra landing distance that my plane needed without the speed brakes. I had to use max braking so as to prevent departing the runway. Once stopped, I was met by the fire chief, who informed me via radio that my right engine was smoking. I got out of the aircraft immediately in order to escape any possible fire caused by leaking oil, hot engine temperatures, and hot brakes. I was happy to be out of the seat with two feet on the ground.

Interestingly enough, I had flown that same aircraft just 2 days earlier without any problems.

Fortunately, I had shut down the engine in accordance with the checklist, and the engine was not damaged. Maintenance later told me that, another 30 seconds without oil, and the engine would have destroyed itself, causing over two million dollars' worth of damage.

I am thankful for my Air Force training, and how it has saved my life on multiple occasions. When emergencies happen, there is no time to wait. The time to prepare is over, and the time to execute is right there and then. If I hadn't followed the checklist, my engine could have seized, creating a very dangerous situation. We might not have been born with wings, but we have proven by our training and expertise that we still are able to take to the skies.

IN A BIND

BY SSGT JEREMIAH L. DAVIS-FISHER

Safety has been a big part of my six-and-a-half years in the Air Force. There are numerous hazards out there that we overlook, often because we become complacent. It happens slowly: We do the same things every day until they become ordinary parts of our lives. While complacency develops over time, it takes only a fraction of a second for something to go wrong. I have an example to share.

I was working on the flight line, preparing to accomplish a task on an aircraft. There were some new maintainers with me, eager to learn. We needed to deflate the pneudraulic shock struts—a fairly easy task. I saw the task as an opportunity for one of the newer maintainers to gain some experience. I explained each step, and they read the applicable Technical Order (T.O.).

As soon as everyone felt they understood how to perform the task, one of them grabbed the T.O. and proceeded to follow it step by step. They took a position on the main landing gear, facing forward towards the pressure-relief point, their legs resting in front of them. They then focused on the T.O. and began performing the job.

The Airman was just beginning to release pressure when I abruptly stopped them. I asked if they knew what would happen when the struts deflated, and they correctly answered that the aircraft would be lowered. I pointed to where the torsion links close, and to how close it was to the Airman's legs. They were shocked: One of their legs was right in the path of the torsion links! Had the shock struts begun to deflate, their leg would have been crushed.

They couldn't believe they missed something so obvious and so simple, but they had been so focused on getting everything else done that they hadn't considered anything else. They repositioned themselves and started again, this time more cautiously. All went well from then on, and they successfully completed the task. They were able to see how the torsion links move closer together as the shock struts deflate. They were very thankful to have had someone watching out for them.

That was an eye-opening experience. It showed me that sometimes we become so focused on what we're doing that we become unaware of our surroundings, especially regarding hazards we otherwise would notice. Nowadays, I try not to get stuck in the rhythm of routine, and instead focus on staying aware of my surroundings, and the effects of my actions. We all should take time to look from a fresh perspective at what we do each day.

Photo by A1C Pedro Tenorio

REMOVING HAZARDS from HAZARDOUS WASTE

BY TSGT RYAN T. HOAGLAND

In early 2021, I was contacted about handling the disposal of a substance from the Hazardous Waste facility at Tyndall AFB. We learned that the potentially-explosive substance—methyl nitrite (CH3NO2)—had been sitting in a warehouse for over a decade. This was an example of people's continuing to "kick the can down the road" until someone decided to follow the proper procedure. Two containers of the chemical had been created around 2006, and EOD had disposed of one of them the following year. The second container was left to sit in storage for more than ten years.

Methyl nitrite becomes explosive if it gets too hot. In addition, this batch had been made against regulations, and had been transported improperly. Here we were, confronted with the problem of disposing of a volatile compound in the heat of a Florida summer. Luckily, the Hazardous Waste Unit placed the container in an ice bath as soon as they figured out what it was.

Once we understood the scenario and had made the chemical somewhat safer, we determined the only approved way to dispose of it would be by detonation. Given its volatility, we didn't want to expose it to prolonged heat any longer than necessary. We also didn't want to transport it over public roads, which meant we couldn't take it to our disposal range. Fortunately, it already was located in a section of the base that was sparsely populated. That meant we could use an area near the building, and would have to move the material only a short distance.

Our final problem involved protecting the surrounding buildings as well as the fuel storage area located a few hundred feet away. We decided the best course of action would be to use sandbags to build an open-faced bunker. Next, we determined the minimal amount of explosive required to ensure all the methyl nitrite would be destroyed. Finally, we had fire and medical personnel on stand-by in the event of an unintentional explosive incident, and security forces were on hand to ensure there were no unauthorized personnel in the area. With everything in place, we successfully detonated the material. We then verified destruction of all the chemical before we turned the area over to the environmental protection manager for soil testing.

The most important part of the operation was keeping everyone safe, and we succeeded. Of course, it would have been better if the originating agency had followed guidelines, and had not made the chemical in the first place. Also, the situation had been made worse by their not disposing of the unused chemical. Adherence to T.O. is the only way to go. Stay safe, everyone!

Photo by Amn Anabel Del Valle

FLYING UNDER PRESSURE with NO pressure

BY MAJ ANTHONY J. DEL VECCHIO

Flying alone nearly six miles above the Earth is practically the definition of isolation. Losing hydraulic power at that height is potentially catastrophic. That's when you have to rely on help from the crew on the ground. This is what happened to U-2S Dragon Lady pilot Lt Col Travis "Lefty" Patterson. Approximately one hour into a long mission, Lt Col Patterson identified pressure fluctuations in his aircraft's hydraulic system. There was either a leak or pump failure.

Photo by Lt. Col. Ross Franquemont

The U-2S is an extremely reliable single-seat, high-altitude reconnaissance aircraft, and has an exceptionally good safety record. Nevertheless, the complete loss of hydraulic systems is a serious emergency. It eliminates the pilot's ability to use "drag devices" for the long descent from altitude, and dramatically alters the aircraft's approach and landing characteristics (note: zero-flap approach speed is only two knots above aircraft stall speed). Lt Col Patterson knew the situation would require coordination with the MELT 01 crew: the chase-car wingman/Mobile Officer, Major Anthony "VOX" Del Vecchio, and the Supervisor of Flying (SOF), Major Russell "METRO" Smyth.

Lt Col Patterson knew he would have to analyze the situation quickly in order to take advantage of the little hydraulic pressure that remained. This was especially important because of the aircraft's high altitude (greater than 60,000 feet). Focusing first and foremost on flying the aircraft, he immediately turned back toward the field, and prepared for his descent by lowering the landing gear and locking the hydraulically-operated trim to an appropriate landing configuration.

Since he was out of ultra-high frequency (UHF) radio range, Lt Col Patterson reached out via datalink to inform the crew of his situation and intent to return. Maj Del Vecchio and Maj Smyth began to run the tech order (T.O.) checklists with him, while also communicating with maintenance (MX) and Lockheed representatives to aid in troubleshooting.

This much was clear: The pilot would have to land with virtually no hydraulic pressure—a difficult no-flap, no-hydro approach to a 9,000-ft runway (a full 4,000 feet shorter than the ground-roll distance for a total hydraulic failure, should the backup brake accumulator fail). The crew discussed how to handle deviations in approach or failure of the brake accumulator. At the same time, they began coordinating with MX and air traffic control (ATC) to close the runway after landing. Maj Del Vecchio then contacted the local Royal Air Force (RAF) Fire Section, while Maj Smyth went to the ATC tower to aid the local RAF.

In the meantime, Lt Col Patterson had reached the local airspace, and was reducing gross weight in order to decrease his landing distance. Finally, after all other players were in place, he made an overhead approach for a flawless, on-speed, slight tail-wheel-first landing. Upon hearing the words "Angle of Attack" subside, and the pre-briefed "Strut Compressed" call from the Mobile, he applied the brakes, and brought the aircraft to a controlled stop with nearly half the runway remaining.

As soon as the aircraft was determined not to be in danger of a hydraulic or brake fire, Maj Del Vecchio was able to clear the maintenance crew to approach the aircraft, pin the landing gear, and install the wing stabilizing "pogo" wheels. With the emergency terminated, the team quickly towed the aircraft clear of the airfield's single runway, allowing it to reopen.

Fortunately, Maj Del Vecchio had recently worked with the RAF Fire Section to develop emergency response procedures for the unique U-2S aircraft, while Maj Smyth had updated mishap response protocol with the local RAF Safety Office. The crew's in-depth understanding of aircraft systems, superior Crew Resource Management, and the pilot's immediate actions, led to the safe and timely recovery of a valuable high-altitude national reconnaissance asset.

Photo by SSgt Robert Trujillo

DON'T HOLD THE PHONE

BY SSGT MARCY R. THOMASSIE

In the world of weapons safety, we can't make mistakes. We deal with things that are designed to explode. The most important part of our job is avoiding disaster. We follow procedures to the letter, and do everything we can to ensure every situation is handled safely. Even so, there are times when several things seem to go wrong all at once. In those cases, we do everything we can to keep a problem from becoming a catastrophe. One such event occurred at my last base overseas.

The incident had to do with impulse carts, on one of those busy days in which we were extremely undermanned. Most of our squadron had just come back from TDY, and were on R&R. The rest were on a different shift. I was the only team chief working days, with a brand-new expeditor who had been in our shop less than a month, along with a couple of Airmen.

That particular day, we had to help launch aircraft for another squadron, catch our own jets coming back from TDY, and other little jobs like de-arming aircraft (removing impulse carts). All this had to take place in the span of an hour, and we were not allowed to send Airmen down to the End of Runway (EOR), since there had to be a seven-level NCO present there.

Just before the pilots stepped to the jets, we were told we had to de-arm another aircraft, and this was what started the domino-effect of all the craziness that lay ahead. While de-arming the jet, we found damaged impulse carts, with propellant spilling out. We had to call Explosive Ordnance Disposal (EOD), and they blocked off some of the flight line. This held up the aircraft that were supposed to be launched out. We rushed to get everything done and clear the area. At the same time, I sent Airmen down to EOR to set it up before I got there (fire bottles and tools).

The situation became a scene of confusion. We were in the last phase of clearing everything up with EOD when we were asked for the impulse carts. At the same time, the Airmen I had sent to the EOR were trying to reach us by phone. They had been trying to figure out where to go, and our new expeditor couldn't help them. In my haste, amid the chaos around me, and without thinking about my surroundings – especially the cart I was holding – I ANSWERED MY PHONE. This was extremely dangerous. Using a wireless device, especially while holding onto a cart, could have led to an explosion. I could have injured or killed myself, the team around me, as well as damaged the jets passing by us on their way to EOR.

That incident taught me and other Airmen a very important lesson of *slowing down*. It was only luck that kept the situation from ending tragically. I have used that incident, as well as others from which I have learned, to teach other Airman the importance of safety. Next time it could be worse than just getting paperwork.

Photo by SrA Kevin Sommer Giron

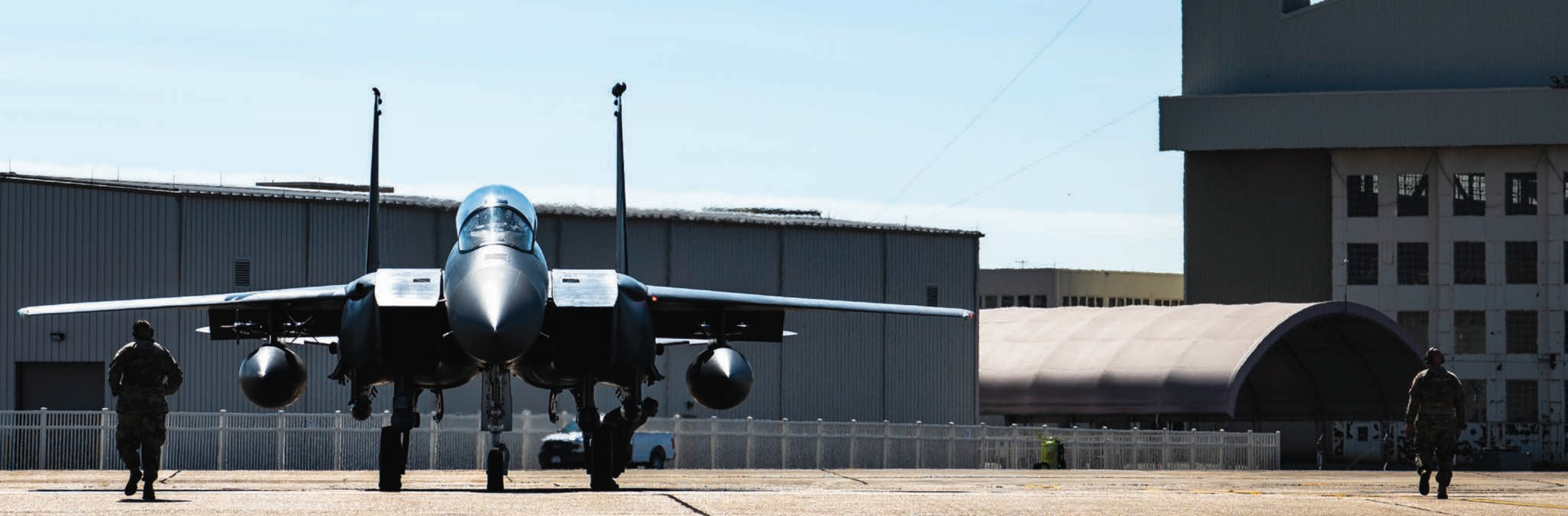


Photo by SrA Andrew Kobialka

PARKED & LOADED

BY TSGT JOSHUA T. MASULIT

Earlier this year, we experienced an event while flying F-15s with live ordnance. We were flying a normal 12-turn-10, with 5 aircraft loaded with live munitions. We had received only occasional Pilot-Reported Discrepancies (PRDs), but, starting the second day, we saw an increase in the number of PRDs for hung guns and rockets. One day, we got a call during the second "go": The pilot squawked an In-Flight Emergency (IFE) due to a hung gun. We followed normal procedures, and made our way to the hot cargo pad to meet the pilot there.

By the time we arrived, the fire department was already on the scene. They had gotten onto the aircraft before us, and we waited in the truck until we got the go-ahead to do our part and safe the aircraft; however, word never came. Instead, as we got out of the truck and started toward the jet, the pilot began to taxi back to his spot. We hadn't let the fire department know whether the jet was safe or not. We spoke with them, and they told us they had deemed it safe enough to go back to chocks.

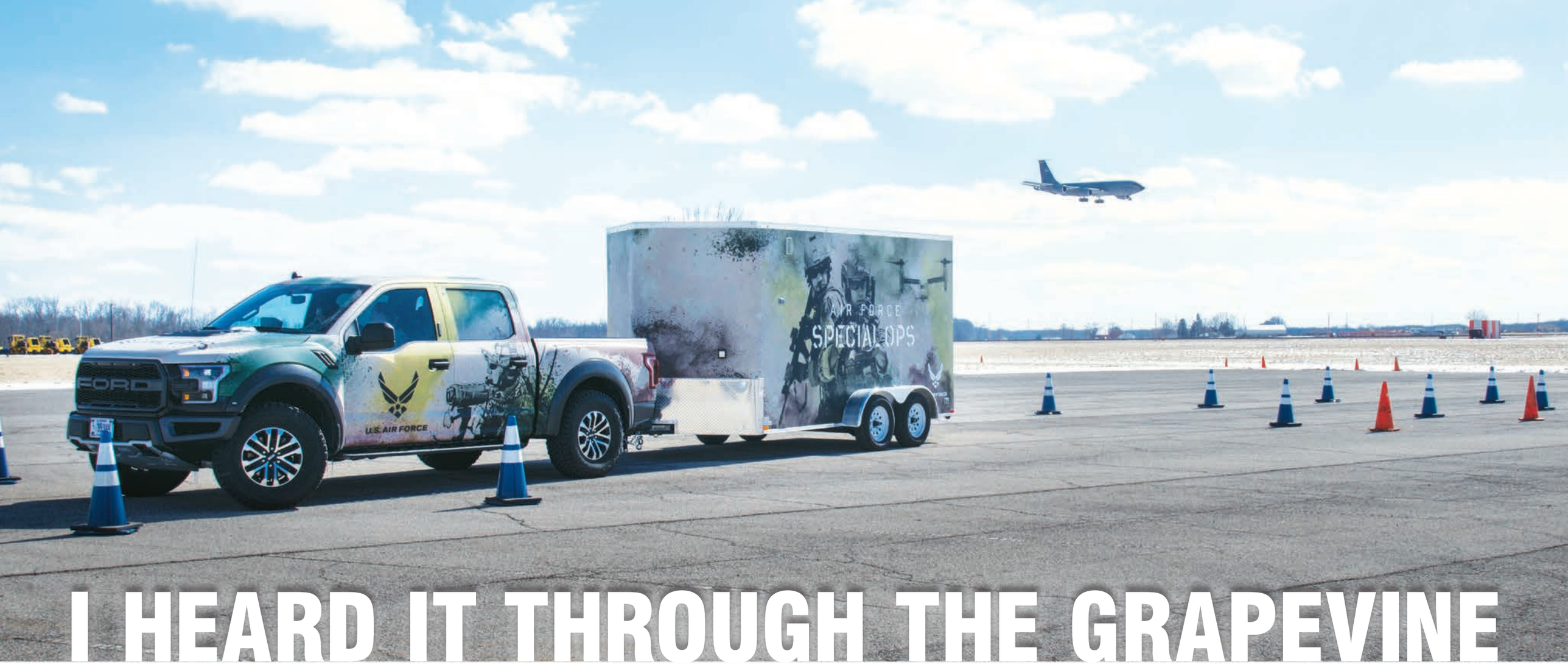
When we got back to the truck, one of the Staff Sergeants wanted me to double check the aircraft, just to be sure it actually was safe. When we pulled up, I looked into the gun. To my surprise, a round was chambered! The jet had made it all the way back to its spot in an UNSAFE condition!

We immediately notified the supervisor, and he was understandably concerned about how something like that could have happened. I told him the fire department wouldn't let us get onto the aircraft, and that they themselves had told the pilot he was okay to head back.

We immediately declared a ground emergency and evacuated the area. The back shop then was able to make their way to the aircraft to remove the chambered round. We were lucky: The round in the chamber was spent, with only the casing remaining.

Although the Fire Department was the "On-Scene Commander" during the event, they should not have told the pilot it was all right to taxi the jet until our unit had checked it. The pilot was inexperienced at flying with live munitions, and didn't know it wasn't the Fire Department's call to make. Fortunately, no one was hurt, and we were able to safe the aircraft.

Things went much more smoothly the next time. We were able to safe an aircraft during an IFE for a hung gun, hung rocket, and even a hung BDU. If everyone simply would SLOW DOWN, follow procedures, and **take each step at a time**, the chances of a mishap occurring would be greatly reduced. Stay safe!



I HEARD IT THROUGH THE GRAPEVINE

BY MS. KIMBERLY A. KOZIOL

Not very long ago, laughter filled the room as we enjoyed lunch with co-workers. Some Airmen were sharing stories from the field. It was nice to see some of them, because they usually were not in the office, but instead were in the field, recruiting the Air Force's finest.

At one point, a guy started to chuckle and said, "Yeah, poor Jones. He'll never take out a trailer again!" I looked over and asked why. He said that SSgt Jones had taken a trailer containing a mini jet to an event over the weekend. It had been a long day. He was in a rush to get home, and forgot to tie down the jet inside the trailer. The jet shifted during the trip back to HQ, and, as he opened the trailer door, the jet came down on his arm. He was fortunate: If he had been a foot farther to the left, it would have fallen on top of him.

SSgt Jones had been fortunate the day of the incident, but I couldn't shake the fact that the situation had been taken so lightly. There were three lessons to learn from the event. First, SSgt Jones felt he couldn't say "no." He had said he had little knowledge of pulling a trailer, but he didn't want to disappoint his flight. Second, he never had received formal training. The squadron had fallen into the habit of relying on people who had some experience hauling trailers, but no training. The third and most important concern had to do with communication. Hearing a potentially-tragic situation through chatter or the "grapevine" is not how information should be passed. What appeared to be a humorous incident could have had a catastrophic outcome.

During the week that followed, we put new measures into place.

First, all supervisors had to ensure their people were fully qualified before taking out any assets. The Safety Office was contacted about pushing formal training out to the field. Only individuals with training and their supervisor's approval could take out an asset.

Second, members were assigned to be a second set of eyes during loading, ensuring all the equipment was properly secured before it left the area.

Last but not least was an improvement in communication. Since I enjoyed talking with people face to face, I visited each flight the following week. I attended their meetings, and discussed proper procedures and the training our squadron had to offer.

In today's world, it's easy to sit behind a screen and push out emails. Although there usually are a thousand tasks that need to be completed during a day, it is essential to stop and actually talk to people about safety. The lesson learned from SSgt Jones's situation hopefully will prevent others from finding themselves in a similar situation.

In order to keep our Airmen safe when dealing with assets or equipment, a squadron needs to have a strong safety program that supports them. We need to supply them with the most up-to-date tools and information about the equipment they use every day. Most importantly, we need to make sure communication is taking place on every level. Talk to each other, and stay safe!

Photo by A1C Nathaniel Hudson

4th Quarter FY21 Awards

Aircrew Safety
Crew of WHISKEY 31
41 RQS, 347 RQG, 23 WG
Moody AFB GA

Aviation Maintenance Safety
SrA Christian A. Adame and A1C Steven A. Swingle
7 RS/MXM, 319 RW
NAS Sigonella, FPO AE

Explosives Safety
TSgt Tyler J. Campbell
20 EMS, 20 FW
Shaw AFB SC

Flight Line Safety
SrA Brett A. Haifley
57 AMXS, 57 WG
Nellis AFB NV

Pilot Safety
Capt Shawn R. Wortham
75 FS/DOT, 23 WG
Moody AFB GA

Safety Career Professional
MSgt David E. Almy, Jr.
93 AGOW/SE
Moody AFB GA

Weapons Safety
TSgt William J. Pence
355 WG/SEW
Davis-Monthan AFB AZ

Unit Safety Representative
MSgt Jeremy J. Cunningham
NTTR
Nellis AFB NV

Unit Safety
Lightning Aircraft Maintenance Unit – Weapons
57 AMXS, 57 WG
Nellis AFB NV

Congratulations

ACC Annual Safety Awards – FY21 Winners

ACC AIRCREW AWARD*
Capt Jake W. Rydland and Capt Ryan A. Pittman
367th Fighter Squadron, 495th Fighter Group
Homestead AFB, FL

ACC PILOT AWARD*
Maj Layne W. Wilson
34th Weapons Squadron
Nellis AFB, NV

ACC AVIATION MAINTENANCE SAFETY AWARD*
82d Reconnaissance Squadron Maintenance
Kadena AB, Japan

ACC ACHIEVEMENT AWARD FOR OCCUPATIONAL SAFETY – CATEGORY II*
633d Air Base Wing Safety Office
Joint Base Langley-Eustis, VA

ACC ACHIEVEMENT AWARD FOR OCCUPATIONAL SAFETY – CATEGORY III*
93d Air Ground Operations Wing Safety Office
Moody AFB, GA

ACC ACHIEVEMENT AWARD FOR OCCUPATIONAL SAFETY – CATEGORY IV*
552d Air Control Wing Safety Office
Tinker AFB, OK

ACC ACHIEVEMENT AWARD FOR WEAPONS SAFETY*
SSgt Tyler D. Anderson
1st Munitions Squadron, 1st Fighter Wing
Joint Base Langley-Eustis, VA

ACC SPECIAL ACHIEVEMENT AWARD*
Lightning Aircraft Maintenance Unit
57th Aircraft Maintenance Squadron, 57th Wing
Nellis AFB, NV

ACC SAFETY CIVILIAN PROFESSIONAL OF THE YEAR AWARD*
GS-12 Jason D. Hughes
23d Wing Safety Office
Moody AFB, GA

ACC SAFETY NCO OF THE YEAR AWARD*
TSgt Noah R. Smith
55th Wing Safety Office
Offutt AFB, NE

ACC SAFETY SENIOR NCO OF THE YEAR AWARD*
MSgt Kristie L. Kersch
505th Command and Control Wing
Safety Office
Hurlburt Field, FL

ACC SAFETY OFFICER OF THE YEAR AWARD*
Capt Elizabeth T. Tiffany
23d Wing Safety Office
Moody AFB, GA

ACC FLIGHT LINE SAFETY ACHIEVEMENT AWARD
TSgt Tyler V. Kurtz
367th Fighter Squadron, 495th Fighter Group
Homestead AFB, FL

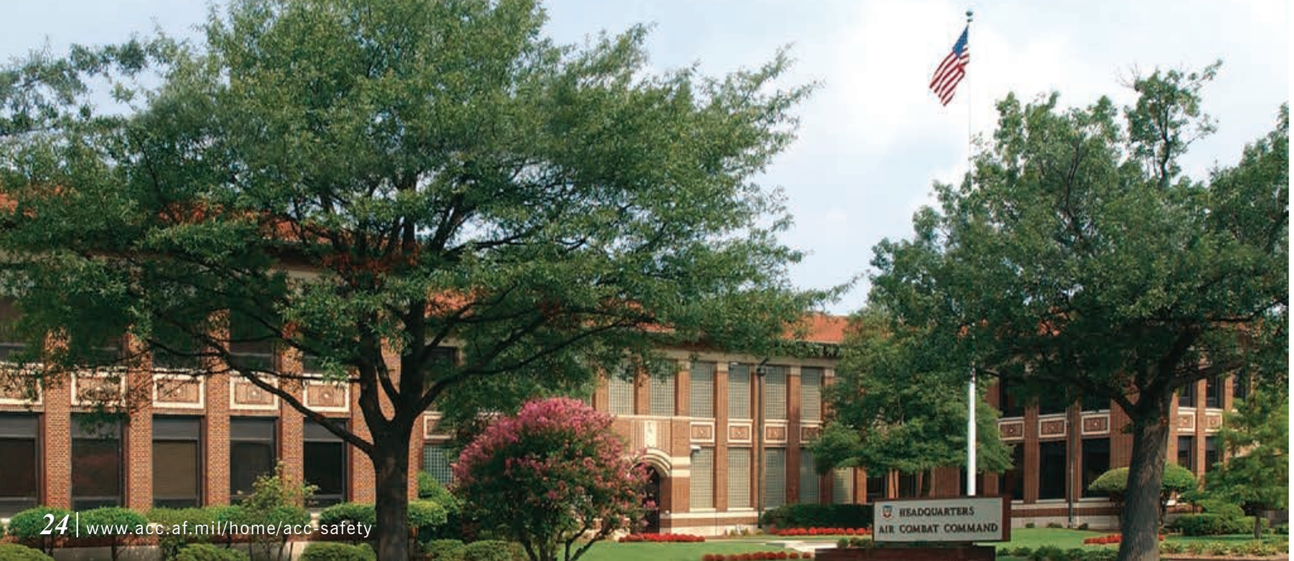
ACC UNIT SAFETY REPRESENTATIVE OF THE YEAR
TSgt Curtis W. Dibble
755th Aircraft Maintenance Squadron, 355th Wing
Davis-Monthan AFB, AZ

ACC COMMANDER'S AWARD FOR SAFETY
16th Air Force Safety Office
JB San Antonio-Lackland, TX

ACC WING CHIEF OF SAFETY OF THE YEAR
Lt Col Joseph N. Allison
461st Air Control Wing
Robins AFB, GA

ACC WING SAFETY PROGRAM OF THE YEAR
23d Wing Safety Office
Moody AFB, GA

** These winners also represented ACC at the Air Force-level safety awards competition.*



Mishap Statistics Scoreboard

FY22 Flight

Thru 31 Dec 2021

	Fatal	Aircraft Destroyed	Class A Aircraft Damage
15 AF	0	0	0
16 AF	0	0	0
USAFWC	0	0	0
ANG (ACC-gained)	0	0	0
AFRC (ACC-gained)	0	0	0
AFCENT (ACC-gained)	0	0	0

FY22 Occupational

Thru 31 Dec 2021

	Class A Fatal	Class A Non-Fatal	Class B
AFCENT	0	0	0
USAFWC	0	0	0
12 AF	0	0	0
15 AF	0	0	1,1
16 AF	0	0	0

FY22 Weapons

Thru 31 Dec 2021

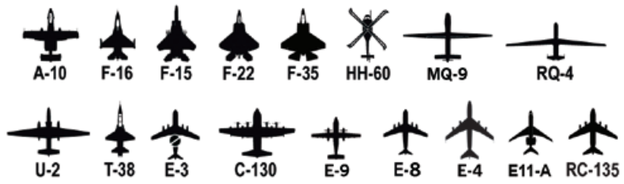
	Class A	Class B	Class C	Class D	Class E
ACC	0	0	0	1	2

Legend

Class A - Fatality; permanent total disability; property damage $2.5 million or more
Class B - Permanent partial disability; property damage between $600,000 and $2.5 million
Class C - Lost workday; property damage between $60,000 and $600,000
(Class description effective Oct. 1, 2019)

(RED) = On-duty (BLACK) = Off-duty

Symbols for Mishap Aircraft



Flight Notes

Air Combat Command had zero Class A mishaps for the 1st Quarter of 2022, and subsequently starts our yearly MAJCOM totals at zero as well! While a snapshot is never a flawless indicator in statistics, it is equally wrong not to appreciate and acknowledge measured successes when they occur. Well done, warriors. Flight safety hopes this trend will linger with continued focus on the basics, an unwavering adherence to standards/checklists, and vigilant preparation—of both the person and the machine—before the mission ever begins. Thank you for all you do to accomplish the mission safely; let's keep it up. Fly Safe, and Check 6.

Occupational Notes

The first quarter of Fiscal Year 2022 yielded two Class B mishaps, both finger amputations. Lack of training and poor risk management factored into both mishaps.

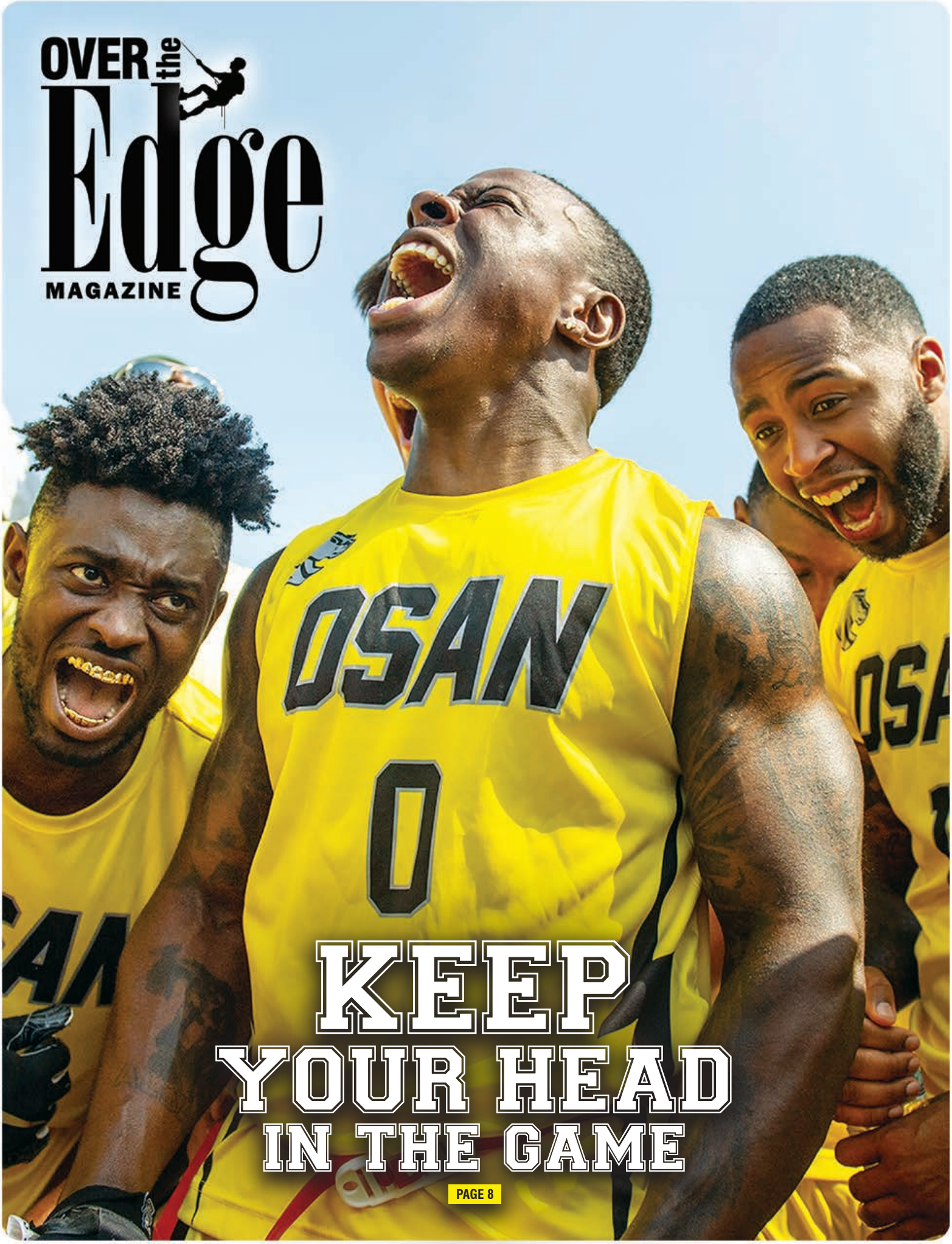
Supervisors are critical in preventing these types of mishaps. According to OSHA, "employers should be able to recognize, identify, manage, and control amputation hazards commonly found in the workplace."

Training is another essential element in protecting our Airmen from amputation hazards. OSHA also states that, "employees must receive information in training about workplace hazards, methods to prevent them, and OSHA standards that apply to their workplace."

Weapons Notes

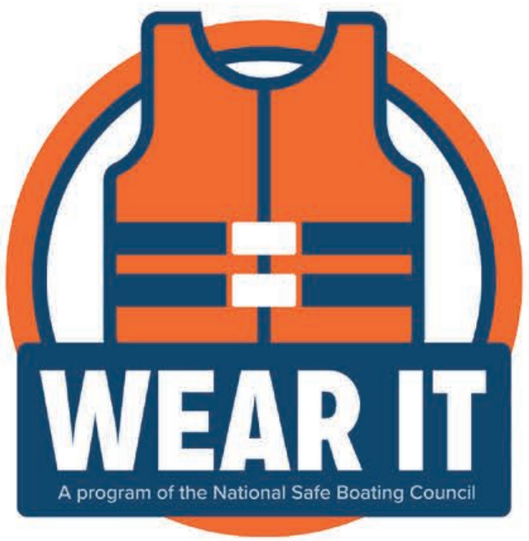
During the first quarter of FY22 ACC experienced one Class D and two Class E Mishaps. The Class D was the result of a jammed missile which caused damage to the munition and personnel back injuries. The first Class E was the result of an inadvertent discharge of a firearm from using improper arming procedures. The second Class E was a 20MM round punctured while being cycled through the Linkless Ammunition Loading System. Let's continue to focus on mishap prevention to meet our goal for zero mishaps for Quarter 2!

OVER the Edge
MAGAZINE



KEEP YOUR HEAD IN THE GAME

PAGE 8



NATIONAL SAFE BOATING WEEK

MAY 21-27, 2022

SAFEBOATINGCAMPAIGN.COM
@boatingcampaign
@boatingcampaign

Produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

Life Jacket Styles

Make sure it is the right fit: for you, the activity and the water conditions.
Life jacket should be in good and serviceable condition, and properly stowed when not in use.

Standup Paddleboarder
(Belt-pack inflatable life jacket)

Anglers
(Lightweight life jacket)

Power Boater
(Suspender inflatable life jacket)

Life Jacket Fit Facts

- U.S. Coast Guard-approved (check the label).
- Appropriate size and type for the intended wearer.
- A snug fit is a proper fit.
- Adult life jackets do not work for children.
- Do not buy a life jacket for a child to "grow into."
- Even life jackets for pets!

Wearing a life jacket is not enough – make sure the straps, buckles or zippers are secure.

Life Jackets Save Lives

75% of all fatal boating accident victims drowned.*

Of these, 86% were not wearing a life jacket.*

Boating Accidents and Fatalities Statistics*

Accidents happen too fast to reach and put on a stowed life jacket.
Always wear your life jacket.

About 8 out of 10 people who died were not wearing a life jacket.

8 out of 10 people who drowned were not wearing a life jacket.

4 out of 10 people who died from trauma were not wearing a life jacket.

Reported Boating Accidents

Most Common Vessels in Accidents*

1. Open motorboats (46%)
2. Personal watercraft (22%)
3. Cabin motorboats (13%)
4. Other (19%)

Top 5 Factors in Boating Accidents and Deaths*

1. Operator inattention
2. Operator inexperience
3. Improper lookout
4. Excessive speed
5. Machinery failure

OVER the Edge MAGAZINE

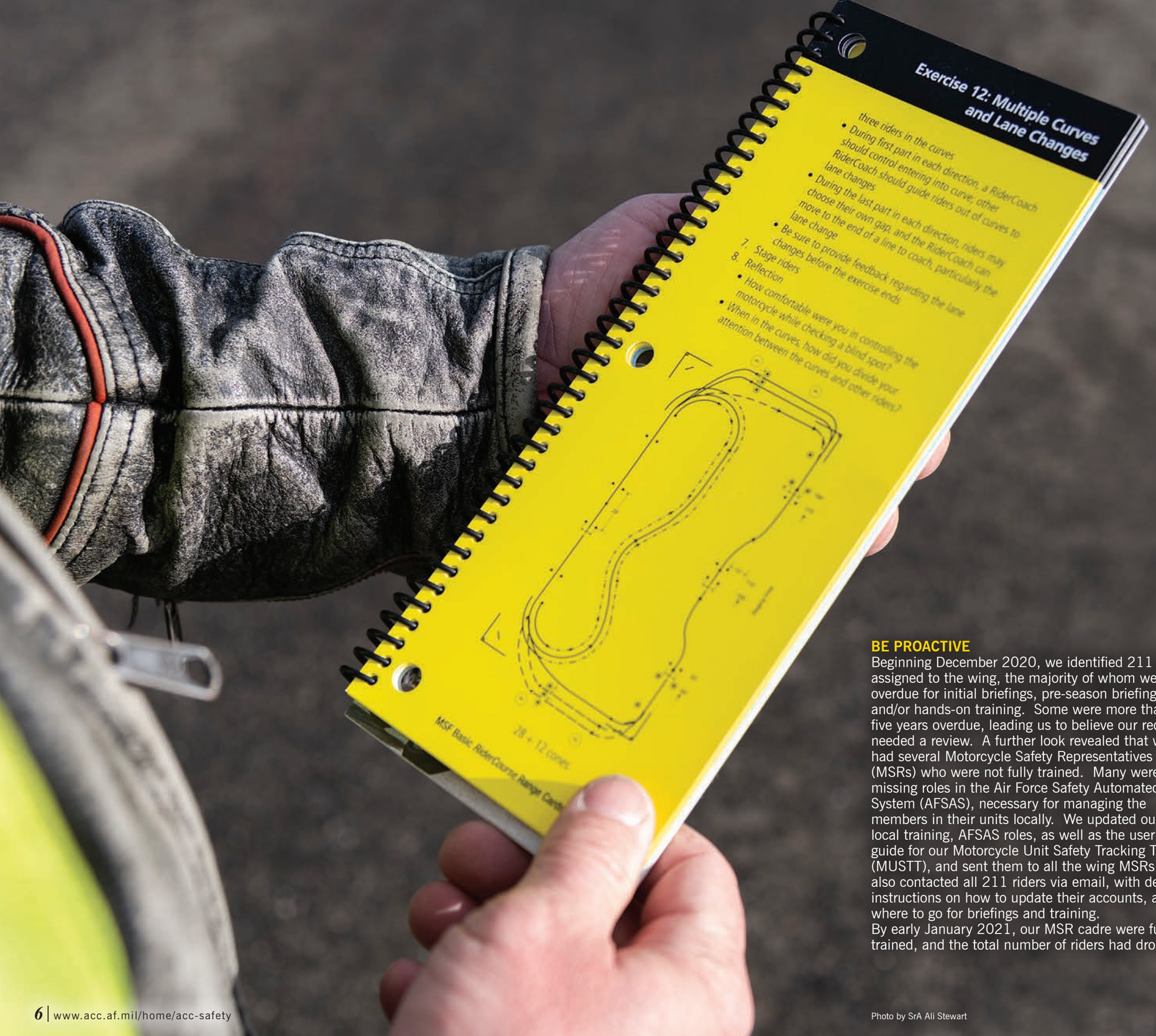
Cover photo by TSgt Vernon Young

We MUSTT Keep Our Riders Safe

BY MSGT DAVID E. ALMY

Managing a wing's motorcycle safety program is tough, but it's tougher for a wing whose units are scattered across the United States. The 93d Air Ground Operations Wing (AGOW) is comprised of three operational groups, 16 squadrons, 10 detachments, and nine operating locations at 20 locations around the country. At a moment's notice, the wing provides worldwide deployable "first-in" capabilities, and provides the joint force commander airborne, air-mobile, air-land, and over-land insertion capability. 93d AGOW is the joint expert on the integration of airpower and combat weather support to ground forces. The continuous training and exercises needed to maintain these capabilities create obstacles regarding program management, including training motorcycle riders in a timely manner. Nevertheless, we have been able to get our membership 100% trained. How did we do it?

Photo by A1C Hadley Neish



to 150. Of those, 105 were overdue for pre-season briefings, and 71 were overdue for initial briefings. Additionally, many riders remained five or more years overdue for hands-on training. We then began to work with each unit to research all active accounts. We removed separated and retired members from MUSTT, and moved members who now were on mail.mil accounts, and had never received our initial emails. The effort led to the removal of 75 accounts, as well as the registration of 20 new riders through MSR outreach and education.

EDUCATE

In March of 2021, once our numbers were accurate, our office began to work on pre-season and initial briefing compliance. We began by designing a user-friendly initial briefing based on Attachment 2 of *The US Air Force Traffic Safety Program*. We also created a GSU-specific, pre-season briefing with additional slides, and instruction for units to add local and Army-specific information. The Chief of Safety then sent a detailed email with both products to the unit commanders, while the Occupational Safety Office provided a similar email to Unit Safety Representatives and MSRs. Both emails recommended contacting the installation safety office to participate in pre-season briefings and other events that may be taking place locally.

FOLLOW THROUGH

We followed an initial tasker with Wing-level tasking for the 2021 ACC Motorcycle Safety Campaign Kickoff in mid-April. Throughout the campaign, the Safety Office provided weekly updates to senior leaders at all levels. An additional Wing Safety Newsletter provided outreach on motorcycle requirements to all members. By the end of the campaign, the 93d AGOW was 100% on pre-season, and 96% initial briefing completion for all active riders.

BE PROACTIVE

Beginning December 2020, we identified 211 riders assigned to the wing, the majority of whom were overdue for initial briefings, pre-season briefings, and/or hands-on training. Some were more than five years overdue, leading us to believe our records needed a review. A further look revealed that we had several Motorcycle Safety Representatives (MSRs) who were not fully trained. Many were missing roles in the Air Force Safety Automated System (AFSAS), necessary for managing the members in their units locally. We updated our local training, AFSAS roles, as well as the user guide for our Motorcycle Unit Safety Tracking Tool (MUSTT), and sent them to all the wing MSRs. We also contacted all 211 riders via email, with detailed instructions on how to update their accounts, and where to go for briefings and training.
By early January 2021, our MSR cadre were fully trained, and the total number of riders had dropped

BOTTOM LINE

First, Commanders, MSRs, supervisors, and riders alike MUSTT be proactive in identifying riders early in the process. Next, they MUSTT ensure all members who either ride or intend to ride have been educated through the necessary briefings and training. Lastly, follow-through is a critical component in ensuring our members are equipped with the necessary tools to help them lower the risks associated with riding.

Photo by SrA Ali Stewart

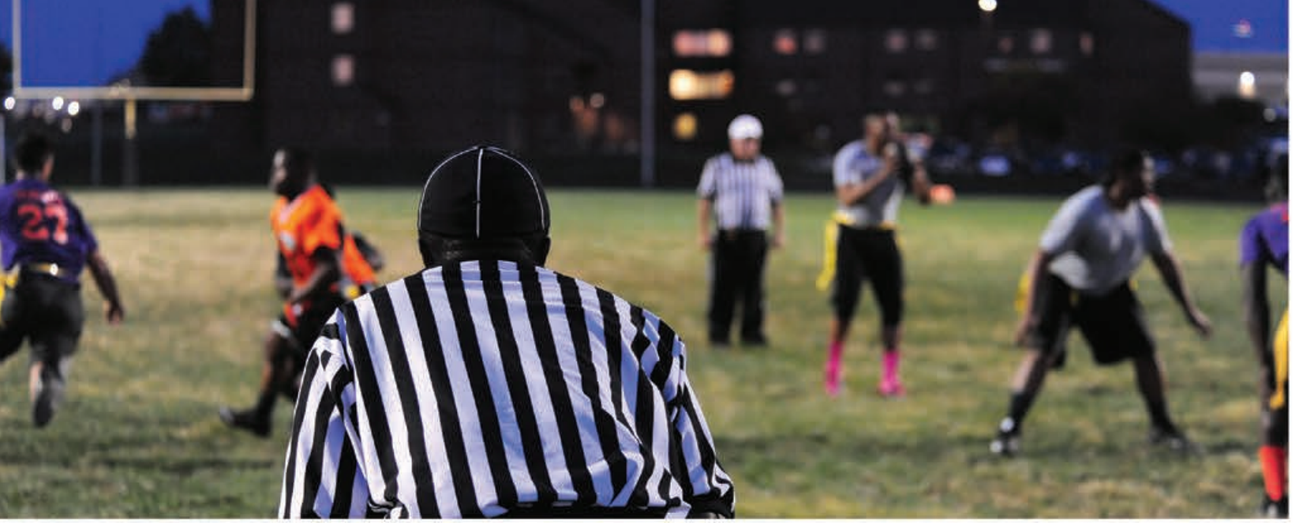
KEEP YOUR HEAD IN THE GAME

BY SRA DANIEL L. WILSON

(Editor's note: May 11-17 is National Brain-injury Week. According to the Military Health System (MHS), March is Brain Injury Awareness Month.)

When you were a kid, did you ever think about becoming a pro football player? I certainly did. It was great to imagine making millions of dollars and retiring, set for life. While you may aspire to that idea of success, have you ever really thought about the cost? Do you know what it takes to get to that level? More importantly, do you know how much of your body the sport will consume? I do. I have seen the damage contact sports can cause. Some injuries cause serious conditions like *Chronic Traumatic Encephalopathy* (CTE). Let me share a few details about it and the pain it can bring, not only to the victims, but also to friends and loved ones.

Photo by SrA Joel Pfiester



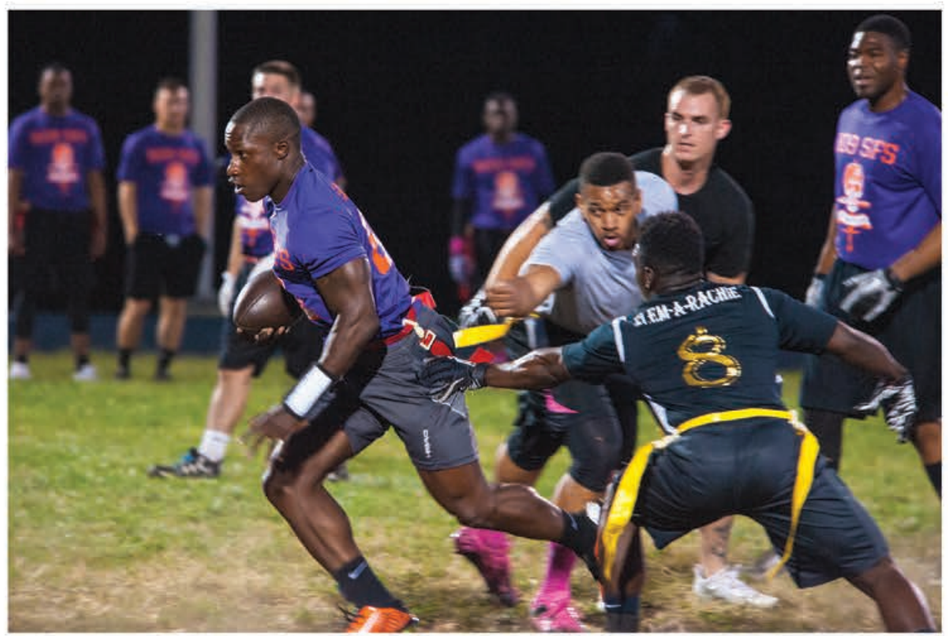
CTE is a degenerative brain condition caused by repeated blows to the head and repeated episodes of concussion. If you have been playing football for a while, you may have a mild form of it.

The condition has four stages:

- Stage 1: headaches and minor loss of concentration
- Stage 2: depression and mood swings, as well as worsening headaches and problems with language
- Stage 3: memory loss, mood swings, visual/spatial difficulties, and aggression
- Stage 4: severe cognition problems, memory loss, full-blown dementia, paranoia, and Parkinsonism.

There is no known cure for CTE, and the only way to diagnose it is through autopsy. Football fans will remember Junior Seau and Aaron Hernandez, both of whom were diagnosed after their deaths as having suffered from late-stage CTE. The NFL and many other professional sports agencies have realized how dangerous and life-threatening this condition is, and have taken action to minimize its impact through rule changes, equipment upgrades and modifications, and proper form training.

Many Airman engage in contact sports such as football, complete with full pads, helmets, and all the built-up anger and aggression people associate with such activities. Sports are enjoyable, and can be an important part in keeping fit to fight; however, they also can be dangerous. Be sure to wear proper PPE, especially head protection such as a helmet when playing football. With education and proper protection, we can enjoy playing the sports we love, while working also to enjoy a safe and healthy future.



Photos by SrA Joel Pfiester

Dizziness and Visual Problems After Concussion

CONCUSSION 101

More than 80% of all concussions—also known as a mild traumatic brain injury—in the military are considered mild. Dizziness and visual problems are among the most common symptoms after concussion and often resolve within days or weeks.

UP TO 80% OF PATIENTS MAY EXPERIENCE DIZZINESS OR BALANCE ISSUES FOLLOWING A CONCUSSION[1,2]

Dizziness may present as feeling faint, lightheaded, off-balanced, weak or unsteady. You may also experience vertigo—a false sense of motion such as spinning.

COMMON TYPES OF VISION PROBLEMS

Blurriness

Can't Focus

Light Sensitive

OVER 87% OF SERVICE MEMBERS REPORT VISION PROBLEMS AFTER CONCUSSION[3]

OVERLAPPING SYMPTOMS

- Blurry vision
- Difficulty reading
- Can't concentrate
- Motion sickness
- Difficulty walking

If you or someone you know is experiencing any of these symptoms after concussion, contact your primary care provider.

Visit health.mil/TBICoE to learn more about concussion in the military and download clinical tools and patient resources.

References:

1. Valovich McLeod, T.C., Hale, T.D. (2015) Vestibular and balance issues following sport-related concussion. *Brain Injury, 29*(2), 175-184.
2. Herdman, S.J., & Clendaniel, R.A. (2014) *Vestibular Rehabilitation* (4th ed.). F.A. Davis Company.
3. Reynolds, M.E., Barker, F.M. 2nd, Merezhinskaya, N., Oh, G.T., Stahlman, S. (2019) Incidence and temporal presentation of visual dysfunction following diagnosis of traumatic brain injury, active component, U.S. Armed Forces, 2006-2017. *MSMR, 26*(9) 13-24.

MHS Military Health System health.mil

TRAUMATIC BRAIN INJURY CENTER OF EXCELLENCE | HEALTH.MIL/TBICoE

Photo by Alexander Supertramp/Shutterstock.com

BY SSGT CLAUDE S. LEVEILLE

(Editor's note: While most of our articles have to do with keeping our Airmen and their families safe physically and psychologically, there also are indirect hazards whose impacts are no less severe. The following addresses cyber safety, particularly regarding social media.)

We live in the wireless age. Nowadays, owning a cell phone, tablet, or other device is as common as wearing a shirt. Wireless devices allow us to share a great deal of information about ourselves—who we are, where we are, and what we do. They can be windows into our lives. While we enjoy the convenience of our devices, we must be careful about how much of our information we make available to the rest of the world.

First, make sure your device is **password-protected**. This is your first line of defense in protecting your private information. You may think there's nothing on your device that could hurt you, but you'd be surprised by what can be done with something as simple as a stolen photo.

Identity theft and online stalking are real. Don't add people to your page whom you don't personally know, and block anyone you feel needs to be blocked. Protect your identity by limiting how much information you post, particularly anything that allows others to know where you live or work, or the places you frequent.

Next, check the **location** setting on your device, as it may be on without your knowledge. Some apps have permissions that are not disclosed after you install them. They track your location, monitoring your every move. In addition, apps such as Snapchat can display your location to anyone who follows you, which could lead to very dangerous situations. Check the permissions for every app you have. Keeping your location setting turned off also will help save the battery life of your device.

Nearly everyone agrees that **social media** is a wildfire that cannot be extinguished. There are many techniques that can make social media usage safer, such as setting your sharing preferences to *private*. This will keep unwanted people (creeps) out of your profile, and will prevent others from using your information maliciously.

Think carefully about **what you post** online, and restrict whom you allow to see it. Remember: Once it's on the internet, it's there forever, for others to view and share. Be mindful of what you put out there, and ask yourself, "Will this be harmful to me in anyway, now or in the future?"

These are just a few ways to stay safe in today's world of wireless technology. A few Google searches can provide you with more information that will help keep you and your family out of harm's way. Remember: When it comes to a cyber-attack, you'll almost never see it coming until it's too late. Have fun, and stay safe.

THUNDERSTORM SAFETY

FOR YOU AND YOUR FAMILY

BEFORE a thunderstorm

Be Weather-Ready: Check the forecast regularly to see if you're at risk for severe thunderstorms. Listen to local news or NOAA Weather Radio to stay informed about watches and warnings. Preparation is key to staying safe and minimizing impacts.

Sign Up for Notifications: Know how your community sends warnings. Check media severe thunderstorm alerts available in your area.

Create a Communications Plan: Have a family plan that includes an emergency meeting place. Pick a safe room in your home such as a basement, storm cellar or an interior room on the lowest floor with no windows.

Get more details at: ***ready.gov/make-a-plan***

Practice Your Plan: Conduct a family severe thunderstorm drill regularly so everyone knows what to do if damaging wind or large hail is approaching. Don't forget pets.

Prepare Your Home: Keep trees trimmed near your house. If you have time before severe weather hits, put away loose objects, close windows and doors, and move valuable objects inside or under a sturdy structure.

Help Your Neighbor: Take CPR training so you can help if someone is hurt during severe weather. Conduct a drill with elderly or diabled neighbors.

Sit down with your family or friends and develop a communications plan. Photo NOAA

DURING a thunderstorm

Stay Weather-Ready: Continue to listen to local news or a NOAA Weather Radio to stay updated about watches and warnings.

At Your House: Go to your secure location if you hear a severe thunderstorm warning and damaging wind or large hail is approaching. Take your pets if time allows.

At Your Workplace or School: Stay away from windows if you are in a severe thunderstorm warning. Damaging wind or large hail could blow a heavy object at windows. Do not go to large open rooms such as cafeterias, gymnasiums, or auditoriums.

Outside: Go inside a sturdy building immediately if severe thunderstorms are approaching. Sheds and storage facilities are not safe. Taking shelter under a tree can be deadly. The tree may fall on you and you are at risk of getting struck by lightning.

In a vehicle: Being in a hard-topped vehicle is safer than being outside; however, if you have time, drive to the closest secure shelter.

AFTER a thunderstorm

Stay Informed: Keep your NOAA Weather Radio or portable radio with you in your safe place/shelter, so you can listen for updates on watches and warnings and know whether the threat has passed.

Contact Your Familiy and Loved Ones: Let your family and close friends know you're okay so they can help spread the word. Power may be out and phone lines may be down.

Assess the Damage: After you are sure the severe weather threat has ended, check your property for damage. When walking through storm damage, wear long pants, a long-sleeved shirt and sturdy shoes. Contact local authorities if you see power lines down. Stay out of damaged buildings. Be aware of insurance scammers if your property has been damaged.

Help Your Neighbor: If you see someone injured, call 911. Then, if you are trained, provide first aid until emergency responders arrive.

SEVERE THUNDERSTORM RISK CATEGORIES

	Thunderstorms (No Label)	✓ No severe thunderstorms expected, Lightning/Flooding threats exist with all thunderstorms, Winds to 40 mph, small hail.
1	MARGINAL (MRGL)	✓ Isolated severe thunderstorms possible, Limited in duration and / or intensity. Winds 40 - 60 mph. Low tornado risk.
2	SLIGHT (SLGT)	✓ Scattered severe thunderstorms possible. ✓ Short-lived and / or not widespread, isolated intense storms possible. One or two tornadoes. ✓ Reports of strong wind damage ✓ Hail - 1", Isolated - 2"
3	ENHANCED (ENH)	✓ Numerous severe thunderstorms possible ✓ More presistent and / or widespread. ✓ A few tornadoes. Several reports of strong wind damage. ✓ Damaging hail - 1 - 2"
4	MODERATE (MDT)	✓ Widespread severe thunderstorms likely ✓ Long-lived, widespread and intense. ✓ Strong tornadoes. ✓ Widespread wind damage ✓ Destructive hail - 2"+
5	HIGH (HIGH)	✓ Widespread severe thunderstorms expected. ✓ Long-lived, very widespread and particularly intense. ✓ Tornado Outbreak. ✓ Derecho

Developed by the Storm Prediction Center (SPC)

THUNDERSTORM WATCH VS. WARNING

Severe Thunderstorm Watch: Be Prepared!

Severe thunderstorms are possible in and near the watch area. Stay informed and be ready to act if a severe thunderstorm warning is issued. Watches are issued by the Storm Prediction Center (**spca.noaa.gov**) for counties where severe thunderstorms may occur. The watch area is typically large, covering numerous counties or even states.

Severe Thunderstorm Warning: Take Action!

A severe thunderstorm has been indicated by radar or reported by a spotter producing hail one inch or larger in diameter and/or winds exceeding 58 mph. Warnings indicate imminent danger to life and property. Take shelter in a substantial building. Severe thunderstorms can produce tornadoes with little or no advance warning.

After a tornado, watch out for dangerous debris, such as sharp metal, glass, or downed power lines. Photo NOAA

National Weather Service

for more information visit: weather.gov/safety/thunderstorm