

THE COMBAT EDGE

MARCH 1993





THE COMBAT EDGE

Air Combat Command
Safety Magazine

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ACCent on Safety

ACC warmly welcomes Air Rescue Service to the Air Combat Command team. On 1 February 1993, Air Rescue Service units were realigned under Air Combat Command. The Air Rescue Service units and people bring with them a proud heritage and tradition of service that dates back to 1946 and their inception under Air Transport Command. Throughout the ensuing decades rescue professionals performed their mission of mercy with a quiet dedication that belies the inherent danger of rescue operations. From the frozen hills of Korea to the jungles of Vietnam, rescue forces were there; and their presence continues today in deployments to Operation SOUTHERN WATCH. We look forward to working with the newest member of the ACC team to strengthen and expand our culture of safety. Inherently dangerous operations conducted under adverse conditions present monumental challenges to our safety efforts. Together we will face these challenges and surmount any obstacles so that rescue forces can continue to proudly proclaim, "THESE THINGS WE DO THAT OTHERS MAY LIVE!"

March marks the official beginning of the 1993 show season for the U.S. Air Force Air Demonstration Squadron -- The Thunderbirds. This year is a special one for the team -- their 40th anniversary! Established in 1953, the team has brought awe-inspiring, breathtaking shows of aerial precision and prowess to millions of people throughout the world. Safety has always been a key consideration in the team's preparation, show design and performance. Last year the team conducted 75 aerial demonstrations in 37 states and 7 foreign countries; performing for over 6 million people. As Lt Col Dan Darnell, Thunderbird lead, said recently, "The Thunderbirds are successful for the same reasons that the Air Force is successful. Professionalism, pride, esprit de corps and commitment are qualities that make the mission happen -- our mission, and the Air Force mission." The Thunderbird incorporation of safety as a way of life, an everyday way of doing business should serve as an example for all of us. Safety is the smart way to do our mission.

Congratulations to our Air Combat Command FY 92 Safety Award winners. These outstanding professionals epitomize our culture of safety. Their dedication and quest for improvement benefit the entire command. Thank you for your service and contributions to the ACC culture of safety. As in any awards program, many more units

and people were nominated than could be selected to receive awards. To the units and people who were nominated but not selected, we also say thank you for your outstanding effort and contribution. Although not receiving an award, just being nominated speaks well of your endeavors and quality performance. Your supervisors and commanders believed your accomplishments were worthy of command attention which should make each and everyone of you justifiably proud! To everyone in the command, keep up the good work. Our safety culture depends on you!

Colonel Bodie R. Bodenheimer
Chief of Safety



Thunderbirds

40 Years of Safety Excellence

"On top, five thousand, 190 knots, we need to abort, loosen it up!" The Thunderbird Arrowhead formation floats above the show line carving their characteristic white smoke across the midwestern sky. Thunderbird #1, or the "Boss," calmly calls, "let's roll out...now" as

the four red, white and blue F-16Cs simultaneously spread out to the abort parameters they've practiced hundreds of times during training season. The crowd watches as the formation terminates smoke as if on cue, and exits the airspace without revealing the problem. In fact,

Photo by SSgt Mike Moore



birds:

*Capt Paul C. Strickland
1991-92 Thunderbird Slot, #4
Nellis AFB NV*



the Arrowhead formation didn't meet the required minimum altitude on top of the loop, and the Boss decided to abort. Once again, the acute attention paid to safety is evident in every sortie the Thunderbirds fly.

For 40 years the USAF Air Demonstration Squadron "Thunderbirds" has been the window through which civilians glimpse the pride and professionalism that permeates their Air Force. The squadron, which started in 1953, calls Nellis AFB, Nevada, home for 4 months out of the year. The remaining 245 days, the Thunderbirds fly an intense schedule of 80 airshows per year throughout the U.S. and overseas. In 1991 and 1992, the Thunderbirds flew 11 demonstrations in Europe and 7 airshows throughout South America. Since 1982, the Thunderbirds have kept this exhausting pace without a single major aircraft mishap: a tribute to the efforts of the men and women on the team whose utmost priority is safety.

So how do the Thunderbirds operate? How has their history changed from a squadron that characteristically lost 1.3 pilots per year prior to 1982 to an organization that squeezes every ounce of safety out of their performance like a crushed sponge? The answer is **training**.

Every member of the Thunderbirds, enlisted or officer, is taught from day one that crowd safety is paramount. Crowd safety translates into flying safety. For example, when a Thunderbird F-16 enters its 150-hour phase inspection, it is scrutinized under the same requirements as an operational F-16, but in half the time. To pass a phase inspection requires two or less discrepancies. A simple loose idle stop on the throttle or a hairline crack on the wing skin can result in failure. In 1992, the phase inspection success rate was 100 percent. Thunderbird phase specialists are Type A personalities; aggressive, thorough and meticulous. Everyone is keenly aware that their attention to detail will be reflected in the safety of the airshow before millions of spectators. The Thunderbirds won't tolerate a breach of safety that might endanger their pilots or the crowd.

Thunderbird pilots are incorrectly thought of as the "Prima Donnas," "Best of the Best" or "Cream of the Crop." In fact, each pilot is chosen not only for solid flying skills, but for his breadth of Air Force experience, maturity, professionalism and natural public relations skills. These traits are necessary to achieve the precision required when flying 18 inches apart

Photo by SSgt Mike Moore



Illustration by Sra Billy King



at an average speed of 500 miles per hour, barely a breath away from breaching the wall between safe flying and imminent catastrophe.

In the 1950s and 1960s, Thunderbird aerobatic maneuvers were not prescribed by a specific regulation. The pilots and maintenance crews were by no means reckless, but there was less supervision and few documented training plans. The mishap rate reflected a need for standardization in training. Over the last 11 years, the Thunderbirds aligned themselves with the changing Air Force and revamped their training programs. For example, in the 1960s and 1970s new maneuvers were attempted at "show altitudes" (200 feet above the ground). Unfortunately, that proved disastrous in several mishaps; so a "stepdown" concept evolved to increase safety. New maneuvers were initially flown above 5,000 feet, then "stepped" down to show altitudes. Proposed maneuvers were subjected to MAJCOM approval. The Thunderbirds created their own regulation, USAF/ADS Regulation 55-31, which established a syllabus for each flying position and parameters for each maneuver. In short, the Thunderbirds looked hard at their mission and got smarter about the necessity of flying safe air demonstrations under an ever-increasing sensitive public eye.

After 40 years, what really is the mission of the Thunderbirds? Where does safety factor into the mission? The mission is easiest answered in a letter I received after visiting a class of abused children at the Rivendale Psychiatric Center near Bowling Green, Kentucky. My host stated that it's "vital for children to meet people like you who have met their goals. Especially children like our patients who are very often in need of positive role models. The

enthusiasm of children and adults, the pride and patriotism that roars from the crowds, and the importance of representing the best trained Air Force in the world, encompasses the real mission of the Thunderbirds. The public trusts its Air Force to be the best, and the Thunderbirds can only earn that trust by striving for a mistake-free safety record.

Certainly, you say, they do make mistakes! Yes. But this is where the Thunderbirds have refined their training, minimizing mistakes so that safety is never compromised. For example, as each new pilot learns his position, he is encouraged to fly no closer than his comfort level. In the Diamond formation, this means that the experienced wingmen fly a symmetrical position relative to the newest pilot's comfort level. As confidence is gained, the pilots collectively tighten the formation until their trust is solidified. A pilot's tenure is two years; so there is always a seasoned wingman in the formation. The inevitable movement that occurs with 4 37,000-pound fighters jostling inches from each other is barely perceptible to airshow spectators. That, however, is not good enough for the Thunderbirds. Every sortie, every practice and every show is briefed in detail, flown and then scrutinized on video by the pilots.

A typical Thunderbird flight briefing begins with administrative details concerning ground ceremonies and crowd orientation. An F-16 at idle power can damage a person's ears as close as 300 feet away. Next, the briefing covers an exacting look at the airport weather, emphasizing cloud ceiling and visibility. The Thunderbirds require 5 miles visibility to perform, and based on the clouds, can fly 1 of 3 profiles: a high show, low show or flat show. The pilots prefer a high show, since it allows the most flexibility for loops and rolls in formation.

The Boss selects the profile and starts a scrupulous review of Diamond and Solo maneuvers in relation to the show line, which is drawn out on a detailed aerial photo of the show site. After a thorough review of the overall plan, the Boss



tasks one of the pilots to present an emergency practice scenario. This scenario is handled in the brief as it would be in the air, encompassing every possible contingency that could deter from a safe performance. Every Thunderbird flight is methodical and exact, a result of tireless preparation.

During the 4-month training season in Nevada, and after the 4-mandatory aerobatic flights per week during the show season, the Thunderbird pilots debrief using videos taken with powerful zoom lenses. The Diamond formation concentrates on symmetry, movement, "cups" and "toes." Cups occur when the Diamond doesn't appear flat, as if the wings of the Diamond shape are curled towards the center. Toes occur when the wingman's fuselage does not align with the Boss' aircraft. The goal is perfection, even if the correction is one foot either direction.

Photo by SSgt Mike Moore



The Solo pilots scrutinize their timing patterns, formations and optical crosses over a designated point on the ground called “show center.” Nothing is left to chance and debriefs get outright animated when the pilots have varying opinions! The final word lies with the Boss, who relies on the Logistics Officer for criticism and safety comments from a spectator’s perspective.

Although the Logistics Officer and Narrator don’t fly in the air demonstration, their roles, like every member of the Thunderbirds, are critical to a safe performance. The Narrator is also an “advance man,” arriving at the show site one day prior to the team. He ensures the logistic obstacles are hurdled and sets the stage for safe execution of the show. The Thunderbirds performed at 75 civilian airshows last year, in place of many previously visited military bases that have closed. The Narrator frequently works with people who have little knowledge of F-16s and their requirements. Not often in the lime-light, his job is one of the most critical to the team.

The Logistics Officer primarily acts as a safety observer while critiquing the flying performance. He’s the focal point for handling emergencies and coordinating with the airshow promoters for air and ground mishaps. The Federal Aviation Administration sets stringent rules on crowd distances, safety avenues and minimum flying altitudes. the “Loggie” addresses these concerns before the planes ever taxi.

At Columbus AFB, Mississippi, in 1991, the Opposing Solo experienced structural failure of the afterburner section of his F-16. Fortunately, the engine pieces fell harmlessly inside the required safety area designated for the show. While the Solo landed the crippled F-16, the “Loggie” coordinated the emergency response, recovery of the engine parts and smooth continuation of the air demonstration. Years of experience have taught the Thunderbirds that safety results from meticulous planning and realistic training.

The most common question asked by kids and adults is, "What does it feel like to fly that tight and pull so many G's?" It's a difficult question to answer because I have yet to find the perfect words to describe the exhilaration, feel and concentration necessary to perform the 35-minute show. The sensation is significantly different than tactical flying. Imagine sitting in the second car of a roller coaster, and none of the cars are connected. You have only braking ability, and there's another car right behind you with the same limitations. In order to avoid hitting each other, you and the guy behind you have to focus on the car in front. Sometimes you'd swear your eyes are coming unglued staring at the front car. Throughout the whole ride, you can't afford a slip in concentration; otherwise, cars start slamming together! One other thing, the brake lever requires around 25 pounds of pressure to move! Your arm must overcome the stick pressure and the G forces put on it by the sharp turns and rolls of the roller coaster. Tiring? You bet! Fun? Unbelievable! The satisfaction of slinging 6 fighters through the air in perfect unison, each with the agility of a snake striking its prey, before millions of appreciative Americans, is eye watering!

The Thunderbirds have performed before 261 million people in 3,205 airshows over their 40 year history. The team continues to fly with pride, safety and attention to detail that was born with the first performance at Luke AFB, Arizona, in 1953. The Thunderbird air demonstration exists to represent the dedicated people who serve with the same pride in the U.S. Air Force. There is no better feeling after flying a tough show than standing in front of hundreds of people seeking "role model" autographs, or having a uniformed person come up and say, "Hey, thanks...thanks for doing us proud!" The Thunderbirds anxiously await the next 40 years of doing their Air Force proud! ■



Families in

1st Sergeants and supervisors are frequently "called out" to the homes of their troops in order to intervene in circumstances that range from minor disagreements to destructive and, at times, life-threatening acts of family violence. Conflict between family members often affects mission readiness and **may** compromise safety on the job when the active duty member becomes preoccupied with a deteriorating home life. A supervisor's response and assessment of these "domestic" situations is critical to the completion of the mission, the well being of the family and the future performance of the member. In other words -- SAFETY.

It is essential that supervisors who decide to go on "home visits" or manage these concerns in their office are properly able to assess the risks involved. Any significant deterioration in a family system, whether it becomes abusive or not, is a concern since it may affect the availability and effectiveness of the troop and the well-being of the family. Supervisors are in a pivotal position to assess and prevent the escalation of conflict and promote a return to some family stability while referrals are made to appropriate agencies.

But just how does one assess the risks of a situation that might escalate to injury and subsequent impairment of the member and the mission? The experience at one installation Family Advocacy Program and the perspective of many of its supervisors and 1st Sergeants indicate that it would be helpful to keep in mind eight concepts when evaluating risk. These concepts are: proximity, safety, reports, substance usage, communication, crisis topic,

isolation and stress.

Each concept helps categorize certain sets of characteristic behaviors, thoughts and feelings which, in turn, are associated with escalating degrees of risk. Knowing the concepts and the accompanying characteristics will help the supervisor to determine the degree of risk involved as: no risk, low risk, intermediate risk or high risk.

To help decide what behaviors, thoughts and feelings are associated with each level of risk, turn your attention to the eight concepts.* Understand the meaning of each concept and then begin to get a sense of what differing levels of risk look like as you read about characteristics (behaviors, thoughts and feelings) in the situations that follow:

1. PROXIMITY - Physical closeness. Are the individuals physically separated with immediate reunion unlikely (no or low risk) or in physical contact showing little respect for each other's emotional and/or physical space (high risk)? Are the whereabouts of the absent spouse or child known and deemed to be an appropriate "cooling off" place (low risk) or will his/her current location increase the likelihood of conflict when that family member returns home (high risk)?

2. SAFETY - Protected from physical harm and loss of necessary resources to survive. Has safety currently or historically been an issue for either party? Do people take "time outs" to cool down and search for compromise (no or low risk). At the high risk end of the scale, safety is a concern. No one is remorseful, current signs

CONFLICT

of an altercation are present, taking a "time out" is an unknown and arguments typically end in a lose-lose situation.

3. REPORTS - Documentation or description of an event. Simply stated, has there been a prior unreported or reported incident of family violence? If so, how long ago did it occur - the more recent and frequent indicates increased risk of an incident.

4. SUBSTANCE USAGE - Ingestion of a mood altering substance. Has some type of mood altering substance been taken by a family member? Most commonly alcohol, but illicit drug use as well as prescription medication can cloud judgement and make working out a peaceful solution impossible. Given the wide range of effects of different drugs, it's important to obtain as much of this information as possible. When it comes to alcohol, the "no risk" end of the scale would mean that there has been no ingestion for at least eight hours, even then, it's difficult to assume that there is no effect.

At the other end, use of alcohol by any family member within two hours of your involvement, as a supervisor, indicates a high risk for an incident of violence or at least a family problem that quickly deteriorates the family system. Supervisors should consider whether a Social Actions referral is appropriate.

5. COMMUNICATION - A verbal or non-verbal message. Is the communication pattern in the family open, democratic, respectful or closed, authoritarian and scornful? A hallmark of a well-functioning family system is the abil-

ity to communicate. On the positive side (no risk level) families will rate their communication as "most of the time very good." There is little interrupting of one another, people are able to summarize each other's viewpoints and can reach agreement on pragmatic issues like use of the car and what bills are to be paid, etc. However, on the negative side (high risk) of assessment, communication is often self-rated as "most of the time poor." There could be much verbal interruption as each person tries to get his or her point across, often with the use of an accusatory tone of voice. Name calling and implying that someone is worthless are features of an inability to stay at the issue level of an argument and indicate a high risk situation. Be alert to non-verbal communication as well, such as the person who is stewing, rolling the eyes or shrugging the shoulders as an act of defiance or indifference. Is one of the family members continuing to blame or in an escalating mode ready to "point the finger" at other family members' imagined or real irresponsibility? It's likely that the non-verbal communication is hiding a wealth of information about feelings. As a supervisor, it's helpful to explore the non-verbal by direct questions. You need to find out whether family members are preparing for retaliation or reconciliation.

6. CRISIS TOPIC - The precipitating event at the heart of the disagreement. What does each person think the argument is about? What is the issue? Experiences of supervisors indicate that topics such as finances, care and discipline of children are important; but the most explosive (high risk) is still sexual infidelity, whether it

actually took place or not. Don't forget that jealousy is also the feeling of being displaced by someone or something. Many relationships must remain vigilant against competition for affection with home computers, jobs, temporary assignments, in-laws, ex-spouses and children from previous marriages, etc.

7. ISOLATION - Separation from emotional, geographical, linguistic and/or cultural influences. Do people in this family feel isolated? Social involvement is a defining quality in the human race. Blocked or limited access to such involvement may put severe pressure on relationships and could create a potential for family problems. Isolation can be reduced with individual coping skills and the active involvement of the civilian and military community. Assessment by a supervisor on these previously mentioned elements in the definition of the concept give a good indication on risk level associated with this concept. The more isolated, the higher the risk for a deteriorating situation to occur.

8. STRESS - Relative force of an event on an individual. What type, duration and strength of stressor(s) are affecting this family? Although stressors affect all individuals, assessing the degree or impact of a particular stressor on an individual is difficult to do. Families in crisis may deny that stress exists to a significant

degree. Additionally, what is stressful to you or me may not be to another person. An ancient philosopher pointed out that the effect of an event is not so much what the event was, but rather what meaning we make from it. Often it helps to ask family members to rate the amount of stress they feel that they have been carrying over the past few days or weeks. Imagine a 10-point scale (1 low stress - 10 high stress). What is your daily stress level? A supervisor who gets an answer of 2 or 3 could consider this to be no risk. A self-rated answer of 8 or above would be considered high risk.

To be sure, no system is fool-proof, but an organized way of approaching families in conflict is more effective than meandering about in often intense and potentially troubled settings. The Air Force Family Advocacy Regulation (160-38) is an excellent overview of policies and procedures for appropriate coordination and management on issues of family conflict. This regulation emphasizes the team involvement needed to address potential and actual family violence. The use of law enforcement, unit command structure, medical services, Family Advocacy and Family Support Center and Chaplains are some of the organizations ready to respond. Next time you get the call about a dispute, keep the eight concepts in mind as you assess behaviors, thoughts and feelings that indicate the level of risk. Remember your personal safety is important also!

*For a detailed description of behaviors, thoughts and feelings that are characteristic of different levels of risk, contact the author at DSN 361-4926, Davis-Monthan AFB, Family Advocacy Program. ■

Next time you get the call about a dispute, keep the eight concepts in mind as you assess behaviors, thoughts and feelings that indicate the level of risk. Remember your personal safety is important also!

Pilot Safety Award of Distinction



Lieutenant Colonel Brunner, an instructor pilot at MacDill AFB, was flying in an F-16C as number one of a two-ship syllabus sortie. Shortly after becoming airborne, Col Brunner noticed a rapid rise in engine temperature. As the temperature peaked, there was an immediate and significant loss of thrust, and the aircraft began trailing smoke and flames. Col Brunner immediately analyzed the situation and quickly selected



***Lt Col Gary D. Brunner
62 FS, 56 FW
MacDill AFB FL***

afterburner, which failed to produce additional thrust. He then selected secondary engine control. With the airspeed decreasing through 180 knots and with less than 500 feet AGL, he maneuvered his F-16 in a shallow descent to gain flying airspeed to ensure clearance beyond an off-base residential area. When clear of the densely populated area and over water at less than 400 feet, Col Brunner began a gradual turn back to a downwind position and radioed the tower of his crippled F-16 to a base position of 2000 feet and 230 knots. After configuring for a landing and moving the throttle to idle, he sensed an increase in engine thrust. Col Brunner expertly dealt with the high thrust situation and landed in the first 2000 feet of the runway. Utilizing max wheel braking, he slowed the aircraft down to an acceptable speed and engaged the departure end BAK 12/14 cable flawlessly. Col Brunner then shut the aircraft down and egressed safely. Total flight time was 4 minutes. A visual inspection of the engine tailpipe revealed all second stage low pressure turbine blades were extensively damaged with the mid span to tip of each blade missing.

Col Brunner's prompt, decisive actions, expert assessments and superior flying skills resulted in a flawless recovery under the most difficult and stressful conditions. His actions clearly saved a valuable ACC asset and prevented a catastrophic accident with a high potential of loss of life and property.

ACC ANNUAL AWARDS



SAFETY OFFICE OF THE YEAR AWARD

90 MW

Francis E. Warren AFB WY

Recognizes a DRU/wing/group safety office for the most effective overall safety program.

DISTINGUISHED CHIEF OF SAFETY AWARD

Maj Roger A. Forsyth

90 MW

Francis E. Warren AFB WY

Recognizes a Chief of Safety for significant contributions to intermediate headquarters, unit, ACC, or USAF mishap prevention program (excludes NAFs and Sectors).



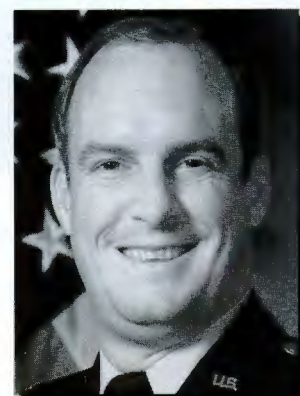
DISTINGUISHED FLIGHT SAFETY OFFICER AWARD

Capt Frederick H. Schell, Jr.

410 BW

KI Sawyer AFB MI

Recognizes a person for significant contributions to an established unit, intermediate headquarters, ACC or USAF flight safety program.





ANNUAL UNIT GROUND SAFETY AWARD - CATEGORY I

49 FW
Holloman AFB NM

Recognizes a host unit with an exceptional ground safety mishap prevention program.

DISTINGUISHED FLIGHT SAFETY NCO AWARD

MSgt Daniel T. Simpson
56 FW
MacDill AFB FL

Recognizes a person for significant contributions to an established unit, intermediate headquarters, ACC or USAF flight safety program.



EXCEPTIONAL GROUND SAFETY LEADERSHIP AWARD

MSgt Mark J. Ward
351 MW
Whiteman AFB MO

Recognizes a ground safety professional who has demonstrated superior leadership capability at an established unit, intermediate headquarters, or MAJCOM.



ANNUAL UNIT GROUND SAFETY AWARD - CATEGORY II

33 FW
Eglin AFB FL

Recognizes a tenant unit with an exceptional ground safety mishap prevention program.



ANNUAL TRAFFIC SAFETY AWARD - CATEGORY I

49 FW
Holloman AFB NM

Recognizes a host unit with an effective traffic safety program.

SUPERIOR PERFORMER IN GROUND SAFETY AWARD

Mr Jerry P. McDermott
49 FW
Holloman AFB NM

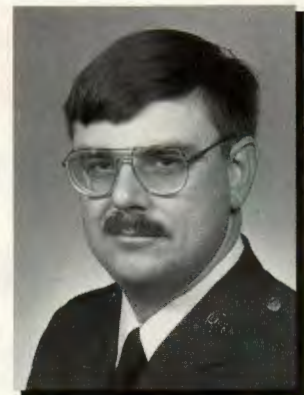
Recognizes a ground safety member who has made meaningful contributions to their unit's mishap prevention program.



CMSgt PAUL A. PALOMBO AWARD FOR DISTINGUISHED GROUND SAFETY NEWCOMER

MSgt Lawrence E. Stulz
906 FG
Wright Patterson AFB OH

Recognizes a new member to the ground safety career field for exceptional performance.



ANNUAL TRAFFIC SAFETY AWARD - CATEGORY II

33 FW
Eglin AFB FL

Recognizes a tenant unit with an effective traffic safety program.



OUTSTANDING UNIT WEAPONS SAFETY AWARD CATEGORY I

92 BW
Fairchild AFB WA

Recognizes a unit with an effective program to prevent weapons mishaps.

EXCEPTIONAL WEAPONS SAFETY OFFICER AWARD

Capt Kenneth D. DeLouche
351 MW
Whiteman AFB MO

Recognizes an ACC weapons safety officer who has made outstanding contributions to the weapons safety program of an established unit, intermediate headquarters, ACC or USAF.



EXCEPTIONAL WEAPONS SAFETY NCO AWARD

TSgt John S. Logan
347 FW
Moody AFB GA

Recognizes an ACC weapons safety NCO who has made significant contributions to the weapons safety program of an established unit, intermediate headquarters, ACC or USAF.



OUTSTANDING UNIT WEAPONS SAFETY AWARD CATEGORY II

44 MW
Ellsworth AFB SD

Recognizes a tenant unit with an effective program to prevent weapons mishaps.

It's Only Unserviceable

EXPLOSIVES

It's Only Unserviceable explosives...

Generally speaking, explosives mishaps don't just happen -- they are caused by someone performing a careless act. Anyone who handles explosives must stay alert and follow the appropriate directives at all times. Our directives have been established, probably because of an earlier mishap, to minimize the potential for injury to personnel and damage to property. But, guidance will only work if it's used.

Recently, the 58 FW at Luke AFB became one of only two ACC explosive ordnance and hazardous waste disposal sites. The munitions storage area and explosive ordnance disposal section have experienced a 100 percent increase in the amount of hazardous waste being shipped here for disposal. Unfortunately, we have also seen the mishap potential increase dramatically. For example:

Our directives have been established, probably because of an earlier mishap, to minimize the potential for injury to personnel and damage to property. But, guidance will only work if it's used.

1. Forty-one 40mm grenades were packed in a cardboard box without sufficient packing material to prevent these percussion fired grenades from banging against each other.
2. A dud fire AN-M8 smoke grenade with the firing pin impacted into the fuse was packed in a wooden box and placed on a pallet with 200 40mm grenades and 120 claymore mines.
3. Three sticks of dynamite, packed in a light metal can, were received from an Army depot. The dynamite was exuding and there was no packing material in the can to prevent the dynamite from moving around.

Poor packing or the shipment of unauthorized ordnance aren't the only

problems we've encountered. Improperly completed documents and missing documentation are another problem area.

1. AF Form 191, Disposition Documents, missing. This form tells the unit responsible for disposal why the munitions are being sent to them. After the Form 191 is signed by the person performing the disposal action, it is returned to the originating unit as a record of disposal.

2. Environmental Protection Agency (EPA) Form 8700-22 Hazardous Waste Manifest has had information changed/deleted. In one instance, the hazard class/division had been scratched out making the shipment appear to be explosive free when, in fact, it had about 30 pounds of explosives including grenades and more than 20,000 rounds of small arms ammunition. This violates EPA regulations and could result in severe fines.

3. Missing DD Form 1348-1, Release Document. This form is used primarily for turn-in and issue of items. Initiated by the owning unit, the document is sent back to the owning unit as proof of disposition after disposal of the item.

Actual explosive ordnance disposal is done at the Goldwater Ranges near Gila Bend AZ. Prior to disposal, Luke AFB is authorized to store these materials for a maximum of 10 days. When the paperwork is wrong, we risk violating EPA regulations while we wait for the originating unit to make the necessary corrections. For everyone's safety, proper accounting and to comply with state and federal regulations, the paperwork must be right -- the first time.

Why are all these mistakes happening? There's no one clear answer, but we do know human factors are involved. How? Perhaps making that last shipment prior to a unit closure or returning from a TDY; or personal concerns



relating to involuntary manpower reductions; or perhaps unit undermanning due to fellow workers taking the VSI/SSB option. All of these conditions can cause distractions which lead to rushing, missing checklist items, taking shortcuts or making assumptions one shouldn't make. The handling and shipping of explosives is not a game -- we cannot afford to be careless. Distractions must be kept to a minimum so workers can remain focused on the job at hand. Supervisors need to be aware of the work environment and look for these and other warning signs to ensure quality control remains intact at all levels. The disposition of explosive ordnance isn't complete until it's packed, checked, documented, shipped, checked, unloaded, checked again, disposed and documentation returned. A lot of people (civilian and military) are involved in this chain, but those involved with the first three events are the key. If they do their job right, everything else generally runs smoothly. If they don't ...

We've been lucky in many recent cases. Let's all work to reduce the luck factor by minimizing distractions, following established procedures and improving quality control. Packers and weapons inspectors, your responsibilities are the key to the safe shipment and disposition of hazardous materials. Accept the challenge, take the responsibility. ■



Crew Chief Excellence Award

During the morning of 6 Nov 92, I was the crew chief on an F-15C deploying to Davis-Monthan AFB AZ, from Eglin AFB FL. The launch checklist was proceeding smoothly until the start of the number one engine. As the engine increased in RPMs, the Jet Fuel Starter (JFS) clutch failed, causing flames and smoke to erupt from the Central Gear box (CGB/JFS) area beneath the engine, beside the vent of the aircraft's full 600 gallon centerline fuel tank. I immediately warned the pilot of the fire and advised him to abandon the aircraft. As the engines were winding down, I extended the entry ladder for the pilot to ensure his safe departure from the aircraft. I then ran aft and fought the fire with the available fire extinguisher.

This incident could easily have resulted in the complete loss of the F-15, it's highly experienced pilot, and the aircraft parked next to it. At a minimum, a slower response to the fire could have caused nearly \$150,000 in damage to the JFS. Sgt Saeman's level-headed assessment of the situation and effective reaction minimized the damage and allowed the aircraft to return to service within 24 hours. The professional performance of Sgt Saeman reflects the personal integrity, skill, and courage required of our crew chiefs. For his exemplary behavior, Sgt Saeman is awarded the Crew Chief Excellence Award.



Sgt Wayne A. Saeman
59 FS, 33 FW
Eglin AFB FL

Ground Safety Individual Award of Distinction



MSgt Cornelius A. "DOC" Settles
90 CES, 90 MW
Francis E. Warren AFB WY

Master Sergeant Settles has been the key player in implementing and initiating safety initiatives that have improved both squadron and base-wide appreciation of the question "**R U SAFE.**" Sergeant Settles produced and narrated a 30-minute safety video for incoming CE personnel and designed safety emphasis slides for use in squadron staff meetings to increase awareness of open safety issues. In addition, he established written guidelines for the squadron excavation, shoring, and trenching program, and purchased and installed confined space warning signs to warn people of the hazard. This was followed by the purchase of an Egress Evacuation System for emergency removal of personnel from confined space in the event of an accident. Sergeant Settles also established written guidelines on proper two-person lifting techniques and purchased a video cam-corder to help document unsafe working conditions and to aid in accident investigations.

In the area of publicity, Sergeant Settles has actually touched the lives and safety attitudes of the entire base. First he created "**R U SAFE**" as a squadron logo and incorporated this logo into his business cards and a card for his unit's Dial-A-Ride Program. He designed a "Safety Starts Here" mirror that has been placed in key locations on base; designed and installed drinking and driving awareness signs at the base gates; and his "**R U SAFE**" logo is being incorporated into the vehicle license plate design for the Mighty Ninety.

Sergeant Settles' hard work, dedication and success identify him as a worthy recipient of the ACC Ground Safety Individual Award of Distinction.



Unit Safety Award of Distinction

The 74 ACS recently completed a mishap free, 119-day deployment to the Caribbean Theater of Operations (TOA) and established/maintained Operation CORONET GRIFFIN, a major counter-narcotics radar surveillance operation.

74 ACS personnel road convoyed 1004 miles from Langley AFB VA to Homestead AFB FL, safely loaded a five-ton AN/TPS-43 radar antenna onto a five-ton truck, attached a 20-foot radar van with mobilizer, and safely convoyed 1004 miles back to Langley AFB. During this 2008 mile convoy there were no vehicle breakdowns or mishaps. Squadron personnel reconfigured the radar equipment for air transport and prepared the remainder of 105 short tons of equipment, consisting of 8 air cargo pallets, 9 M-series vehicles, and other radar and communications equipment, for air transport to the TOA. The squadron safely loaded the equipment onto one C-5 and two C-141 aircraft and deployed to the Caribbean TOA. 74 ACS members accompanied the equipment. Upon landing, the aircraft was unloaded; the equipment carefully reconfigured and road convoyed to the operations site.

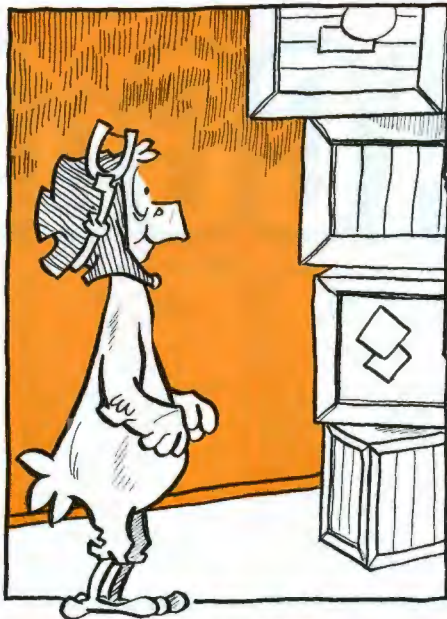
To prepare the site, two buildings were erected, 600 cubic yards of fill laid, six power transformers installed, and three-phase electrical power established. Squadron personnel quickly, yet safely, erected their equipment and successfully conducted surveillance operations for 103 consecutive days.

Throughout the deployment, the squadrons achieved a 98 percent equipment in commission rate and was responsible for the confiscation of \$7,120,000 worth of cocaine. Despite working on equipment with lethal voltage in excess of 117,000 volts, and often working under hazardous weather conditions, squadron personnel maintained a safe working environment, continually stressing mishap prevention.

Upon completion of the mission, the squadron carefully packed all equipment, convoyed from the deployed site to the local airport, and loaded one C-5 and two C-141 aircraft for return. The 74 ACS safely established and maintained a major counterdrug radar surveillance operation in the Caribbean with outstanding results. During this time, not one reportable mishap occurred; all personnel and every piece of equipment returned safely!



*74 Air Control Sq
1 FW
Langley AFB VA*



ACColades

QUESTIONS OR COMMENTS
CONCERNING DATA ON THIS
PAGE SHOULD BE
ADDRESSED TO HQ ACC/SEA,
DSN: 574-3814

	TOTAL			ACC			ANG			AFR		
	JAN	THRU JAN		JAN	THRU JAN		JAN	THRU JAN		JAN	THRU JAN	
		FY93	FY92		FY93	FY92		FY93	FY92		FY93	FY92
CLASS A MISHAPS	0	6	13	0	3	5	0	2	7	0	1	1
AIRCREW FATALITIES	0	5	8	0	4	1	0	1	5	0	0	2
* IN THE ENVELOPE EJECTIONS	0	4/0	7/1	0	2/0	4/0	0	1/0	3/1	0	1/0	0/0
* OUT OF ENVELOPE EJECTIONS	0	0	0	0	0	0	0	0	0	0	0	0

* (SUCCESSFUL/UNSUCCESSFUL)

CLASS A MISHAP COMPARISON RATE

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

ACC	FY 92	3.4	1.9	2.0	2.5	2.0	2.0	2.0	2.3	2.5	2.4	2.6	2.5
	FY 93	2.0	3.1	2.1	1.6								
1 AF	FY 92	0	0	0	0	0	0	0	0	0	0	0	0
	FY 93	0	0	0	0								
2 AF	FY 92	0	0	0	0	0	0	0	*	29.1	16.4	11.2	7.8
	FY 93	0	0	0	0								
8 AF	FY 92	0	0	0	0	0	8.9	7.6	6.6	7.9	5.8	4.4	5.2
	FY 93	0	11.6	4.5	3.9								
9 AF	FY 92	4.4	2.4	3.4	2.6	2.1	1.7	2.2	2.6	2.4	2.7	2.4	2.0
	FY 93	5.2	5.5	4.1	2.9								
12 AF	FY 92	0	0	0	1.5	1.3	1.0	.9	.8	1.4	1.3	1.8	2.1
	FY 93	0	0	0	0								
ANG	FY 92	0	6.7	6.3	8.8	7.1	6.6	5.6	5.5	4.9	4.9	4.9	4.9
	FY 93	0	2.2	2.9	2.1								
AFR	FY 92	0	10.9	7.7	5.7	4.7	3.9	6.7	8.7	7.8	7.0	8.4	7.7
	FY 93	0	0	6.8	5.1								
TOTAL	FY 92	2.3	3.7	3.5	4.3	3.5	3.3	3.3	3.6	3.5	3.4	3.6	3.4
	FY 93	1.3	2.6	2.6	2.0								
MONTH		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP

* (HOURS NOT AVAILABLE)

ACCOLADES

HONOR ROLL

Units without a "Command-Controlled" Class A Flight mishap
since the stand-up of ACC on 1 Jun 92:

1 FW
4 WG
5 BW
7 BW
9 WG
23 WG
24 WG
27 FW
28 BW
31 FW
33 FW
42 BW
55 WG
56 FW
57 FIS
57 FW
79 TEG
92 BW

93 BW
99 TTW
102 FW
103 FG
104 FG
107 FG
113 FW
114 FG
116 FW
117 RW
119 FG
120 FG
121 FW
122 FW
124 FG
125 FG
127 FW
128 FW

131 FW
132 FW
138 FG
140 FW
142 FG
144 FW
147 FG
148 FG
149 FG
150 FG
155 RG
156 FG
158 FG
159 FG
162 FG
163 RG
169 FG
174 FW

175 FG
177 FG
178 FG
180 FG
181 FG
182 FG
184 FG
185 FG
186 RG
187 FG
188 FG
191 FG
192 FG
301 FW
319 BW
325 FW
347 FW
355 WG

366 WG
379 BW
384 BW
388 FW
410 BW
416 BW
419 FW
442 FW
475 WEG
482 FW
507 FG
509 BW
552 ACW
906 FG
924 FG
926 FG
944 FG



Aircrew Safety Award of Distinction

Maj Oveson and Maj Mcauliffe were on a cross-country training sortie from Pease IAP to Wright Patterson AFB OH. On takeoff from Pease IAP, their RF-4C had a leading edge flap malfunction that required a return to Pease for an emergency landing. While being vectored for an approach, the aircraft had total utility hydraulic failure. Maj Oveson requested a vector to the nearest airfield with an approach end arresting gear. En route to NAS Brunswick, UHF communication with approach control was lost and regained only after going to guard frequency. Maj Oveson then noted that his primary attitude indicator and emergency telelight panel lights were inoperative. He switched to his standby attitude indicator and noted that it also was inoperative. Maj Oveson suspected double generator failure and extended the emergency generator to regain electrical power and use of the standby attitude indicator. The aircrew heard two loud "bangs" that they felt could be indications of bleed air duct failure and requested a short turn to a PAR final at Brunswick NAS where the weather was at minimums. The turn to final approach was late and required the aircrew to go missed

approach and accept another PAR approach. Maj Mcauliffe suggested that they remain within 5 miles of the airfield and requested a descent to 500 feet below minimum vectoring altitude which would give them 500 feet clearance above the highest obstacle and would allow them to be closer to glide path for the final approach. Maj Oveson flew a flawless abbreviated PAR and picked up the runway environment at decision height. The aircraft landed just short of the E-28 cable and completed a successful engagement. Major's Oveson and Mcauliffe saved a valuable reconnaissance aircraft and have been selected to receive the Aircrew Safety Award of Distinction.



Maj Lynn Oveson
155 RG
Lincoln MAP NE

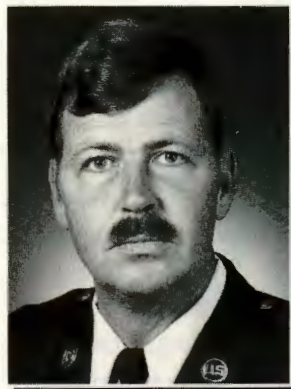


Maj David Mcauliffe
155 RG
Lincoln MAP NE

Flightline Safety Award of Distinction



SSgt Griffith and Amn Challinor were performing a radar system operational check on 334 FS F-15E aircraft to verify previously completed repair actions. All checks were progressing when suddenly the lights on the NF-2D went out. The unit started to make a loud ticking sound and was smoking profusely. At this point, TSgt Beierwaltes, the Specialist Flightline expediter, pulled up in his line truck and took charge of the situation. He directed that the unit be pushed away from the aircraft and shut down, as he called in a ground emergency to the Wing Operations Center. After the unit was positioned away from the aircraft, Sgt Griffith opened the electrical access panel to shut it down; when he did, he was blinded by smoke and immediately closed the panel door. As Sgt Griffith backed away from the unit, it erupted into flames on all sides. As Sergeants Beierwaltes, Griffith and Amn Challinor proceeded to get fire bottles in position to fight the fire, they were joined by TSgt Lilly and SSgt Gnodle. All five continued to fight the fire until it was extinguished and presented no further threat to surrounding aircraft or personnel. The base fire department arrived upon the scene and verified that they had properly extinguished the fire. The teamwork and decisive actions by these 334 FS personnel demonstrate the quality needed in today's Air Force.



SSgt Andrew E. Gnodle
334 FS, 4 WG
Seymour Johnson
AFB NC



TSgt Donald A. Beierwaltes
SSgt Eric S. Griffith
334 FS, 4 WG
Seymour Johnson
AFB NC



TSgt Kenneth E. Lilly
Amn David M. Challinor
334 FS, 4 WG
Seymour Johnson
AFB NC

THAT OTHERS MAY LIVE--

Rescue Forces Join ACC



Even the best safety precautions aren't always

foolproof, but who do you call upon when the usual safety measures fail?

For decades, Air Rescue Service (ARS) has functioned as the Air Force's ultimate safety net. ARS people have performed dramatic rescues of aircrews downed by hostile fire, aircraft system failures and bad weather. During peacetime, they have supported civilian efforts to rescue private citizens lost in wilderness areas and assisted those stricken by natural disasters.

Historically, Air Combat Command airmen are the first ones placed in "harm's way" and the first ones likely to call upon rescue specialists for help. That's why the recent transfer of rescue resources to ACC makes so much sense. The two have always fit together like hand and glove.

Headquarters Air Rescue Service and its subordinate units became ACC's newest team members on 1 February 1993. Following months of detailed planning and coordination, CONUS and Iceland rescue forces transferred from AMC to ACC, and the other overseas rescue units realigned under theater commands. These unit actions aligned command and control channels with current Air Force philosophy -- one base, one wing, one boss.

Air Rescue Service brings to ACC a tradition of excellence dating back to 1946 and the Air Transport Command. Today's rescue members embrace the same exemplary standards as their predecessors did nearly 47 years ago. They remain a small group of highly trained professionals dedicated to saving lives.

The concept of rescuing downed combat aircrews was borne of necessity during World War II. The Army Air Forces learned the value of rescue operations from its British counterparts and at war's conclusion, recognized the importance and necessity of an equipped, trained and combat-ready rescue force. As a result of those valuable wartime lessons, Air Rescue Service came to life on 13 March 1946, assuming the primary mission of search and rescue operations in the United States as well as becoming responsible for the development of expertise and equipment for the rescue mission. By May 1949, ARS had expanded to include units in the European

and Pacific theaters.

Air Rescue Service is a decorated veteran of both the Korean and Vietnam wars. In the early 1950's, rescue units earned 3 Distinguished Unit Citations and 2 Republic of Korea Presidential Unit Citations for heroic service during the Korean War. ARS was credited with saving the lives of 9,989 United Nations members during the conflict; 996 of which were combat rescues.

As the United States' involvement in Southeast Asia escalated in the 1960's, rescue call signs, such as "JOLLY GREEN" and "KING," became common household names. For the first time, television networks brought the war into American living rooms and the public watched dramatic combat rescues unfold on the nightly news. In those final hours when Vietnam fell to Communist forces, rescue members were heavily involved in the evacuation of Saigon. Rescue units earned 5 Presidential Unit Citations, 2 Air Force Outstanding Unit Awards and received credit for 2,780 combat rescues and 4,120 lives saved in SEA.

The dawn of the space age found ARS people tasked with recovery operations for manned and unmanned space flights. In January 1966, ARS was renamed the Aerospace Rescue and Recovery Service to reflect its support of NASA and DoD missile launch operations. From the first Mercury mission to the most recent space shuttle launch, rescue people remain ready to perform life-saving missions in support of U.S. space objectives.

Rescue continued its evolution during the 1970's, assuming the security support mission for Strategic Air Command's missile sites in the central and western United States. ARRS also gained the weather reconnaissance and air sampling duties previously performed by the Air Weather Service.

The next decade brought organizational changes to Rescue. First, the Military Airlift Command consolidated Air Force Rescue and special operations forces



under the newly activated 23d Air Force. Seven years later in 1989, MAC extracted its rescue assets from 23d Air Force and renamed ARRS the Air Rescue Service (ARS).

When ARS made its comeback on 1 August 1989, many of its people and aircraft remained with special operations units. Rescue faced the arduous task of rebuilding its combat-ready forces, practically from the ground up. New combat rescue squadrons have since activated: the 39 RQS at Misawa AB JA; the 66 RQS at Nellis AFB NV; and most recently the

48 RQS at Holloman AFB NM -- all fly the newer HH-60G helicopters. The 71 RQS transferred its aircraft and mission to the Alaska Air National Guard and moved its flag to Patrick AFB FL, flying the HC-130 air-

craft and performing the only active duty rescue helicopter refueling support mission. Over the next 2 years, 2 squadrons (the 41 RQS and 33 RQS) will transition from aging HH-3E helicopters to HH-60G models.

In addition to the combat rescue squadrons, Det 8, 37 RQS at Vandenberg AFB CA, and the 41 RQS at Patrick AFB support NASA space shuttle and missile range objectives. The 37 RQS, at F.E. Warren AFB WY (which will be redesignated as a Rescue Flight), and 5 other rescue flights provide missile site security in the western United States. The 36 RQF, Fairchild AFB WA, supports the USAF Survival School.

Since ARS began rebuilding, its people have responded to numerous peacetime humanitarian efforts. They augmented civilian emergency relief organizations during the San Francisco earthquake in October 1989, and they were on the scene when Hurricane Andrew left destruction in its wake in southern Florida last year. Rescue Coordination Center members have contributed their rescue expertise to Operations DESERT SHIELD/STORM for 2 years. Recent deployments of the 66 and 71 RQS in support of Operation SOUTHERN WATCH reaffirmed Rescue's reputation as a highly trained, professional, fully combat-ready rescue force.

Rescue's latest historical milestone marks the transfer of its subordinate units to host wings at the bases where they're assigned and the realignment of the Service itself under Air Combat Command. Headquarters ARS will reorganize under the Weapons and Tactics Center and the 57th Fighter Wing as

a new Combat Rescue School. The new school will assume the roles of combat rescue tactics development, advanced tactics training and the operational test and evaluation for the Combat Air Forces worldwide. Rescue professionals, past and present, take pride in knowing that they have contributed to saving





*Colonel John D. Woodruff
Commander, Air Rescue Service
McClellan AFB CA*

more than 26,000 lives. Safety has always played a major role in their operations. The very nature of rescue missions routinely places crews in dangerous situations in locations unreachable by conventional transportation modes. Urgent life and death situations, coupled with adverse flying conditions, mandate strict adherence to basic safety precautions. Rescue people can all take pride in their successful efforts over the last few years in rebuilding ARS. Now we must turn our energies to joining the new Combat Air Forces team and Air Combat Command. I know that all our rescue people will continue to build on their proud heritage and tradition and remain committed to their motto, **"THESE THINGS WE DO, THAT OTHERS MAY LIVE."** ■

RESCUE REALIGNMENT

(AS OF 1 MARCH 1993)

UNIT	LOCATION	HHQ
HQ ARS	McCLELLAN AFB CA	HQ ACC/DO
AFRCC	SCOTT AFB IL	HQ ACC/DO
33 RQS	KADENA AB JA	18 OG
37 RQF*	F.E. WARREN AFB WY	90 OG
44 RQF*	ELLSWORTH AFB SD	44 OG
79 RQF*	GRAND FORKS AFB ND	321 OG
40 RQF*	MALMSTROM AFB MT	341 OG
54 RQF*	MINOT AFB ND	91 OG
76 RQF*	VANDENBERG AFB CA	310 OG
47 RQF*	WHITEMAN AFB MO	351 OG
36 RQF*	FAIRCHILD AFB WA	92 OG
38 RQS	OSAN AB ROK	51 OG
39 RQS	MISAWA AB JA	432 OG
41 RQS	PATRICK AFB FL	1 OG (LANGLEY)
48 RQS	HOLLOMAN AFB NM	49 OG
56 RQS	KEFLAVIK AB ICELAND	35 OG
66 RQS	NELLIS AFB NV	57 OG
71 RQS	PATRICK AFB FL	1 OG (LANGLEY)
741 CAMS	PATRICK AFB FL	1 OG (LANGLEY)

* Redesignation to Rescue Flights pending approval.

USAF

