

# THE COMBAT EDGE

DECEMBER 1995

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Yea He Did Fly Upon  
The Wings Of The Wind

Yea he did fly upon the wings of the wind

# The Combat Edge

AIR COMBAT COMMAND  
SAFETY MAGAZINE

**Gen Joseph W. Ralston**  
*Commander*

**Col Zak Tomczak**  
*Chief of Safety*

**Lt Col "Nellie" Beard**  
*Editor*

**Ron Smith**  
*Art Director*

**Barbara Taylor**  
*Awards Administrator*

**Sgt Mark S. Bailey**  
*Staff Artist*

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**CONTRIBUTIONS:** Articles, comments, and criticisms are welcome. Write:

Editor, *The Combat Edge*  
HQ ACC/SEP  
130 Andrews St Ste 301  
Langley AFB VA 23665-2786

Telephone: (804) 764-3658  
DSN 574-3658  
FAX: (804) 764-6362  
E-Mail: beard@hqaccse.langley.af.mil

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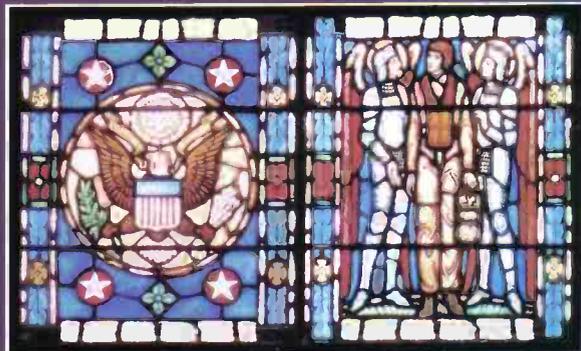
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#### ABOUT THE COVER

This month's cover is an electronic composition by Sgt Mark Bailey using selected panes from the Langley Air Force Base Chapel's stained glass window as the point of focus. Photos of the chapel window "Air Power" were provided by Ms. Ann Spencer and SrA Dave McCarrison.



# From all of us at ACC Safety Have a Happy and SAFE Holiday Season!

Col Zak Tomezak

(Chief of Safety)

Col Jim Christol

(Special Assistant)

Ms. Eileen Bland

(Secretary)

Maj Brian Cumming

(Exec)

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CMSgt Melvin Hill

SMSgt Curtis Fair

MSgt Neil Sipe

MSgt Bill Hodgson

## RESERVE FORCES ADVISOR

Maj Ron Kuriger

## ANALYSIS

TSgt Cody Steadman

## INFORMATION MANAGEMENT

SSgt Gary Rucker

## ISRAELI LIAISON

Lt Col Sam Angel

## PUBLICATIONS

Lt Col Nellie Beard

Mr. Ron Smith

Ms. Barbara Taylor

Sgt Mark Bailey

## GROUND SAFETY

CMSgt Wallace King

Ms. Betty Titus

Mr. Cal Faile

Mr. Mike Mehalho

MSgt Ben Chua

MSgt Eddie Thomas

TSgt Michael May

**Lt Col Kurt "2-Lips" Dittmer**  
**388 FW/SE**  
**Hill AFB UT**

# OLD TAT



**T**HE AVERAGE SAFETY officer spends a lot of time trying to forecast accidents so he can apply his energy where it will do the most good. In other words, he is continually hunting for that illusive handle to the problem.

“Usually, in frustration, he ends up staring at the wall. Every good safety officer also knows that a little window dressing helps sell programs, and one program most folks are interested in is promoting themselves — literally. It follows that most safety officers apply their knowledge of window dressing to this promotion program and dress up their office with some impressive charts. Invariably one of these charts will be a graph that shows accidents by month... and it also follows that the handle-hunting safety officer will eventually focus that stare of his at this chart. When he does, he'll usually notice that

accidents tend to fall in regular cycles. For instance, we usually have a rash of accidents in late winter and early spring. OK, so he digs through the accidents that occurred during this period and comes up with an even more vacant stare. Nothing falls into place. He could indiscriminately drag out a similar number of accidents and come up with a similar cross section of cause factors.

“This is when our safety type begins to learn that this accident problem has no single handle... that many accidents are set up a week, a month, or several months before the hardware comes smashing down.

“Should he quit hunting? I'll hedge. He should continue hunting for trends, but he should quit

*hunting for a single handle to the problem. Hunting for one simple solution is a waste of time, while looking for trends is an important part of the safety job. By and large, though, the safety officer can do more to stop accidents by doing his best to get each supervisor, each member of the staff, to automatically consider safety as part of each job. And supervisors must do their best, by example and by direction, to induce the people who work for them to take a similar attitude.*

*"When everyone in the outfit sincerely tries to avoid unnecessary risks, then our accident problem will practically disappear. — TAT"*

These words were published in **TAC Attack** magazine by the first editor — in October 1965! I inherited a stack of articles from the archives, and later I got original issues dating from Jan 61 to Dec 65 from that first editor — a colorful character with a tactical callsign of "Old TAT" (Tired-Ass Tiger).

The call sign referred to his experiences as a "tiger" fighter pilot in WWII and Korea (and later Vietnam) and his habit of telling war stories at the duty desk or during weather days. I had heard many of these war stories myself over the years, because Old TAT was my dad. I seldom listened to or understood the lessons that undoubtedly came with each war story; I only liked to hear

the hairy parts. Now, however, I see a lot of wisdom worth sharing.

Old TAT had 26 years in the Air Force, with more than a few years in the safety business. He entered the safety career field in 1954, the old-fashioned way... he punched out of an F-86! Never a bashful type, he wrote a lot about his own screw-ups, so others wouldn't make the same mistakes. Old TAT's lessons are timeless and worth repeating. As most safety types will tell you, there really haven't been any "new" accidents — the only thing that really changes is the type of equipment we bend or break repeating old mistakes. See for yourself if the lessons of 30 years ago are still applicable today.

### **O**ld TAT on realistic training:

"Successful combat tactics take full advantage of the strong points of your equipment and exploit the weak points of your enemy's equipment."

"I have never seen the value of continuing ACM practice once it degenerates into a scissors... the fight is usually over well before that point is reached and in actual combat you wouldn't get into



a slow flying contest very many times before someone would jump into the fight and knock you off."

"I firmly believe we should train our pilots to fly right up to the wire with a bird ... I think F-100 pilots should have first-hand experience with adverse yaw and that the training command should teach spin recoveries in their cheapest trainer... but I can't see continuously practicing last-ditch-save-your-bacon defensive maneuvers... better to concentrate on more practical tactics. So, if the high-G roll gets dropped and stays dropped, I'll shed no tears either as a pilot or as a safety officer."

### **O**ld TAT on Discipline:

"The ATTACK staff keeps telling you that you get paid to fly healthy airplanes, not sick ones. You get paid to fly

while healthy, too, and there is no good reason to push the rules.”

“I guess most of us have been guilty of taking care of cockpit chores while taxiing — but not to the extent that we let the machine get away from us. The point is, it isn’t a good practice and a fellow who does this has no excuses to offer if the machine does

commander who got into trouble on final and wanted to take his flying hay barn back upstairs? With both hands full of steering wheel, he hollered, “Takeoff power!”

“And that is exactly what the engineer did. He took off power. The crash was spectacular and at least partially attributed to what I like to call, ‘shorted communications.’”

extended TDYs. All of this added onto a full-time civilian job.

“A lot of people treat professionalism the way the Puritans treated religion. They seem to think the pro must go at his work in a cold detached humorless way. Nothing could be further from the truth. In the past 22 years I’ve been fortunate enough to encounter some of

**I guess most of us have been guilty of taking care of cockpit chores while taxiing — but not to the extent that we let the machine get away from us.**

go astray while he is so occupied.”

“I’M SURE YOU’LL agree that it pays to fly as briefed... on the other hand, I’d bet a gnawed off pencil and one large metal desk against a cockpit assignment that most of you troops flying fighters have had a close call or two because you were guilty of improvising, changing the plan, or deviating from accepted practice... like the time yours truly put his flight in a diamond instead of the usual fingertip and then popped speed brakes without giving the usual warning call. Hoo boy! Number four could have killed me.”

## **O**ld TAT on crew duties:

“EVER HEAR ABOUT the aircraft

“Anybody that puts an issue to vote in an aircraft when it is time for a decision is asking for trouble... this is throwing away authority.

“You troops who are stepping into F-4s should read and note. A crew is seldom any better than the guy in charge; and if the guy in charge does nothing else right, he should make clear what he expects in the way of help and NEVER leave doubt as to who’s boss of the machine.”

## **O**ld TAT on Total Force:

“Today’s Reservist is just as professional as his regular forces counterpart. He meets the same criteria both on the ground and in the air and occasionally gets hit with

this country’s top ranking fighter pilots. Almost without exception each seemed to thoroughly enjoy flying and most had great zest for living... and by golly I don’t think they were less professional for it.

“So if you’re one of those who think the Air Guard is little more than a flying club, I challenge you to drop by a Guard unit and study these men... find out how far some travel for the privilege of flying... find out how much time they put into ground and flight training... compare their gunnery scores and bombing scores... then find out what most of them do for a steady living and you will get an entirely new perspective on the week-end warriors... both Guard and Reserve.

“Scratch below the surface

and you'll invariably find hard core professionals who are thoroughly dedicated to this business of defending freedom. I tip my old hard hat to every blessed one of 'em."

## **O**ld TAT on Basic Airmanship:

"A few years back I used to get my kicks giving proficiency checks in the terrible T-bird... about as docile a machine as one can find. In those days the proficiency check included a vertical recovery along with the usual get it up and back in one chunk routine. Now there ain't nothing complex about a vertical recovery... but a marked percentage of the T-bird drivers used to make it a lot more interesting than necessary. Just as soon as the nose dropped thru the horizon, these characters would whomp back on the stick like it was the answer to all their problems. Perhaps the nose crossing the horizon was some sort of signal to 'em. Guess they figured the bird couldn't stall once the nose was headed downhill.

"Could be these guys slipped through flying school without getting any solid training in basic aerobatics. A pity, because this is the kind of training that helps keep a fighter pilot out of trouble. It is training that applies to all aircraft from the J-3 cub to the F-4 Phantom and should be firmly and thoroughly covered in flying

school where the birds are tolerant — and cheap.

"Some troops may have been adequately exposed, but did not retain the fundamentals. Regardless, all IP types should be alert to this type and spend a good many extra hours with them in a two seater before launching them on their own."

"I've never been impressed with the bank and yank artists... all that stick churning may look aggressive and hot, but it is guaranteed to kill off speed and keep the hot one from being first to the fight. Which, I strongly suspect, may be the true motive behind many such displays. Like a dog that puts up a big growling, snarling front but s o m e h o w



never fights.

"My dough is on the smooth ones; the guys who make flying look easy."

"I have no quarrel with trying to do everything possible to keep an ailing engine running long enough to recover at the nearest suitable airpatch, that's what we draw fright pay for... however, I do think a fella should face the facts.

"To begin with, when you need power from a failing engine to keep you in the air, do your darndest to keep it running. The experts all agree that it is easier to keep it going than it is to restart it once you've shut it down. Now I said FAILING engine... and am not talking about the J-79 when it compressor stalls. This is a different problem with its own unique cues and cure.

"If you are unable to keep your engine running, or if it crumps out with shudders, overtemperature and other signs of an obvious failure, stopcock it and forget it. You'll waste time trying an airstart and may have better uses for your time... like setting up a flameout landing,

getting ready to punch out,

alerting rescue and similar actions.

"If you have time to burn, be my guest and have a go at starting it... but don't blame me if you burned up your control system or otherwise compounded your problems."

"WHEN MAKING a precautionary landing or flameout approach, keep your speed right on best glide speed. As long as you have recommended flameout approach speed, you can roll the

wings level and pull back on the stick to arrest your rate of descent and turn it into a zoom, which will permit a safe ejection. This will work anywhere in the pattern if it suddenly appears that you can't hack the runway. The two killers are trying to stretch your glide and losing the speed needed to arrest your rate of descent, or failing to zoom even though flying the correct speed. Remember, the correct flameout glide speed will permit a zoom, otherwise you wouldn't be able to arrest your rate of descent to make a successful flameout landing.

"One last word. Carrying excess speed will REDUCE zoom potential because of altitude used while arresting the increased sink rate. Nail that handbook speed. It is best by test!"

"When trouble develops that makes you want to go home, and the bird is capable of getting home, it isn't too wise to fuss around with the status quo. You may just fuss yourself out of a ride back home. Kind of like trying to talk away a slip of the tongue and ending up with foot-in-mouth disease.

"Continuing this line of thinking, anytime several people make the same error despite being told about the possibility for making the error, it's time to change the hardware or the procedures and eliminate the problem at its source. Any time an accident investigation ends with recommendations that do no more than brief all hands on the circumstances leading up

to the accident, we can expect additional similar accidents because the basic problem still exists. Often there is no practical solution to the basic problem, but we should look for one just the same."

"POSITIVE CONTROLLED airspace has just about eliminated the mid-air problem above 24,000 feet. That is, if all hands fly their assigned altitudes and the controllers don't goof. The added security has most of us flying around with our eyes caged on the altimeter, compass and radio displays.

"Unfortunately, being creatures of habit, a lot of us are flying the same way during climbout and descent, where traffic separation is not guaranteed. 'Tis a poor practice. It takes a lot of looking to avoid the aircraft that's going to hit you. Significantly, when two aircraft are on a collision course, and both are in stabilized flight... straight and level, climbing or diving, THERE IS NO APPARENT MOTION TO CATCH EITHER PILOT'S ATTENTION! If a canopy frame is between the pilot's eyes and the other aircraft, and the pilot doesn't move his head around, he can't possibly see the other bird until it is close enough to show on one side of the obstruction.

"In short, it isn't enough to just look out the window when you fly. You must move your head fore and aft, or lean to one side when you look if you expect to really clear the area. In addition, you must know how to look or you may not see an aircraft

when glancing straight at it. Take a tip from the fighter pilots. Flick your eyes to a distant object such as a cloud, or other object on the horizon and focus on this distant object before you scan. Find a closer object to get an accurate focus before making a second scan. With practice it becomes automatic... and buster, if you're looking the way you should be looking, you'll get plenty of practice!

"Most of the people I've talked to who have had close shaves with other aircraft, had them while preoccupied with something in the cockpit, or when they were not properly clearing themselves. Letting down straight ahead, for example.

"Don't think for a minute that we can delegate the collision problem to a young man with one eyeball glued to a scope! This will just compound the problem. The only way ground controllers could possibly handle the situation would be to cut down on the amount of traffic until they are able to cope with it!"

"Ideally, switch errors should be engineered out of a bird... but, it pays to glance into the office to see what you have your meathook on before you move it. No matter how hard the slip stick set try, they can't seem to eliminate every potential problem.

"Except for throttles, don't ever move all switches or all controls at the same time. Instead, move one, pause to see what effect it has, then move the next. Sound advice that applies to all multi-engine birds, fan or jet."

## **O**ld TAT on Supervision:

"The ops officer in a squadron was an exceptionally well qualified pilot with a superb combat record who didn't give a damn about regulations and who operated with less margin for error than a one armed steeple jack on a windy day. The result was as you would guess. His troops were following his example and failing left and right... as I recall, we lost five of 'em in 3 months. Then the boss made some changes that straightened things out... even then, there was a lot of reorientation necessary."

"Too many people on the ground key the mike before they give full thought to what they say. Ordinarily, it is more helpful to give information rather than advice."

"Today, there is no place for childish antics... the machin-

are trying to prove themselves hot pilots, either to themselves or to other pilots in their unit. They listen to a lot of bar talk about the good old days, or about someone's more recent efforts and they misunderstand. They think this is the tried and true route to tiger status.

"It ain't. If I want to find tigers, real honest tigers, all I need do is check the gunnery scores, the range log and mobile control log. Try it. You'll find the tigers in the flight that has no squawks. Those with comments on poor spacing, pass too steep or too flat, low pass, sloppy formation on initial, bad spacing, landed short or long and hot, will be the culls. Invariably, the gunnery scores will verify the logs. It all goes together.

"Flat hatting is not the route to tigerhood. And don't go whining about working off frustrations. You can do that in the gym."

"No commander in his right mind is going to penalize a pilot who honestly admits an

disgust, when he rechecked the armament selector switch it was on jettison all. He had misread it on the earlier check. He saved the armament shop countless manhours by admitting his error and at the same time saved others from making a similar goof because the unit started painting the end of the knob day-glow orange so it was easier to check."

"Flying while fatigued is a lot like playing around with thunderstorms, starting fires with gasoline, or driving while tight... you can get away with doing any of 'em for a while, but the odds are stacked. Keep at 'em long enough and you'll find that trouble can be sudden and violent.

"In recent months TAC has had a couple of accidents and a taxi mishap that fairly shouted fatigue... at least the prelim reports indicate that this would be a factor. Over 20 hours up and at 'em... substandard crew quarters, and so on. However, I'd bet a stale salami sandwich against a 3 hour lease on a sway-backed GI up-

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all I need do is check the gunnery scores,  
the range log and mobile control log.**

ery is too expensive and the mission far too important.

"I would imagine the head shrinkers have a field day explaining why some clods still fly this way... they'd speak things that range from a secret fear of flying (yeah, get caught and you solve that fear!) to a need to impress.

"I think most flat hatters

honest mistake or an error in judgment. We're in a complex business and can't avoid making an occasional error. One of the old heads in the office was telling about the time he checked the switches on his hundred and proceeded to make a LABS that scattered tanks, pylons and other gear all over the range. Much to his

per bunk that when the boards try to verify the effect of fatigue, most pilots will minimize the problem. After all, they hacked their flight OK, didn't they? The ones that failed to hack it, just didn't have enough stamina. True, back with the crowd they'll complain about the lousy chow, the noisy quarters, and tell

each other how bad things are... but let the colonel ask 'em how everything is going and 'tis a different story.

"Getting a true reading on such matters has always been difficult. Everyone likes for the boss to think he has the can-do attitude of a shade tree mechanic, the fighting spirit of a James Bond, and the durability of a TV commercial. The problem is not unique to aircrews, either. Maintenance and support people work just as long—or longer—than the aircrews and fatigue wrecks their performance just as surely. At best, they lose a little time fixing leaks or fishing for dropped tools. At worst, their goofs go unnoticed to booby trap an airplane."

## **O**ld TAT on Maintenance:

"A hydraulic specialist left a 5/8 inch wrench in the tail section when he worked on a yaw actuator... Makes you want to tie the wrench to the guy's sleeve with a length of red ribbon, like Ma used to do with mittens.

"A careful, proper tool count, plus some professional pride, is the only cure for this problem anyone has discovered to date. If you are a maintenance man, please don't wait for someone to come up with the red ribbon treatment, but get busy and do your best to halt this trend."

"No matter how big the rush, we shouldn't start taxiing until that hard working young man steps out front and signals for US to move out."

"AN ARMAMENT TROOP, not from TAC, ended up in the hospital with shrapnel wounds in his shoulder and abdomen when a 20 mm round fired as

he was arming a bird for a gunnery flight. Despite warnings from his buddies, he was not following the approved arming procedure for the particular gun.

"His supervisor didn't know he was short-cutting the procedures, although he'd been living dangerously for over 10 months.

"What I can't understand is how he could disregard safety rules for this length of time without his supervisor finding out about it. Sounds like the supervisor was sticking too close to paper work and his desk. Also, sounds like his buddies have some childish ideas about ratting on a buddy."

"Too often the night shift is left to operate with a fraction of the high priced help and this can carry over into other areas. With few if any supers around this may be the reason this technician asked relatively inexperienced airmen instead of checking the TO or hunting up someone qualified to answer his question. Find the answer to this one and you could stop a lot of potential maintenance problems in this unit. You don't have problems like this in YOUR unit, do YOU?"

"The aircraft handbook and current policies establish proper guidance. The real need is for all hands to stop playing around, get professional and start following the existing directives. Then there will be no need to add guidance on how to follow existing guidance!

"Stop and think. You know your mission, and know how critical it is. You know how much responsibility goes with it. Can the Air Force afford to trust this mission to someone who is incapable of self discipline or who knowingly

violates the most basic of rules? You know the answer and you know that skill, experience, and past good record will not influence it one damn bit."

"Thumb through any stack of incident reports and you'll find at least one telling of a loose or lost panel. Yeah, someone didn't fasten it and someone else failed to catch it on their trip between tire and tail wheel. In fact, even the high-priced maintenance types are not immune. I saw where the F-111 lost a panel on one of its early flights... and along this same line, the RB-70 gobbled up a screw driver on its first flight. Someone left it in the intake. Proof that no one ever reaches the point where they can afford to slide through an operation — no matter how simple it is. In fact, the old heads have to guard against this even more than the younger fellows. That goes for us airplane drivers, too. When's the last time you skipped an item on your cockpit check... or came away from the weather counter with only a hazy idea as to what weather was expected to be at airfields you'd overfly?"

## **O**ld TAT on Safety:

"Like the boss says, 'Safety is everybody's business.' To me, that means you use your head and imagination to determine what might happen and you don't wait for a supervi-



sor or safety officer to point out hazards. You look for them yourself and you do your best to avoid them.”

### 2-Bits from 2-Lips:

Back when I was a teenager, I didn't think Old TAT knew what he was talking about. When I was a Lieutenant, I doubt if I would have read his articles and gotten or understood the lessons that came with each — I was exploring the “envelope” myself and knew too much about flying to listen to an old fighter pilot. But now as a second generation safety officer, I definitely see the merit in Old TAT's words.

We cannot afford to repeat any of the costly mistakes our fathers made. I'm finally ready to listen and learn (of course now I am as old as TAT was when he first penned these words for **TAC Attack**). I hope the next generation can pick up and use a few pointers for their own bag of tricks, before they repeat history. ■



# SURVEY RESULTS

**I**n our August and September issues, we asked you to participate in a survey so we could measure how well we're meeting your needs as a customer. We need your inputs to improve **The Combat Edge** and better serve you. To all the people who took the time to send us their opinions, **THANK YOU**. We enjoyed reading your thoughts (yes, we read every survey) and appreciate your honesty. Your comments are included in the "To The Point" section. To everyone who didn't send us a survey, we can only assume that we're satisfying your needs; otherwise, you would have told us.

Applicable portions of the survey have been reprinted along with your responses. For questions 1-3, 5 and 43, the numerical entries are percentages, i.e., 50 percent of our survey respondents read the magazine very often, 39 percent - often, etc. Question 4 reflects the order of preference for reading determined from the surveys. The responses listed for questions 7-41 are numerical

averages and reflect how well we rated on the scales included in the survey. Remember, for questions 7-21 low numbers are good. We will continue to analyze the data and use the results in future issues of **The Combat Edge**.

Overall, we interpreted the data to indicate that **The Combat Edge** has been fairly successful in fulfilling its charter. Our goal is to prevent mishaps by providing accurate and useful information concerning flight, ground and weapons safety. The magazine staff is committed to improving our product for you -- the customer. We intend on doing just that, based on your responses.

Again, thanks to everyone who filled out a survey and now... how about an article? You can help make us better and correct the shortfalls you identified by sharing your experiences and expertise with your fellow readers. We are completely dependent on **YOUR** articles. **HAPPY HOLIDAYS!**

*The Staff of  
The Combat Edge*

1. How often do you read this magazine?

- 50 a. Very often (every issue)
- 39 b. Often (most issues)
- 6 c. Sometimes (some issues)
- 5 d. Seldom (very few issues)

2. How do you normally obtain this magazine?

- 83 a. Official USAF distribution (PDO)
- 6 b. GPO subscription/direct mail
- 0 c. Library
- 8 d. Co-worker, associate, friend
- 3 e. Other

3. How much of each issue of this magazine do you read?

- 28 a. All
- 47 b. Most
- 14 c. About half
- 6 d. Some
- 3 e. A little
- 2 f. Look at but seldom read
- 0 g. None

4. List the following magazines in your order of preference for reading (which one would you read 1st, 2nd, etc.):

- 1 a. **The Combat Edge**
- 3 b. **Flying Safety**
- 5 c. **Road & Rec**
- 6 d. **Mobility Forum**
- 4 e. **Approach**
- 2 f. **TIG Brief**

Why? Information, most appropriate to duties, style, content, lessons, basic interests, professional interests.

5. How soon do you see a copy of this magazine after it is published?

- 29 a. One week or less
- 56 b. One to three weeks
- 9 c. Three weeks to a month
- 6 d. A month or more

6. What magazines or newspapers do you regularly read?

DAILY PAPER, AIR FORCE, AIRMAN

We are interested in your assessment of **The Combat Edge** magazine. When choosing an answer, write in the number corresponding to the extent you agree or disagree with each statement.

<b>Strongly Agree</b>	<b>Agree</b>	<b>No Opinion</b>	<b>Disagree</b>	<b>Strongly Disagree</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>

- |      |   |
|------|---|
| 1.61 | 7. <b>The Combat Edge</b> satisfactorily presents safety information.                       |
| 1.94 | 8. <b>The Combat Edge</b> is as interesting as other publications I read.                   |
| 1.89 | 9. <b>The Combat Edge</b> is as informative as other publications I read.                   |
| 2.36 | 10. The level of reading in <b>The Combat Edge</b> should not be higher.                    |
| 2.06 | 11. The articles in <b>The Combat Edge</b> are technically accurate.                        |
| 1.42 | 12. Overall, the appearance of <b>The Combat Edge</b> is good.                              |
| 1.78 | 13. Coverage of flight safety issues is adequate.   |
| 1.92 | 14. Coverage of ground safety issues is adequate.   |
| 2.06 | 15. Coverage of weapons safety issues is adequate.  |
| 1.86 | 16. The number of photos, illustrations and charts in <b>The Combat Edge</b> is sufficient. |
| 1.64 | 17. <b>The Combat Edge</b> articles are informative.  |
| 1.83 | 18. <b>The Combat Edge</b> articles are interesting.  |
| 1.89 | 19. <b>The Combat Edge</b> magazine is useful to me personally.                             |
| 2.00 | 20. Article topics are in tune with important trends.                                       |
| 1.83 | 21. <b>The Combat Edge</b> is an effective mishap prevention tool.                          |

For the areas listed below, please rate each using the following scale:

<b>Poor</b>	<b>Fair</b>	<b>Satisfactory</b>	<b>Good</b>	<b>Excellent</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>

- |      |  |      |  |
|------|--|------|--|
| 4.22 | 22. Covers                               | 3.94 | 32. Article thoroughness                   |
| 4.33 | 23. Layout (professional appearance)     | 3.58 | 33. Article variety                        |
| 3.89 | 24. Article quality                      | 3.72 | 34. Awards coverage (number and frequency) |
| 4.14 | 25. Photographs                          | 3.83 | 35. Award write-ups                        |
| 4.03 | 26. Illustrations                        | 3.47 | 36. Usefulness in my job                   |
| 3.86 | 27. Information value                    | 3.83 | 37. Timeliness of articles/issues          |
| 3.78 | 28. Use of color                         | 3.97 | 38. Accuracy                               |
| 3.89 | 29. Thought provoking nature             | 3.86 | 39. Usefulness in increasing expertise     |
| 4.08 | 30. Type (size and style)                | 4.19 | 40. Attractiveness                         |
| 3.75 | 31. General interest/entertainment value | 4.19 | 41. Overall value                          |

42. Has a **Combat Edge** article ever saved your life or kept you from doing something dangerous?

YES -- 2                      MAYBE -- 4

43. How would you rate this magazine in comparison with other publications dealing with the same or similar subject matter?

- |    |                     |    |                    |   |               |
|----|---------------------|----|--------------------|---|---------------|
| 28 | a. The best         | 30 | c. Average         | 0 | e. The worst  |
| 39 | b. Better than most | 0  | d. Worse than most | 3 | f. Don't know |

# ACCOLADES

QUESTIONS OR COMMENTS  
CONCERNING DATA ON THIS  
PAGE SHOULD BE  
ADDRESSED TO HQ ACC/SEF,  
DSN: 574-7031

	TOTAL			ACC			ANG			AFR		
	OCT	THRU OCT		OCT	THRU OCT		OCT	THRU OCT		OCT	THRU OCT	
		FY96	FY95		FY96	FY95		FY96	FY95		FY96	FY95
CLASS A MISHAPS	1	1	0	0	1	0	0	0	0	0	0	0
AIRCREW FATALITIES	0	0	0	0	0	0	0	0	0	0	0	0
* IN THE ENVELOPE EJECTIONS	2/0	2/0	0	0	2/0	0	0	0	0	0	0	0
* OUT OF ENVELOPE EJECTIONS	0	0	0	0	0	0	0	0	0	0	0	0

\* (SUCCESSFUL/UNSUCCESSFUL) (OCT MISHAP NON-RATE PRODUCING)

## CLASS A MISHAP COMPARISON RATE

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

		(CUMULATIVE RATE BASED ON ACCIDENTS PER 100,000 HOURS FLYING)											
		FY 95	2.1	1.1	0.7	0.6	0.9	1.6	1.6	1.7	1.6	1.6	2.3
ACC	FY 95	2.1	1.1	0.7	0.6	0.9	1.6	1.6	1.7	1.6	1.6	2.3	2.0
	FY 96	0											
8 AF	FY 95	0	0	0	0	1.8	1.5	1.3	1.1	1.0	0.9	1.6	1.5
	FY 96	0											
9 AF	FY 95	0	0	0	0	0	1.2	1.0	0.9	0.8	0.7	1.9	1.8
	FY 96	0											
12 AF	FY 95	6.5	3.3	2.3	1.7	1.4	1.2	2.0	2.6	2.4	2.1	2.6	2.4
	FY 96	0											
DRU	FY 95	0	0	0	0	0	5.3	3.7	3.5	3.3	5.6	5.6	4.9
	FY 96	0											
ANG	FY 95	0	0	0	0	0.8	0.7	0.6	1.0	1.4	1.6	1.5	1.4
	FY 96	0											
AFR	FY 95	0	0	0	0	0	0	0	1.3	1.2	1.1	1.0	0.9
	FY 96	0											
TOTAL	FY 95	1.3	0.7	0.4	0.3	0.8	1.1	1.1	1.5	1.4	1.5	1.9	1.8
	FY 96	0											
MONTH		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP

(BASED ON PROGRAMED HOURS FLOWN)

# ACCOLADES

## HONOR ROLL

Units without a "Command-Controlled" Class A flight mishap since the stand-up of ACC on 1 Jun 92, or their respective assimilation into the command.

1 FW	117 RW	143 AG	177 FG	440 AW
5 BW	118 AW	144 FW	178 FG	442 FW
6 ABW	119 FG	145 AG	179 AG	482 FW
24 WG	120 FG	146 AW	180 FG	507 FG
28 BW	122 FW	147 FG	181 FG	509 BW
55 WG	123 AW	148 FG	184 BW	552 ACW
65 ABW	124 FG	150 FG	185 FG	906 FG
79 TEG	125 FG	152 ACG	187 FG	908 AG
85 WG	129 RQG	152 RG	189 AG	910 AG
93 BW	130AG	153 AG	191 FG	911 AG
99 WG	131 FW	154 ACG	301 FW	913 AG
102 FW	132 FW	156 FG	314 AW	914 AG
103 FG	133 AW	157 ACG	347 WG	916 ARG
104 FG	135 AG	165 AG	388 BG	924 FG
106 RQG	136 AW	166 AG	366 WG	926 FG
109 AG	137 AW	167 AG	388 FW	928 AG
113 FW	138 FG	169 FG	403 AW	930 OG
114 FG	139 AG	174 FW	416 BW	934 AG
116 FW	142 FG	175 FG	419 FW	939 RQW

(As of 1 November 1995)

**M**any will travel to spend the holiday season with family and friends. Others will remain home to entertain guests and hold private family celebrations. Whichever way you choose to celebrate, make sure you properly prepare the food you serve.

The U.S. Agriculture Department provides tips that not only help keep the dinner safe and edible, but also help make the turkey dinners browned and succulent, instead of underdone or overdone.

Poultry experts caution cooks to wash anything — hands, utensils and kitchen counters and sink — before reuse after contact with raw poultry. Washing with hot, soapy water will help prevent the spread of bacteria.

If you buy fresh turkey, refrigerate it at 40 degrees Fahrenheit for no more than 1 to 2 days before cooking. A frozen bird should stay in the

**USE CAUTION,  
COMMON SENSE  
IN PREPARING  
HOLIDAY  
POULTRY**

freezer at 0 degrees until time to cook it. Cook as soon as it's thawed, officials say.

Thawing a frozen bird in the refrigerator can take from 1 to 5 days depending on size. Thawing in cold water can take from 4 to 12 hours. Microwave oven instruction manuals provide thawing time and power information.

After thawing the bird, remove the neck and giblet package from inside it and wash the bird inside and out with cold water. Allow it to drain well.

Stuff the turkey loosely just before cooking, allowing 3/4 of a cup per pound of dressing. Dry ingredients can be prepared ahead, but add perishable ones (onions, celery and especially oysters, if you use them) immediately before cooking. Remove the stuffing right after cooking. Or cook the stuffing separately in an ovenproof container or aluminum foil for extra food safety.

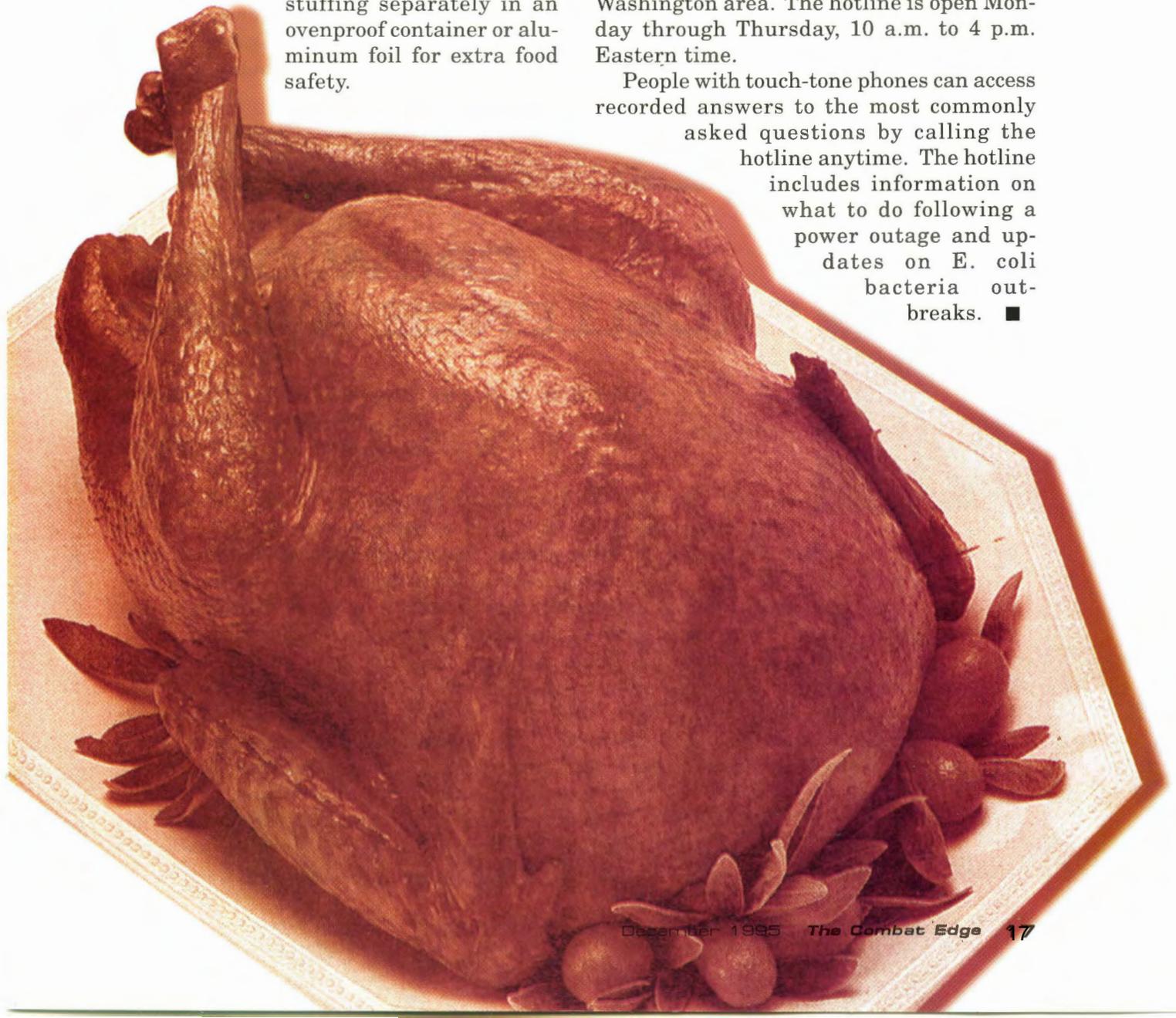
The turkey's inside temperature should reach 180 degrees Fahrenheit. Directions for cooking times and temperatures are available in basic cookbooks or on the bird's wrapper.

Roasting times vary, depending on size and whether the bird is stuffed. Stuffed birds take longer to cook. For example, a 16 pound turkey takes 3.5 to 4.5 hours, unstuffed; 4.5 to 5.5 hours stuffed.

Refrigerate leftover turkey within 2 hours after cooking. The best way to store it is to divide the meat into small containers. Turkey stored in the refrigerator will keep 3 or 4 days, but stuffing will keep for only 2 days.

The Department of Agriculture has a toll-free, year-round meat and poultry hotline — (800) 535-4555 or (202) 720-3333 in the Washington area. The hotline is open Monday through Thursday, 10 a.m. to 4 p.m. Eastern time.

People with touch-tone phones can access recorded answers to the most commonly asked questions by calling the hotline anytime. The hotline includes information on what to do following a power outage and updates on E. coli bacteria outbreaks. ■



## AIRCREW SAFETY AWARD OF DISTINCTION

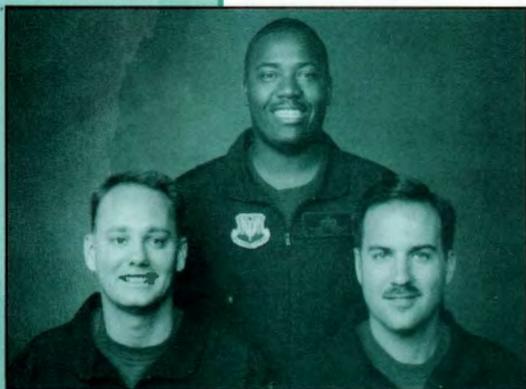
*Capt Ernie L. Brown, Jr., Capt Glenn G. Watson  
335 FS, 4 WG, Seymour Johnson AFB NC*



Our F-15E was number two on a four-ship ACM hop setting up for our first engagement in the Whiskey MOA off the coast of North Carolina. With the throttles at 90 percent, we suddenly heard a loud bang followed by severe engine vibrations. As I retarded the throttles, we saw the engine temperature at 800 degrees followed by a right engine over temp warning. We called for a "knock-it-off" and our flight lead told us we were trailing a lot of smoke from the right engine. I immediately shut it down and we headed for the nearest piece of concrete, MCAS Cherry Point. The engine continued to vibrate as it windmilled throughout the recovery which led us to believe the other engine may also be affected. We kept a close eye on it and discussed the possibility of ejection. As the engine wound down, we experienced hydraulic switch over with significant flight control transients. We dumped fuel for landing and flew an uneventful straight-in approach followed by ground egress on the runway.

## CREW CHIEF EXCELLENCE AWARD

*SSgt Ron M. Payne, SSgt Shaun Q. Hardwick  
SSgt Robert M. Mauer, Jr.  
12 AF/Demo, 388 FW, Hill AFB UT*

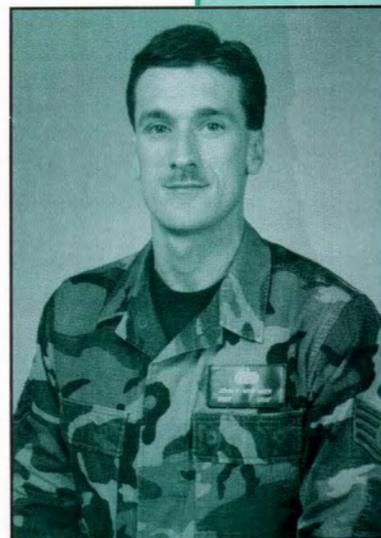


Earlier this year the Twelfth Air Force F-16 Demonstration Team was launching a jet for a performance at the MacDill AFB FL airshow. After starting the engine, the pilot noticed the battery fail caution light flicker once indicating a weak charge. The pilot opted to shut down and have the battery replaced prior to the flight so that he would know it would be good throughout the demonstration. Immediately after engine shut down, the battery shorted itself out, arced, and caught fire trapping the pilot inside the cockpit. Sergeant Payne rushed under the right main wheel-well despite the fire and electrical arcing and proceeded to control the fire and remove the battery. In the meantime, Sergeants Hardwick and Mauer directed their efforts at extracting the entrapped pilot by manually cranking the canopy, a difficult feat in the F-16 aircraft. Their rapid and controlled teamwork of removing the pilot enabled him to get safely out of the cockpit and prevented a costly and potentially dangerous canopy jettison. With the battery located directly underneath a fuel vent line, Sergeant Payne's quick action of successfully removing it before the blaze got out of control prevented major aircraft damage, the potential loss of a valuable combat asset, and injury to personnel.

# FLIGHTLINE SAFETY AWARD OF DISTINCTION

*SSgt John F. Whitaker  
145 AGS, 145 AG, Charlotte NC*

On the morning of 11 Sep 95, Sergeant Whitaker was conducting an isochronal inspection, or ISO, in the cargo compartment of a new '93 model C-130H3 aircraft. Up to this point everything had been going well. During an ISO, some aircraft areas are "carded" for detailed checks while others only require a "visual" inspection. While in the aft section of the cargo compartment, Sergeant Whitaker had reached an area that required only a visual inspection. Looking up towards the ceiling, he noticed an oxygen line that looked like it might be a bit close to a metal bracket. Although not required, Sergeant Whitaker went to get a ladder for a closer check. The oxygen line in question runs through a V-shaped mounting bracket for an emergency exit light. Several hydraulic lines are within inches of where the line runs through the bracket, along with the electrical wiring required for the exit light. After climbing the ladder, Sergeant Whitaker discovered that the oxygen line was indeed too close to the bracket, in fact, it was resting against the metal edge and had already started chaffing. He immediately notified his supervisor and initiated a one-time inspection of all unit aircraft. All of our '93 model aircraft were fine; however, out of eight '93 model C-130H3 aircraft, the oxygen line in question was found to be resting on the bracket in every case, and on three, it had chaffed to the point of needing replacement. This line supplies oxygen to the loadmaster regulators in the back of the cargo compartment. If one of these lines had worn through, at best the crew's oxygen supply would have been depleted and unavailable during an emergency, or at worst an oxygen-fed fire could have started. Result—mounting a stand-off bracket on the line was initiated, and a Category I Product Quality Deficiency Report was sent to Warner-Robins ALC to inform and fix the fleet.



# GROUND SAFETY AWARD OF DISTINCTION

*SSgt Terry J. Tramp*  
*55 CONS, 55 WG, Offutt AFB NE*



The 55th Contracting Squadron continues to have one of the best safety programs on Offutt and the sole reason is the performance of its safety representative, Sergeant Tramp. As a squadron commander, I've seen many safety representatives; however, none have demonstrated conscientiousness and determination like Sergeant Tramp. In spite of a 40 percent increase in personnel over the last year, the total mishap rate has been cut in half compared to 2 years ago. Sergeant Tramp does the right things to ensure the right results. He's highly visible—all know who our safety representative is. He's vocal too! Always there at squadron functions, giving presentations on the current hazards or handing out literature. A must before leaving the work section for a 3-day weekend is receiving Sergeant Tramp's safety briefing. Many people can talk safety, but Sergeant Tramp has an ability to communicate a message with a personal application that affects everyone. No one can forget his presentation on the summer hazards of too much sun exposure. He used his own personal story of recent surgery to remove skin cancer to stir us all to stay out of the sun and use skin protection. Our statistics reflect his true effectiveness. All injuries have been reported to the Wing Safety Office upon notification of the incident and the 55 CONS had only one mishap during the year which resulted in lost production. His records are well-documented, thoroughly detailing safety activities of the squadron, i.e., hazard reporting, inspections, and staff assistance visits that consistently reflect an exceptional program. Overall, because our people are more safety conscious, they are safer, which is the exact goal. Sergeant Tramp makes that happen.

# UNIT SAFETY AWARD OF DISTINCTION

*11th Airlift Flight  
55 WG, Offutt AFB NE*

In April 1993 members of Detachment 1, 458th Airlift Squadron became a part of the 55th Wing, Air Combat Command, at Offutt AFB NE. Renamed the 11th Airlift Flight, the unit has since flown over 10,000 mishap-free hours. These flying hours with no Class A or B mishaps are in addition to the 129,900 mishap-free hours flown by the unit under other designations. In September, the unit reached over 140,000 total hours, representing years of dedication to safe flying at all levels. The mission of the 11th Airlift Flight is to provide wartime, contingency, and peacetime priority airlift of personnel and cargo with time-, place-, or mission-sensitive requirements. Utilizing the capabilities of the C-21A, pilots transport key federal officials, members of Congress, senior-ranking military leaders, and foreign guests into North America's most congested airfields in challenging conditions. Additionally, the unit maintains worldwide deployment capability and has supported operational taskings around the world including Operation DESERT STORM and the recent Operation RESTORE DEMOCRACY. This exemplary record of safe mission effectiveness is only achieved through disciplined airmanship that highlights every facet of flight operations. The 140,000 A and B mishap-free hours flown, with over 10,000 hours flown under ACC, is a benchmark measure of the serious attention given to the safe pursuit of flying excellence by the men and women of the 11th Airlift Flight.



## **THE COMBAT EDGE IS REDESIGNATED ACC SP 91-1**

**The Combat Edge** is published monthly by the HQ ACC Chief of Safety to promote mishap prevention through safety education, recognition, and marketing. It is an attempt to provide everyone in the command with thought-stimulating flight, weapons, and ground safety information so that members of the command can learn from the pages of a magazine rather than painful personal experience or tragedy. **The Combat Edge** was formerly published as ACC SP 127-1. The new Air Force publications architecture changed the series number for safety publications from 127 to 91. For Air Force units, distribution is controlled through the PDOs based on a ratio of one copy per ten persons assigned. Air Force units establish or change their requirements with their servicing PDO. Requirements flow from the PDOs to HQ ACC/SEP. They do not flow to the Command Publishing Distribution Center (PDC). Other DoD units have no fixed ratio and should submit their requests to the OPR. Distr: X. OPR: HQ ACC/SEP (Lt Col Beard, DSN 574-3658). **PLEASE CONVERT YOUR REQUIREMENTS!!!**

# FIREARMS SAFETY

*TSgt James A. VanHorn  
388 FW/SEW  
Hill AFB UT*

As we all know, children are inherently curious about all kinds of things — especially guns. Unfortunately, many come from homes where firearms safety is not taught and instilled as part of their environment or daily routine. A child's natural curiosity, lack of understanding or training, and accessible firearms **can be a deadly combination.**

**I**t's the holiday season, and you're probably wondering what the connection is between firearms safety and this time of year. That's what I had to ask myself before I penned these words, and what I found out while developing this article was actually quite substantial!

So let's begin. We all know that it's important to unload and properly safe our firearms after each use (we're currently finishing another hunting season). We must also ensure — check, and double check — that our guns are unloaded prior to handling, cleaning and storing them in their cases, cabinets and racks.

However, right now it's especially important! Why now, you ask? During the holiday season, we traditionally open our homes to guests, friends, and relatives who may bring children with them. As we all know, children are inherently curious about all

kinds of things — especially guns. Unfortunately, many come from homes where firearms safety is not taught and instilled as part of their environment or daily routine. A child's natural curiosity, lack of understanding or training, and accessible firearms can be a deadly combination. What about adult guests in your home? Is that a problem? It could be. Let me explain. I recently purchased a new firearm, and I'd like to paraphrase what I was pleasantly surprised to read in the gun's instruction manual: Firearms should not be handled or used by unsupervised children or irresponsible adults. Need I say more?

Speaking of new guns, for many families firearms are traditional Christmas gifts. So, now is probably a good time to highlight or refresh some of the Cardinal Rules of Firearms Safety.

\* Personally ensure the firearm is safe and unloaded



immediately upon handling the firearm.

- \* Keep the firearm's muzzle pointed in a safe direction at all times, always treating the gun as though it were loaded and never pointing a firearm at anything you do not intend to shoot.

- \* Learn and know how to safely operate the gun and how to properly load and unload it.

- \* Ensure you purchase and use the correct cartridges for the particular chambering of the firearm, and carry only those cartridges with you while afield.

- \* During storage, firearms should be unloaded and stored separately from ammunition. They should also be stored in a secure manner, under lock and key and preferably out of sight, or at least not easily or readily accessible.

- \* Never, under any circumstances, should one handle or use firearms while under the influence of alcohol, medication, or while emotionally distraught, upset, or angry. ■

*The safe use of firearms is everyone's concern. Each year, tragic — often lethal — accidents occur because of the unsafe use, handling, and storage of rifles, revolvers, and other firearms. If you own a firearm, follow these safety recommendations and be responsible rather than sorry!*

#### **FUNDAMENTALS**

- \* Always keep the firearm pointed in a safe direction.
- \* Always keep your finger off the trigger until ready to shoot.
- \* Always keep the firearm unloaded until ready to use.

#### **SAFE USE**

- \* Be sure the firearm is safe to operate.
- \* Know how to use the firearm safely. Read the manufacturer's directions before using. Learn how to operate, clean, and store the weapon safely.
- \* Use your firearm only for its specific intended purpose.
- \* Use only the ammunition designed for your particular firearm.
- \* Load only when you are ready to fire, never beforehand.
- \* Never use a firearm while under the influence of alcohol or other drugs.
- \* Never leave your firearm unattended.
- \* Wear eye and hearing protection when using firearms.
- \* Know your target and what is beyond it.

#### **SAFE HANDLING**

- \* Always point it in a safe direction — away from yourself and others.
- \* Keep the safety on while loading and unloading.
- \* Open the action until ready to store the firearm.
- \* Keep your fingers away from the trigger until you're ready to fire.
- \* If your firearm is damaged, do not use it. Have it repaired only by a qualified professional.

#### **SAFE STORAGE**

- \* Store firearms so they are not accessible to unauthorized persons.
- \* Make sure the firearm is unloaded before and after each use.
- \* Store firearm only when unloaded.
- \* Lock firearm and ammunition in separate cases while not in use.
- \* Keep keys to firearm and ammunition cases away from children.
- \* Use trigger locks when a firearm is not in use.
- \* When traveling with firearms, be sure to have all required permits and licenses readily available.



# to the POINT

## Survey Comments

I'm not sure you can improve. I like the way the magazine is set up. Since I'm a ground guy, I like ground issues and articles.

Just a great magazine as is. As ever, more on aircraft maintenance incidents. A pleasure to read according to the entire staff.

A little more global on a job scale. Ninety percent of articles really don't apply to me. Makes me feel like I'm unimportant since I don't possess that kind of job. More on every kind of job in the Air Force or neutral ground covering it.

Feature more AFRES.

Some of these people have articles that make them sound like superman. Looking from the inside out, I know and recognize that some of those things that it says people have done is just bull! No way a SSgt

single-handedly built and oversaw the building and dropping of 50 bombs.

Since I'm a flying safety officer, I want more of that. I am interested particularly in professionalism in the cockpit. How about more CRM for us crew aircraft. Good job overall.

Keep up the good work.

Being a maintainer, I tend to prefer more articles slanted towards that subject matter. You're doing a nice job. Please keep up the good work!

Give Fleagle back his former, competent "voice." This attempt to have him speak to the lowest common

denominator is insulting and lousy for morale. Are you trying to say that we readers are illiterate or stupid? His lack of language skills is counterproductive. The guys don't identify with him anymore. We don't talk this way.

Include some logistics oriented articles.

Wouldn't change anything. It is excellent as far as I'm concerned. The articles are fine with me. Keep up the good job.

More safety issues from controllers viewpoint, how to avoid unsafe situations.

The articles are written (dry) so that I feel like I am

## Letters

*"To The Point" is your forum for commenting on the content of past and present magazines, or what you'd like to see in the future. We will periodically publish "To The Point" as the volume of correspondence dictates. Letters may be condensed to fit our available space. If we can't publish all of the letters, we'll use representative views. In addition, we'll withhold your name if you desire. We'd like to hear from you — good or bad. Please send your cards or letters to:*

Editor, *The Combat Edge*  
HQ ACC/SEP, 130 Andrews St Ste 301  
Langley AFB VA 23665-2786

*If you'd like, you can fax your comments to us at (804) 764-6362 or DSN 574-6362 or e-mail them to us at beardn@hqaccse.langley.af.mil*

reading the PFE. Get rid of the orange and brown pages, they're drab and unappealing to the eye. Maybe some articles on how important training is to the safety of your job and it should not be taken lightly (i.e., ancillary training, CDCs, computer classes, etc.).

Associate the magazine more with unit activities.

Flying/aircraft section looks great to me, a non-flyer. Revise the level of detail for non-flying related articles. The boating article (Aug) was great. The don't drive when you're tired article (Oct) put me to sleep.

Boating issue was very useful. I like learning about things I work around every day. I like articles that help our young people starting out.

More awards. No need to limit your recognition to only one per category. Give more each month based on events.

More war stories from flights. Not heroics, but typical buffoonery... (*The Combat Edge* could/should become an ACC Doofer Book!) How about articles from squadron commanders on safety/leadership? They write them for base rags!

Perfect as is. You do a great job! No suggestions.

More "There I Was."

More technically ori-

ented letters. Less safety, especially ground, more flying articles. Looks very nice.

Keep up the excellent work. More — experiences. Less — aircrew of distinction. When reading some of these, the crew should have been ejected. Sometimes he is "lucky." The award instills a bit of luck and maybe to stay with the aircraft too long.

Keep up the good work. Stay away from "military writing" — a turn off. You folks do a very fine job of writing. I enjoy your work. Any chance you can work on the Course 8 "writer wannabes?"

Keep sending it to Navy squadrons. Great magazine — thanks.

"C. E." is too dry. "Approach" is more aviator oriented, uses aviator slang, language/humor and is not afraid to offend, more down to earth rather than politically correct. Less single-seat aircraft... more multi-seat. In my office we have 7 back issues of *Combat Edge*. Six of those had fighter-type aircraft on the cover. *Combat Edge* is not representing all of ACC. There are many great photos of heavies available.

Encourage articles from all Air Force members. Everyone should be a safety officer, not just those in the career field. Don't forget ground safety articles. Most loss of workdays hap-

pen because of stupid accidents around the house. Why do different MAJCOMS have their own safety mag? Shouldn't there be one for the entire Air Force? How does USAFE learn from ACC's mistakes?

What about a section, maybe called "Debrief," where we can share lessons learned without attribution or retribution. We all have safety stories but may be more inclined to share them if we knew they couldn't be used against us. The articles from "Approach" are the kind of thing I'm talking about. You folks do great work. Keep it up! Yes, we are reading it.

*Editor's note: To everyone who responded to our survey — thank you. We appreciate your time and effort. We are committed to giving you the best product possible and will consider each and every suggestion. As you may know, our articles all come from the people doing the work. If you haven't seen a particular type of article or photograph, it's because you haven't written it or sent us the picture. Starting in the January 1996 issue we will initiate a new section called "Debrief." As the last survey comment requests, this is your opportunity to share your story with our readers. But, to launch this effort we need stories to print. All of you who want to see more "There I Was" type articles — get them to us now!!*

By the way, no one has ever been punished for something they wrote for The Combat Edge. Send us your articles without fear — if you feel you need anonymity — It's yours.

## AWARDS

I am writing in response to the Aircrew Safety Award of Distinction article in the May 95 issue. Now for the reasons we at the schoolhouse take exception to the crew getting this particular award. The copilot's initial reactions to this emergency are not part of the dash 1 explanation and procedures. While the pilot's reaction to the EP was in compliance with the dash 1, it falls far short of common sense and good airmanship. By reacting the way he did, the pilot made a non-critical situation much worse. He ended up in an 8-foot hover, shut down an engine to put the aircraft in a single engine situation the aircraft did not have the power to maintain. If he had ended up at 50 or 60 feet trying to control the rotor, the consequences could have been far worse. What the pilot should have done in this situation is simply to shut down the #2 engine while still on the ground. This would have alleviated the problem and still allowed them to taxi to parking on the remaining engine. The bottom line to all this is, the pilot put his aircraft and crew into a position that could have caused serious damage to the aircraft and serious injury to the crew.

Maj Michael F. Korcheck

It appears that the 48 RQS crew (Aircrew of Distinction May 95) did everything wrong (IAW Chapt 3 guidance of flight manual) in handling the EP. But to turn a ground emergency into an inflight emergency is DEFINITELY WRONG also.

Maj Mangiacarne

*Editor's note: Award nominations are forwarded to HQ ACC/SEP through the nominee's chain of command in the form of a letter signed by the squadron or unit commander. The nomination is then forwarded and signed off by the wing chief of safety, wing commander, and numbered air force/DRU/ANGRC/AFRES chiefs of safety (as appropriate). When*

*Editor's note: We are authorized by the U.S. Postal Service to use Second Class postage to distribute The Combat Edge magazine. Users of this rate who qualify under the provisions of Domestic Mail Manual (DMM) section E224 are required to publish their Statement of Ownership and Circulation annually.*

HQ ACC/SEP receives the nominations, they are categorized and given to the functional area board members for consideration and selection of the winner. The board considering Pilot and Aircrew awards is made up of members from the Flight Safety Branch and representatives from the Operations directorate. Once the winners are selected, they are forwarded to the Chief of Safety for his approval.

Unfortunately, the process isn't perfect and every once in a while incidents like this occur. We try to use The Combat Edge as a forum for lessons learned, and the last thing we want to do is send the wrong message. With feedback like this we can correct our mistakes and prevent future occurrences.

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**Fleagle**

YOU GUYS WANT TO HEAR SUMPIN I WRIT?

SURE.

IT WAS A NIGHT IN DECEMBER, THE TREES WERE NO LONGER GREEN. THE SNOW HAD COVERED VALLEY AND HILL, IN A WHITENESS FEW HAD EVER SEEN.

THE FLIGHTLINE WAS CLOSED TO TRAFFIC BIG AND SMALL. THE TOWER AND BASE OPS HAD RECEIVED NOT ONE SINGLE CALL. THE SILENCE WAS LOUDLY BROKEN, AS ONE SINGLE VOICE CAME FORTH. THE LONG AWAITED MESSAGE WAS CLEAR. "WE HAVE TRAFFIC FROM THE NORTH".

ALL RUSHED TO MAKE READY. THE CRAFT NEEDED NO IDENTIFICATION. AT LONG LAST ALL PRESENT KNEW IT WAS CHRISTMAS ALL OVER THE NATION.

DOES HE DO THIS EVERY YEAR?

SO I HEAR.

BY TH' WAY, MERRY CHRISTMAS, PEDD.

SAME TO YOU, TINY.

# SAFETY PROGRAM IS STRONG



*Air Force Chief of Staff, General Ronald R. Fogleman, convened a four-person "Blue Ribbon Panel" in June to review the organization, staffing, and investigative procedures for the Air Force's aircraft mishap prevention program. The panel members were retired Navy Vice Admiral Donald D. Engen, Chairman; Dr. Hans Mark, former Secretary of the Air Force, member; General Robert C. Oaks, USAF (ret.), member; and Brigadier General Joel T. Hall, USAF (ret.), member. The panel released its executive summary during a press briefing at the Pentagon on 31 Aug 95.*

**T**he Chief of Staff of the Air Force convened the Blue Ribbon Panel to review aviation safety in the Air Force. The terms of reference provided to the panel broadly defined the scope of the review and gave the panel authority to examine Air Force safety organizations and procedures without restriction. The panel was empowered to look at all safety documents and to talk with any and all Air Force personnel relevant to the panel's mission. Further, the panel was free to examine any related areas which, in their judgment, would yield recommendations for improvement, and was given unlimited access to all privileged safety information in any safety reports. Specific attention was directed to mishaps that cause loss of life or destruction of an aircraft.

The panel developed a questionnaire to which over 600 Air Force people responded and also visited 20 Air Force organizations (Major Commands, Numbered Air Forces,

Wings, and Squadrons) with operational missions. The panel also reviewed Air Force Safety organizations and staffs.

The panel conducted a thorough review of the Air Force safety philosophy, the use of privileged information in mishap investigations, safety organization and staffing, the availability of adequate resources, human factors, and other safety related matters. Particular attention was directed to USAF Class A mishap investigation processes, to include convening authorities, qualifications of board members, time allocated for mishap investigation, and the relationships between the Safety Investigation Board (SIB) and UCMJ based Accident Investigation Board (AIB). Procedures for the Safety Investigation Board were examined along with the execution of SIB recommendations.

Two major conclusions emerged from this review. First, the organizational structure of the Air Force safety effort — both in the

prevention and in the investigation of mishaps — is appropriate for a military organization. Combat efficiency must have first priority for the Air Force, and this means that the responsibility for flight safety must be lodged in the military command structure. Second, the Safety Investigation Board process must be strengthened to ensure that the report of the board reflects precisely the results of the investigation and cannot be changed by the people in the chain of command. It is the strongly held view of the panel that the integrity of the process depends upon the independence of the SIB and an open command endorsement process.

Panel recommendations to the Chief of Staff included:

- \* Combine and collocate AF/SE and AFSA outside the Washington DC area.
- \* Consider making AFSA/CC a Major General.
- \* Update AFI 91-204 which defines Class A mishaps to reflect 1990's aircraft cost data and redefine mishap classification criteria.
- \* Designate the MAJCOM commander as the Class A mishap SIB convening authority.
- \* Make mandatory AFSA training courses for SIB presidents and members.
- \* Require an experienced AFSA representative to serve as a voting member on each Class A SIB.
- \* Require the SIB report to reflect precisely the results of the investigation to preserve the integrity of the process.
- \* Establish a comment and endorsement process for those in the chain of command above the squadron or wing level.
- \* Continue to vigorously protect privileged information as applied to the SIB process.
- \* Provide the means and accountability for ensuring human factors integration into the acquisition of new weapon systems.
- \* Establish a centralized Air Staff Office responsible for the integration of the CRM program.
- \* Review the safety impact of reduced manning and aircraft numbers while there has been no change in the operational requirements.

General Fogleman responded to the panel's presentation with the following comments.

"First, I would like to thank Admiral Engen and the distinguished members of the Blue Ribbon Safety Panel for providing this major independent review of the Air Force safety investigation process. As you know, I am concerned about accountability within the Air Force and there can be no margin for error in ensuring the safety of our Air Force people.

"When I asked Admiral Engen to take on this project, I provided him with a mandate to take a comprehensive look at the overall safety investigation process. I gave them unrestricted access to the operation of our safety program.

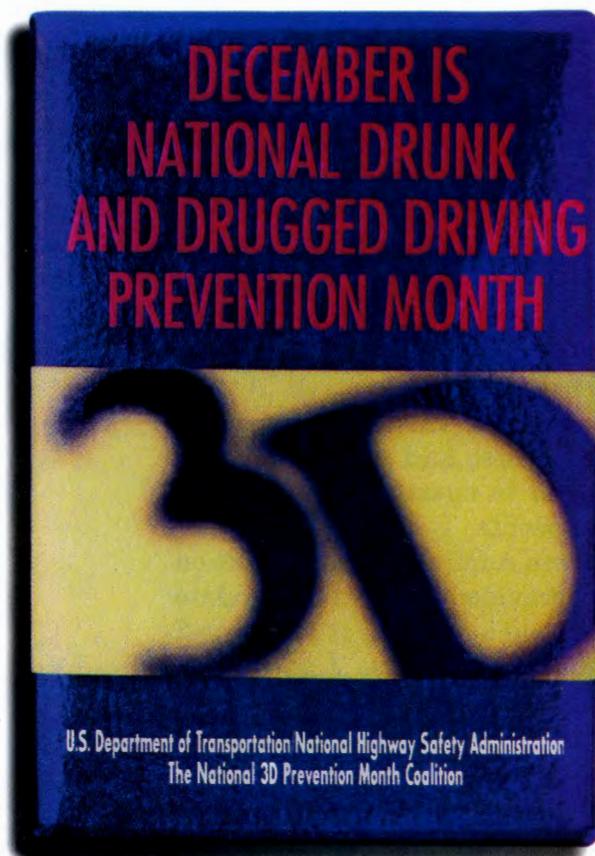
"The bottom line is that our safety program is strong; it's serving us well. However, there is room for improvement.

"This morning, Admiral Engen and his panel met with me and a group of the Air Force four-star major commanders and discussed in great detail the direction we are headed. We agreed to implement several of the recommendations immediately, to include the relocation of safety billets from the headquarters to the Safety Center, the assignment of professional safety investigators from the Safety Center to each mishap prevention board, and a streamlining of the report review process. Some decisions remain to be made, and I will make those after further study of the report.

"The panel did its job. Confidence in our safety program is critical to mishap prevention and mishap prevention is important to save lives and resources. While we have an excellent program in-being, the panel's recommendations will help us improve and fix problems that detract from making a good process even better." ■

*Extracted from OSAF ALMAJCOM  
message 311904Z Aug 95 and*

*THE BLUE RIBBON PANEL ON AVIATION SAFETY, 5 Sep 95.*



# NATIONAL HOLIDAY LIFESAVER WEEKEND

**I**n its continuing effort to curb deaths and injuries occurring on the nation's highways during the holiday season, the International Association of Chiefs of Police (IACP), with support from the National Sheriffs Association, conducts an annual "National Holiday Lifesaver Weekend." State and local law enforcement agencies throughout the United States and Canada organize this multi-agency crackdown targeting impaired driving and other hazardous traffic law violation. Thousands of state troopers and their Canadian counterparts participate in the annual event.

The 1995 National Holiday Lifesaver Weekend, December 15-17, will be kicked off by "Lights on for Life" events across the nation. For the second year in a row, all Americans will be encouraged to turn their "Lights on for Life" by driving with their vehicle headlights on throughout the day on Friday, December 15, in a symbolic remembrance of those who have been killed or injured in alcohol-involved crashes.

Historically, the weekend before Christmas is a period of increased travel and alcohol consumption and, as a result, is the focus of law enforcement efforts. The goal of this national effort is to improve public safety on the nation's highways by providing assistance to

the motoring public, reducing impaired driving, increasing the use of seat belts and child restraints, and aggressively enforcing speed laws and other hazardous traffic law violations.

During the National Holiday Lifesaver Weekend, state and provincial law enforcement agencies are encouraged to:

- \* Maximize deployment and visibility of state and provincial police and highway patrols during the enforcement period.
- \* Elicit the support and participation of local law enforcement agencies.
- \* Emphasize service and assistance to the motoring public.
- \* Reduce the incidence of drivers under the influence of alcohol or other drugs.
- \* Enforce seat belt and child safety seat laws.
- \* Enforce prima facie and maximum speed limits on all roadways within the agency's jurisdiction.
- \* Promote media coverage of the project for enhanced public awareness.

The IACP believes that National Holiday Lifesaver Weekend exemplifies the outstanding contribution made by law enforcement agencies in efforts to combat impaired driving. Each year, the IACP attempts to expand the number of state and local agencies participating in the event. The IACP encourages all businesses, community groups, coalitions, advocacy groups and government agencies to promote and encourage law enforcement participation in this program. ■



# Happy & Safe HOLIDAYS

*Reprinted with permission from the National Crime Prevention Council.*

**B**urglars, muggers, and pickpockets love the holiday season when people are rushing around, buying gifts, and growing careless. Here's how to keep crime from dampening your holiday spirits.

#### **Out and About**

- \* Stay alert and be aware of what's going on around you.
- \* Keep your handbag in front of you or held tightly under your arm. Put your wallet in a front pocket of your pants or inside your jacket.
- \* Never leave your purse or wallet on a counter or in a shopping cart, even for a few seconds.
- \* Lock your car and close the windows, even if you'll only be gone a few minutes. Lock packages in the trunk.
- \* Don't carry large amounts of cash or credit cards you seldom use. Record all your credit card numbers and keep them in a safe place at home or where you work.
- \* If you're shopping at night, use well-lit parking lots and public transit stops. Go with a friend if you can.
- \* Teach your children to go to a store clerk or security guard and ask for help if they become separated from you in a store or mall.

#### **At Home**

- \* Take an extra minute to make sure doors and windows are locked before going out. Leave lights and a radio or TV on so it looks like someone's at home.
- \* Don't display gifts where they can be seen easily from a window or door.
- \* If you go away for a few days, get an automatic timer for your lights. Ask a neighbor to watch your house and pick up the mail and newspapers or have delivery stopped.
- \* Update your home inventory, listing things like VCRs, stereos, cameras, sports equipment, and computers. Take photos or make videos of items, list descriptions and serial numbers. Check with law enforcement about Operation Identification — engraving your valuables. If your home is burglarized, this can help identify stolen items and make insurance claims easier to file.
- \* If you have house guests, make sure they know and follow your home security rules.

Don't let holiday stress overwhelm holiday spirit. Get together with family and neighbors. Reach out and help someone less fortunate — a children's hospital, a shelter for the homeless or battered women, a nursing home, an elderly neighbor. ■

