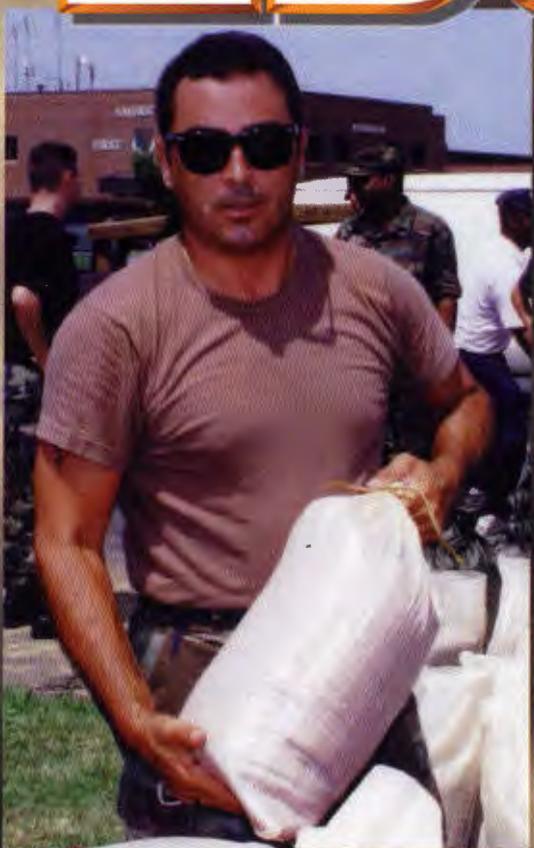


# THE COMBAT EDGE

SEPTEMBER 1996



The Combat Edge September 1996



**Bertha breezes through Langley...**

See "On the Cover" inside

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## The Combat Edge

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SAFETY MAGAZINE

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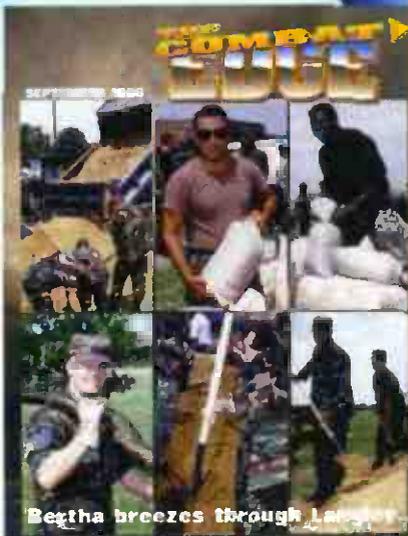
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*Flightline Photography*  
*for "Kid"*



### ON THE COVER

Langley AFB personnel worked together to prepare for the threat of Hurricane Bertha and to clean up the base after she breezed through the Hampton Roads area.

Photos courtesy of  
*SrA Dave McCarrlson,*  
*1 CS/SCV-L, Langley AFB VA*

Bertha breezes through Langley

# ACCent on Safety

I'm sitting here amidst the barren walls of a strange office trying to figure out a way to introduce myself as the new ACC Chief of Safety. I thought maybe I'd start out with a hearty, "Hey, it's really great to be here!" — Nah, nobody would ever believe I could be that happy about a staff job and there'd go my credibility right off the bat. Then I thought, well, I just left Izmir, Turkey, maybe I can talk about my experiences with safety there — no, no, definitely not, all I did was put my fingers in my ears and close my eyes while the *habi* checked for gas leaks with a match! Well, what if I said, "Boy, is it ever great to be back in a war-oriented job like safety!" Whoa now, let's stop all that snickering and think seriously about this one.

What is safety's goal anyway? Is it to reduce the Class X Rate to some extreme all-time miniscule number? Is it to keep you from doing the "But..., but...s" while standing at a braced attention in your boss's office? Well, these are certainly desirable outcomes, but I don't see either of these as our goal. To me, safety's goal has to be conservation of our essential resources. This means that our *stuff* is there and ready to go when we need it ("*stuff*" is a technical term for everything — every plane, person, part and participant). We are an aerospace *team*, and every one of us plays a crucial role in making sure we're ready to do the job that the country has come to expect of us. If you remember your fairy tales, just think of the story "For want of a nail the kingdom was lost" and you'll recognize how even the smallest items contribute to our total readiness.

Okay, so you're willing to concede that safety is important in preparing for combat. But, you say, when the bullets are flying thick and fast, there's just no room to let all that safety stuff crowd in on your decision-making. Well, if that's the way you feel, I invite you to read Lt Col "2-Lips" Dittmer's war story, "*There I Was...*" Or, maybe you think that you and your teammates are too well trained and too highly experienced to ever let yourselves slip up. If so, I offer Lt Col Larrie Sykes' firsthand account, "*I Wish I Hadn't Been There!*" You might even think that you can wrap yourself in high technology and forget any further worries. Well, not so fast, the smoke that swirls around in those glitzy new car ads may be obscuring the "*Simple Physics...*" as MSgt Gary Reniker points out.

There's lots more in this issue, so jump on in and, remember, keep those cards and letters coming, 'cause you have a story and we want to print it! And, by the way, I am not just glad to be here, I'm thrilled!

Colonel Turk Marshall  
Chief of Safety

# SAFETY REVAMPS INVESTIGATIVE PROC

**N**ew aircraft mishap investigation procedures and an increased focus on "human factors" top the changes the Air Force has adopted to help reduce the number of future mishaps and fatalities, said the Air Force chief of safety.

"We are in the mishap prevention business, not the mishap investigation business," said Brig Gen Orin L. Godsey. "We are looking for zero mishaps, zero fatalities."

The changes resulted from a 2-month independent Blue Ribbon Safety Panel study directed by Air Force Chief of Staff Gen Ronald R. Fogleman. The purpose of the independent study was to review the organization, staffing, and investigative procedures associated with the Air Force safety program.

The panel found "there were some perceptions among junior crew members and members of mishap safety boards that reports were being changed to cover-up mishap causes."

The Air Force is looking to remove any perception that mishap investigations are not forthright and accurate, Godsey said. "As far as I'm concerned, a perception is almost, if not worse than, reality. If people believe... that something is wrong and it's not, that's as bad as being wrong."

To thwart this, Air Force has elevated mishap board convening authority from the three-star numbered air force commanders to the four-star major command commanders. "Convening authorities appoint

the board president and its board members," Godsey said.

Additionally, the Air Force Safety Center at Kirtland Air Force Base NM, — now commanded by Godsey — has a voting member on each Class A aircraft, space or missile investigation board. A Class A mishap is one that results in a fatality, a destroyed aircraft, or damage to an aircraft that costs \$1 million or more to repair.

Furthermore, once a board completes its work and reports the results, the major command commander is briefed on the results of the investigation. The major command commander then has three options: approve the report as written, approve the report with comments, or direct the entire board to reinvestigate all or a portion of the mishap.

The last option "would come into play if the major command commander thought the board missed a significant cause of the mishap, or if a portion of the investigation was incomplete," Godsey said.

Another Blue Ribbon Panel recommendation that Godsey put near the top of his list as important to reducing Air Force mishaps is the development of the "human factors" area. Human factors account for approximately 70 percent of Air Force inflight mishaps and are not limited to pilot error but also include such elements as supervision, air traffic control, and maintenance.

Two specific human factors programs are currently being introduced into the Air Force: crew resource man-

# EDURES

agement and operational risk management.

"Both programs will enhance safety in the Air Force," Godsey said, pointing out that these programs are not limited to flying safety, but apply in all Air Force endeavors.

Human factors "are the human elements involved with the mission," he said, and it's an area that no one — not even the civilian airlines — have completely defined or "have their arms fully around yet."

The Air Force is planning a human factors conference that will include medical, acquisition, operations, and safety representatives from around the Air Force "to get further into the issue," he said.

Godsey said the Air Force — acting on another panel recommendation — is working with the Department of Defense to increase the current \$1 million threshold used to define Class A mishaps. The last change — in the late 1980s — increased the figure from \$500,000 to \$1 million. Godsey said he'd like the figure "raised by whatever the inflation factor has been since the last time the figure was raised."

"I don't have a dollar amount in mind, but I believe that it's important that we raise the threshold... because if we leave it at \$1 million and don't take into account inflation... our statistics aren't measuring apples and apples. If we don't, we're measuring apples and oranges."

In the short term, not changing the figure "would have minimal impact, but if we allow the threshold to remain

unchanged, it will have an impact down the road. Even at 2 to 3 percent inflation a year, over 10 years the impact becomes measurable," he said.

Another significant change in the Air Force safety program has been the relocation of the chief of safety and most of his formerly Pentagon-based staff to Kirtland. This move was the result of another Blue Ribbon Panel recommendation to "combine and collocate" the headquarters and field operating agency into a single organization.

The panel noted that such a change would "preclude duplication of efforts, ensure that safety speaks with one voice, and allow the chief of safety to focus his or her leadership and management skills on supervising the Air Force safety program."

The prohibitive cost of moving the existing organization to the Washington, D.C. area resulted in Godsey's westward move.

The Air Force's 10-year Class A mishap rate per 100,000 flying hours is 1.51 — 462 mishaps in 30.9 million flying hours.

In fiscal 1986, the mishap rate was 1.76 dropping to 1.44 in fiscal 1995. Fiscal 1995 — the Air Force's third best year in history — included 32 Class A mishaps, 53 fatalities, and 29 destroyed aircraft.

The Air Force's lowest rate in history was 1.11 in 1991, which included Desert Storm operations. ■



Brigadier General Orin L. Godsey...

"We are looking for zero mishaps,  
zero fatalities."

# WAR STORY THERE I WAS...

War Story There I Was...

Coming back to the AOR flying Operation SOUTHERN WATCH sorties brought back some memories. The last sorties I flew over Iraq were during Desert Storm and proved to be quite interesting. One in particular...

It was my first combat sortie ever — finally 14 years of training was coming together. Everyone's first combat sortie is probably the most memorable. Mine ended up more so, because I thought combat was going to be different than training for combat. Well, let me tell you... train like you will fight, but don't forget to fight like you trained.

My particular sortie was a night defense suppression sortie over Northern Iraq. I was the "killer" part of the hunter-killer operations with F-4Gs leading the elements for targeting. The 14 night, weather tanker hook-ups all went smoothly — just like we had trained. The jet was working (except for Have Quick, which I was sure I had screwed up), and we pushed south toward the border and my first real fence check.

All those switches I had touched all those times were now being activated — this sortie was for real — this was combat! My heart was going a mile a minute, but there was absolutely nothing going on in Iraq. It was dark and there were no radars. We were blacked out and the moon was non-existent. The push was on time and we headed deep into Iraq to support F-111E and B-52 attacks.

My head was on a swivel — looking for the AAA shell that had my name on it. But it was deathly quiet... until the first bombs went off! That's when all hell broke loose. The AAA started and lit up

the sky. Radars that were dormant now lit up RWR systems and my flight lead was calling me to shoot a HARM at a site.

It was spectacular. All that training was paying off. I even averted my eyes for the HARM shot — looking up only when I knew it'd gone... actually, I was temporarily disoriented, because I looked up just in time to get a light show in the face — taking my night vision. I was "blind" and called that to my lead.

He was busy engaging another site and called, "Magnum." I saw the HARM launch only a couple of miles away. I turned toward his position and locked on to a contact there calling, "Buddy lock." There was no answer... had I locked on to the wrong F-4?

Now, I was in deep Kimchi. I was in Iraq as a singleton with AAA going off all over the place. It was time to make a retreat. The F-111s were all returning to base, as were the BUFFs. Most of the support jets were calling off-station, so they were leaving too. I was alone.

I'd been through enough Green and Red Flags to know that I was in danger. A singleton over the Nellis ranges almost invariably becomes a mort. I determined that would not happen to me. Good belly checks, good radar search — discipline would carry me through my first baptism by fire.

And it did. I made the border — feet dry... alive... and that is when my fuel low level light illuminated! All that training — all my focus across the border had been on the threat. I hadn't done a fuel check... my wing tanks had fed on the tanker, but probably stopped when I inerted my tanks during my first real

*1st Col Kurt "2-Lips" Dill*  
*1101 WG (P) SE*  
*Dhahran*

fence check. Now I was 275 miles from the prime divert base with 1200 pounds of usable fuel.

I fessed up, declared an emergency and cussed myself for screwing up and jeopardizing this beautiful airplane. I climbed, selectively jettisoned my tanks, and typed in the coordinates passed by my lead for Batman — a Turkish Air Base half the distance of our divert base. I called up max range and was going to make it with 400 pounds. I had a freq and started calling the tower advising them of my emergency and announcing my arrival.

I got to Batman with the 400 pounds in the jet, but had yet to have an intelligible conversation with the tower controller — he kept saying something like, "You cannot land here!"

I didn't have time to argue! Instead, I asked him to turn on his airfield lights. The airfield was in a valley, surrounded by mountains and the clouds below looked low and broken. I started a descent (neglecting to turn on my defrost) orbiting towards the clouds.

Apparently, the controller turned on the rotating beacon, because I now saw one of the dark holes below me occasionally light up. Great, at least it wasn't ground fog, I could get below the broken deck! So I did.

I broke through a hole and felt like I was in the trees — I estimated a 500 foot ceiling. I was headed toward the beacon and could see it, but nothing else. I asked the controller to turn on the airfield lights, but he kept saying, "You cannot land here." His voice was getting more urgent.

My voice probably wasn't getting any lower by this time, but I don't remember, and I wasn't running a tape. As I ap-

proached the beacon, I was apprehensive about ever making out the runway in the black hole, but it had just rained. The lights from the town, lit up the clouds, and I made out the outline of the runway from the reflections.

I wasn't aligned — I was 90 degrees to it, headed toward the beacon, but I slapped down the gear and my landing light came on headed at the tower. The tower controller was even more adamant! "YOU CANNOT LAND HERE!"

I wasn't in the mood for an argument by this time, so I told him, "I have to land here. I am out of fuel and must land immediately. Please turn on the airfield lights."

Apparently my voice had enough of a sense of urgency that he believed me and turned on the runway lights. I started a low circle to align with the runway and as I looked over my shoulder towards the numbers, I knew why I couldn't land here... there were ground crews on the runway working on the barrier! (I don't know why he didn't just say so!)

Oh well, with 250 pounds now showing, I rolled out on final and watched the Keystone cop drill as the ground crews departed the runway in trucks and on foot. I touched down long of them to miss any tools and looked back as I passed — I couldn't see anything but what was in the HUD. . . ice from my descent now completely covered the canopy.

I rolled out and was directed to hold my position. . . I was happy to comply with whatever instructions the tower gave! I raised my canopy as a follow-me showed up and began taxiing clear. The engine started to surge as I pulled on a taxiway,

so I turned off the EPU and shut down the motor.

The follow-me came back when I stopped and all my lights went out. I gave him a cut signal and the international signal for I need gas! He went off after chocking me.

Well the short part of the story was, the Turkish general for the base fed me doughnuts and tea and had my jet serviced, and I was off to catch the package in less than 20 minutes. I was upset with myself and was sure that the leadership at the wing would never let me fly a combat sortie again. But that night I heard stories of first missions in Vietnam that even made my scarce hair stand-up.

I got to fly again. I learned my lesson. Fly like you train. Check your gas and check your systems. Don't change your go, no-go criteria for combat. There really is no difference between combat and peace-

time training.

I sent a case of liquor to the Turkish General at Batman and told him to thank the tower controller for me — he saved a valuable airplane that night and quite possibly saved my life. The general sent something back in return...

It was four bottles of Turkish wine, wrapped like a birthday present. His note said, "In Turkey we say when a man's life is saved, he is reborn. Your new birthday, Maj Dittmer, is now 21 Jan. We hope you will drink a toast in our honor, as we will drink one in yours. Perhaps we will meet again under calmer circumstances." I couldn't have said it better myself.

So, I celebrate 2 birthdays now. Don't ever put yourself in a similar position. We do things the way we do them for a reason... combat just shows us why. ■



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# OFFICE ERGONOMICS... THE VDT CONTROVERSY

MSgt Gary Reniker 442 FW/SE Whiteman AFB MO

**I**n 1976, there were only 675,000 video display terminals (VDTs) being used in offices across the United States. Ten years later, there were 28 million; and now it is estimated that anywhere from 40 to 80 million VDTs are in use. Many Air Force workers sit in front of a display screen virtually the entire workday, and a significant percentage of them have already suffered from eyestrain, musculoskeletal problems, and fatigue.

In its publication "Working Safely With Video Display Terminals," published in 1991, OSHA suggested the following interventions to reduce or prevent the harmful effects associated with VDT use:

**Lighting.** Low-level illumination is usually easier on a VDT user's eyes, since too much light tends to make the screen more difficult to read. But, light must be adequate for users to read printout materials on their desks. In general, diffused light is better than direct lighting. If possible, the display screen should be situated at right angles to windows or other sources of light.

Glare is a common problem, although it can usually be eliminated through the use of baffles, venetian blinds, shades or drapes. Some VDT operators use anti-glare filters that attach directly to the screen. Glare can also be reduced by rearranging workstations so that the operators will not be directly exposed to the source of glare.

**Workstation design.** The type of chair, the height of the work surface, and access to various elements of the workstation must take the individual operator's body size into consideration. The desk or the table on which the VDT is situated should be adjustable for height and leg room, and the keyboard should be positioned in such a way that the operator's hands and forearms are straight and parallel to the floor.

The chair in which the operator sits can be a crucial factor in preventing ergonomic problems. It should be adjustable for height, and the seatpan should be slightly concave with a rounded edge. The angle of the seatpan can also have an impact on back comfort and circulation to the legs. If the operator is unusually short, a footrest should be provided.

**VDT design.** Screens should swivel horizontally and tilt vertically so that the



operator can select the most comfortable angle. To avoid eye irritation, the operator should be looking down 15 to 32 degrees at the screen. As far as the distance from the screen is concerned, the acceptable range is 18 to 24 inches. The screen and the document from which the operator is reading should be at approximately the same distance from the eye to avoid constant changes in focus.

**Keyboard design.** Many VDT workstations have a separate work surface for the keyboard which should generally be lower than a normal desk. Some computer manufacturers are now making special ergonomic keyboards that divide in the middle and can be adjusted by each individual operator. As described above, the ideal position is with the elbows at the sides, the forearms parallel to the floor, and the wrists aligned with the forearms. Sometimes a padded wrist rest can help keep the operator's wrists and hands in a more comfortable position.

The good news about VDTs is that most of the health problems associated with their use can be avoided relatively easily and inexpensively through the selection of proper equipment and lighting and by taking periodic vision breaks to reduce eyestrain. The bad news is that with VDT use on the rise, supervisors who fail to take the appropriate preventive measures are almost certain to have a widespread and costly problem on their hands. ■

# IT'S SIMPLE PHYSICS...SPEED

A recent car crash here in Kansas City that left three dead and two injured is a stark reminder that today's automobile safety improvements are virtually useless at high speeds.

The 1995 Lexus had practically everything that the auto industry offers — air bags, reinforced side beams, and a safety cage to protect the occupants. But the car was traveling 85 mph, a speed that far exceeds the capabilities of those refinements, safety experts say.

"If you're ever in an accident at that speed, you'd better have your affairs in order," says Chuck Hurley, a vice president for the Insurance Institute for Highway Safety, a nonprofit group supported by the insurance industry.

Mainly because of the violence unleashed in high speed accidents, safety advocates predict more traffic deaths will occur now that many states have or are considering raising speed limits.

These groups are so troubled that they are flatly warning people to

avoid buying small cars.

They are also frustrated. After lobbying successfully for safer cars over the years, they now find most motorists ignoring their warnings about high speeds. "They believe us about air bags but not about speed," Hurley said. But insurance companies, car makers, and others involved in safety say the dangers are real. Ironically, safety improvements such as air bags and anti-lock brakes may be giving motorists a false sense of security.

What many people don't know is that today's vehicles are safety tested at low speeds. In general, a model must pass a 30-mph crash test into a fixed barrier before it can be sold in the United States. There are

some exceptions.

Reinforced side beams are tested at 33.5 mph.

As speed increases, however, the effectiveness of the safety equipment declines significantly. At 65 mph and higher, your chances of surviving or avoiding serious injuries during a car crash have essentially

It's simple physics... speed kills

# KILLS

*MSgt Gary Reniker  
442 FW/SE  
Whiteman AFB MO*

disappeared. A crash at 55 mph is dangerous enough. But the odds against you escalate at even higher speeds. The energy unleashed at 70 mph, for example, is 67% greater than at 55 mph.

Cars are designed to reduce the amount of energy transferred to the passenger compartment in crashes. Air bags and seat belts then restrain passengers to help prevent death or injury. But at high speeds, too little of the energy can be dissipated. The passenger

ries for a person.

Higher speed limits are also bringing renewed attention to an often ignored fact of automotive safety — size is important. As the speed goes up, your risk of injury will be less in a larger car. A crash at 70 mph gives you a slim chance of survival. But the odds — no matter how slim — are better in a large car, because it absorbs more of the crash's energy before it reaches the passengers.

"If safety is your top concern," Hurley said, "buy as large a car as you can afford." "Avoid small cars," he said.

The institute's definition of a small car is a vehicle with a wheelbase of less than 100 inches. That includes cars such as the Geo Metro, the Toyota Corolla, the Mazda Protege, the Nissan Sentra, and the Ford Escort. Sales of small cars have fallen over the last few years as fuel prices have stabilized. But small cars are still the vehicle of choice for first-time buyers, particularly young drivers, because they cost less to buy and operate. Auto makers have worked to equip them with safety equipment such as dual air bags. But, statistics compiled by the Insurance Institute show that you're still about twice as likely to be injured in a small car as in a large one. Remember — mass matters and speed kills! ■

compartment can be ravaged. Engine components can end up in the front seat. Air bags and seat belts cannot provide adequate protection.

The violence in a car crash can be hard to appreciate. When the Insurance Institute for Highway Safety conducted a test crash on a midsize 1995 Mitsubishi Galant at just 40 mph, the damage was substantial. The driver's footwell area was shoved back 12.5 inches, and the width of the driver's door was shortened by 10 inches. Although the car had air bags, the test dummy's shoulder smashed against the sharp edge of the buckled window frame which would have resulted in serious inju-

# I WISH I HADN'T BE

**A**s I leave my position as Assistant Chief of Flight Safety at ACC Headquarters, I can reflect on the mishaps that have occurred during my 3 years at Langley. I've been fortunate enough to experience only one C-130 Class A mishap briefing to COMACC; however, one was one too many. I staffed other aircraft mishaps and listened to many briefings to COMACC. Quite a few of those briefings ended with operator error being the causal factor. A number of the reports also cited a lack of basic airmanship and complacency during non-demanding phases of flight.

Pilots need to be totally focused on what is happening around them and what they are doing with their aircraft. Many of you C-130 pilots may say, "with a crew, we always know what is happening." You may say we always have at least three sets of eyes on the flight deck monitoring the instruments, the mission, and events outside the aircraft. In most situations this is true; however, pilots may get distracted and forget about flying the aircraft. An incident I experienced while flying C-130 flight tests in Air Force Material Command is worth sharing because it graphically illustrates complacency and lapses in airmanship during a benign phase of flight.

The crew consisted of me, flying in the copilot seat, the aircraft commander (AC), and two flight engineers with one acting as the scanner in the cargo compartment. All four of us were flight evaluators. The mis-

sion was to test the Self Contained Navigation System, better known as SCNS, which had been recently installed in this particular aircraft. This hair-raising incident occurred during an autopilot-coupled approach test of the SCNS.

The weather was 1500 broken (tops at 6000 feet), with 50 miles visibility. After takeoff the mission proceeded smoothly. We

---

*After what seemed like only 30 seconds, the aircraft exited the clouds and I had a close up view of farmland, trees, and roads, all of which were rapidly getting closer.*

---

flew to the range and accomplished all but one SCNS check. The last check required the AC and me to enter and fly to several waypoints leading the aircraft into a 30 degree intercept of a final approach course and a precision glide path to a missed approach point. The test required the autopilot to fly the aircraft from the first entered waypoint through

course interception and then fly the final approach course. After intercepting the glideslope, the autopilot would click off altitude hold and fly down the glide slope to the missed approach point, where the pilot would take over and land the aircraft. To ensure safety, the test approach had a missed approach altitude of 800 feet and a missed approach point approximately 1.5 miles from the runway threshold. This allowed ample time for the pilot to take control of the aircraft and set up for landing.

The AC and I had tested the SCNS performance on numerous other aircraft before this flight. Our experience was that if you intercepted the final approach course and had to maneuver off course (i.e., spacing vectors from approach control, etc.), you

# BEEN THERE!

Lt Col Larrie N. Sykes  
HQ ACC/SEF  
Langley AFB VA

had to completely break off the approach and go back to one of the early waypoints to get a valid check of the system.

On this day, we had to do just that. ATC knew we were testing the system, but asked if we could discontinue our approach and let a flight of F-16s land before us; we said we could. However, after receiving clearance back to our initial waypoint, we decided we could effectively cut 10 minutes off the time required by having the SCNS start the approach from a waypoint closer to the final approach intercept point. This required entering a new set of waypoints into the system. The AC, using the autopilot, turned to the heading to fly back to our initial SCNS point; I entered new data into the system as our aircraft entered the clouds. After what seemed like only 30 seconds, the aircraft exited the clouds and I had a close up view of farmland, trees, and roads, all of which were rapidly getting closer. ATC called, asking why were we descending. A glance at the instruments showed the aircraft in 65 degrees of bank, a descent rate of over 800 feet per minute, and altitude passing 1200 feet. As I let out a loud cry to the AC, he disconnected the autopilot and pulled the aircraft out of the dive. We immediately discontinued the test and requested a vector for a VFR final which led to an uneventful landing.

What happened? Two things. First, there was a malfunction in the bank angle limit circuit in the autopilot. Second, as I set up the SCNS with new waypoints, the AC also went head's down to cross-check those waypoints. The flight engineer started filling out forms, so he wasn't looking at the instruments as we went IFR. Since the AC had started the turn just prior to entering the clouds, we still had the sensation of turning and had no clue that the autopilot had overbanked the aircraft. The

result was an insidious descent which continued until we broke out of the clouds. Take it from me — not many heavy aircraft pilots think about unusual attitudes, but this situation surely was one — the aircraft had only about 90 seconds to terra firma.

Although there are a number of eyes on the flight deck of a C-130, someone should always be monitoring aircraft attitude — not just the autopilot. This incident was a case of “we have done this procedure many times before” and complacency enveloped the whole crew. The AC and I were focused on setting up the SCNS and forgot to monitor the aircraft. Luckily, we recovered from the dive without overstressing the aircraft.

After debrief, we came to a major conclusion: we made a big mistake in an effort to save a few minutes. We decided that all future tests would be flown completely by the book — no shortcuts. Whoever was flying the aircraft would indeed focus on just flying the aircraft.

In closing, I want to stress that complacency breeds disaster. It's extremely important to stay focused during all phases of flight. I've had the distinct pleasure to witness the growth of ACC's safety culture over the last 3 years. This culture is exemplified by the Class A mishap rate: as of 31 May 96 it was .084 per 100,000 hours — the lowest since ACC stood up in Jun 92. I encourage every ACC crew member and those in our gained units to stay focused and keep the mishap rate as low as possible. With strict attention to detail and sound basic airmanship skills, this can be ACC's safest year ever. ■

*Note: Lt Col Sykes has since left the HQ ACC/SEF staff. He is now the Director of Safety of the US Air Force Academy, Colorado Springs CO. Thanks for a job well done!*

# NUCLEAR SURETY TRAINING...

## AN INVESTMENT OR EXPENSE?

*SMSgt William A. Hodgson  
HQ ACC/SEW  
Langley AFB VA*

Air Combat Command is recognized as having one of the best Nuclear Surety Programs in the Air Force. The program, as it now exists, has evolved, and will continue to evolve, because of a dedicated management team that has not allowed itself to become complacent. Our program is an accumulation of lessons learned from other major commands, HQ AFSC, and the multitude of oversight organizations that periodically review nuclear surety. We employ full-time program managers at the wings and designate individuals at the unit level to ensure Nuclear Surety Program objectives are met. Our program managers have worked hard the last couple of years using accumulated "lessons learned" to improve the program. Even though everyone from the top down is committed to doing the best job possible, our training program is the key to our success. Training is the key because it provides the needed information and job skills to make sure personnel perform their jobs correctly and with confidence every time.

If training is the key, what kind of training program should you have? The right answer is whatever training program works best for you and still meets program requirements. At the wing level we realize Nuclear Surety training does not include everyone and everyone doesn't need in-depth knowledge on all Nuclear Surety subjects. Therefore, we encourage each wing weapon safety manager or unit representative to customize their training and develop publicity and education programs to meet their customers' needs. Training courses should never be written just to fill a square. Rather, they should be designed to fit your audience's rank structure and experience level. Lesson plans, informational newsletters, and study guides

directly impact your unit's knowledge of the Nuclear Surety Program. All of them are training tools and should be used in your total training package.

As the Air Force trims organizational layers and increases the number of employees per supervisor, it has to increase its investment in training — building the foundation for a qualified workforce. Training enables workers to know what is expected of them and helps them to understand why it is expected. This gives everyone a chance to establish a common knowledge base and the proper tools to accomplish the mission. You should stress the importance of each individual in the organization, and the fact that each individual job can be viewed as an important part of the Nuclear Surety Program. This strategy, to invest in training, must be complemented by the continued investment in information technology and tools for information transfer. On-line computers, CD-ROM, and electronic bulletin boards are part of the new technology that make information immediately available and easily accessible at all levels in the Air Force. Being linked electronically to both headquarters and customers significantly reduces paperwork and helps improve your training program.

The ultimate goal of Nuclear Surety training is to achieve the Nuclear Surety Program's objectives consistent with accomplishing your unit's mission. Nuclear Surety training is not an expense, but rather an investment in the continuing education of your workers to ensure they have the knowledge and skills to meet their increasing job demands. ■

# DOG CAT BITES

*Dr. Kissenberth, ER Staff  
McDonald Army Community Hospital  
Fort Eustis VA*

**A**n estimated 1 to 2 million Americans are bitten by dogs and cats each year. The majority of victims are children who are bitten by dogs. Although these bites may appear trivial, if they are not managed properly, they can become infected and result in functional impairment. Cat bite wounds have the greatest risk of infection, as high as 50 percent, while dog bites have infection rates as high as 20 percent. All individuals with either dog or cat bite wounds require antibiotics, evaluation of their tetanus immunization status, and need the risk of rabies infection addressed. Below are some useful guidelines.

## **HOW SHOULD I TAKE CARE OF A BITE FROM A CAT OR A DOG?**

- ◆ Wash the wound gently with soap and water.
- ◆ Apply pressure with a clean towel to the injured part to stop bleeding.
- ◆ Keep the injury elevated above the level of the heart to slow swelling and prevent infection.
- ◆ Report the incident to the proper authority in your community (animal control or police).

## **SHOULD I CALL MY DOCTOR? Call your doctor in any of these situations:**

- ◆ You have a cat bite. You don't need to call your doctor for a cat scratch, unless you think it is infected.
- ◆ You have a dog bite.
- ◆ You have any signs of infection, such as redness, swelling, warmth, increased tenderness, oozing of puss from the wound.

- ◆ You have bleeding that does not stop after 15 minutes of pressure or you think you may have a broken bone, nerve damage, etc.
- ◆ Your last tetanus shot was greater than 5 years ago.

## **WHAT WILL MY DOCTOR DO?**

- ◆ Your doctor will thoroughly examine the wound and check for infection.
- ◆ Your doctor will clean the wound and remove any damaged tissue.
- ◆ Your doctor may use stitches to close the wound, but often the wound is left open to heal, so the risk of infection is lowered.
- ◆ Your doctor may prescribe an antibiotic to prevent infection.
- ◆ Your doctor may give you a tetanus shot.
- ◆ Your doctor will most likely check your wound in 1-2 days.
- ◆ If your injury is severe, you may either be referred to a specialist or admitted to the hospital.
- ◆ Your doctor will evaluate the possibility of rabies infection, and may coordinate this with a veterinarian.

## **HOW CAN I PREVENT DOG AND CAT BITES? Here are some things you can do to prevent bites:**

- ◆ Never leave a young child alone with a pet.
- ◆ Do not try to separate fighting animals.
- ◆ Avoid strange and sick animals.
- ◆ Leave animals alone while they are eating.
- ◆ Keep pets on a leash when you are out in public with them.
- ◆ Select your family pet carefully.

# KEEP US ON TARGET

*The Combat Edge* mission is mishap prevention through safety education, recognition, and marketing. We are dedicated to providing everyone in the command with thought stimulating flight, weapons, and ground safety information so we can all learn from the pages of a magazine rather than painful personal experience or tragedy.

Quality, to us, is meeting the expectations of our customers in the products we provide them. In simplified terms, we supply a product (*The Combat Edge*) to you the customer (reader). We are totally focused on our product and our customers. We measure our outputs to determine how well we are satisfying our customers with our product. Customer satisfaction is not just a buzzword — it's a two-way street. It requires two parties, a customer and a supplier with separate but equally important responsibilities. To satisfy you, our customer, we must know what it is you need, want, and expect. You have to let us know your needs and desires so we can better serve you!

How can you do this? Complete a survey and forward it to us. We know you don't have much time to spare, but please take a few minutes from your busy schedule to fill out the survey form. We've included **TWO** forms in each copy of the

*magazine and encourage local reproduction so everyone can let us know what they think.*

The survey includes some questions about you. We're not trying to invade your privacy; we just want to know more clearly who it is we're communicating with. With that information, we will be better able to tailor the magazine to your interests. Please, no names.

The rest of the survey lets you sound off to us. Tell us what you honestly think about the way we're doing our job. Don't worry about hurting our feelings; just be as honest and accurate as you can. When you're finished, fold and **TAPE** (no staples please) the survey so that the address shows. Send it to us through your official mail channels.

The upcoming September Safety Day would be a great opportunity to provide us with the information we need. Try incorporating the completion of our survey into your formal Safety Day plans. Safety offices and organizations could make the survey part of the Safety Day agenda. Have all of your people fill out a survey; then collect and mail them to us.

We will read each survey and consider your suggestions; after all, it really is your magazine. This is your chance to sit on our editorial board and have your opinions heard. Help us do a better job of serving you by keeping us on target.

Branch of Service/Agency \_\_\_\_\_ Rank \_\_\_\_\_ AFSC \_\_\_\_\_ Age \_\_\_\_\_ Sex: M F  
 Duty Status \_\_\_\_\_ Time in service \_\_\_\_\_ Education (highest level completed) \_\_\_\_\_  
 Job title/description \_\_\_\_\_

1. How often do you read this magazine?
  - a. Very often (every issue)
  - b. Often (most issues)
  - c. Sometimes (some issues)
  - d. Seldom (very few issues)
2. How do you normally obtain this magazine?
  - a. Official USAF distribution (PDO)
  - b. GPO subscription/direct mail
  - c. Library
  - d. Co-worker, associate, friend
  - e. Other
3. How much of each issue of this magazine do you read?
  - a. All
  - b. Most
  - c. About half
  - d. Some
  - e. A little
  - f. Look at but seldom read
  - g. None
4. List the following magazines in your order of preference for reading (which one would you read 1st, 2nd, etc.):
  - a. **The Combat Edge** \_\_\_\_\_
  - b. **Flying Safety** \_\_\_\_\_
  - c. **Road & Rec** \_\_\_\_\_
  - d. **Mobility Forum** \_\_\_\_\_
  - e. **Approach** \_\_\_\_\_
  - f. **TIG Brief** \_\_\_\_\_
  - g. **The Torch** \_\_\_\_\_
 Why? \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
5. How soon do you see a copy of this magazine after it is published?
  - a. One week or less
  - b. One to three weeks
  - c. Three weeks to a month
  - d. A month or more
6. What magazines or newspapers do you regularly read?

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>                 |
7. **The Combat Edge** satisfactorily presents safety information.
  8. **The Combat Edge** is as interesting as other publications I read.
  9. **The Combat Edge** is as informative as other publications I read.
  10. The level of reading in **The Combat Edge** should not be higher.
  11. The articles in **The Combat Edge** are technically accurate.
  12. Overall, the appearance of **The Combat Edge** is good.
  13. Coverage of flight safety issues is adequate.
  14. Coverage of ground safety issues is adequate.
  15. Coverage of weapons safety issues is adequate.
  16. The number of photos, illustrations and charts in **The Combat Edge** is sufficient.
  17. **The Combat Edge** articles are informative.
  18. **The Combat Edge** articles are interesting.
  19. **The Combat Edge** magazine is useful to me personally.
  20. Article topics are in tune with important trends.
  21. **The Combat Edge** 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>         |
22. Covers
  23. Layout (professional appearance)
  24. Article quality
  25. Photographs
  26. Illustrations
  27. Information value
  28. Use of color
  29. Thought provoking nature
  30. Type (size and style)
  31. General interest/entertainment value
  32. Article thoroughness
  33. Article variety
  34. Awards coverage (number and frequency)
  35. Award write-ups
  36. Usefulness in my job
  37. Timeliness of articles/issues
  38. Accuracy
  39. Usefulness in increasing professional expertise
  40. Attractiveness
  41. Overall value

42. Has a **Combat Edge** article ever saved your life or kept you from doing something dangerous? If so, briefly describe the situation.

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

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

Please tell us how you would improve **The Combat Edge**:

What kinds of articles should we print **more** of? **Less** of? **Additions**?

Other comments:

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**Official Business**

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

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Branch of Service/Agency \_\_\_\_\_ Rank \_\_\_\_\_ AFSC \_\_\_\_\_ Age \_\_\_\_\_ Sex: M F  
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  - g. **The Torch** \_\_\_\_\_

Why? \_\_\_\_\_  
 \_\_\_\_\_  
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<i>Strongly Agree</i>	<i>Agree</i>	<i>No Opinion</i>	<i>Disagree</i>	<i>Strongly Disagree</i>
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				21. <b>The Combat Edge</b> is an effective mishap prevention tool.

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

<i>Poor</i>	<i>Fair</i>	<i>Satisfactory</i>	<i>Good</i>	<i>Excellent</i>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
22. Covers				32. Article thoroughness
23. Layout (professional appearance)				33. Article variety
24. Article quality				34. Awards coverage (number and frequency)
25. Photographs				35. Award write-ups
26. Illustrations				36. Usefulness in my job
27. Information value				37. Timeliness of articles/issues
28. Use of color				38. Accuracy
29. Thought provoking nature				39. Usefulness in increasing professional expertise
30. Type (size and style)				40. Attractiveness
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Other comments:

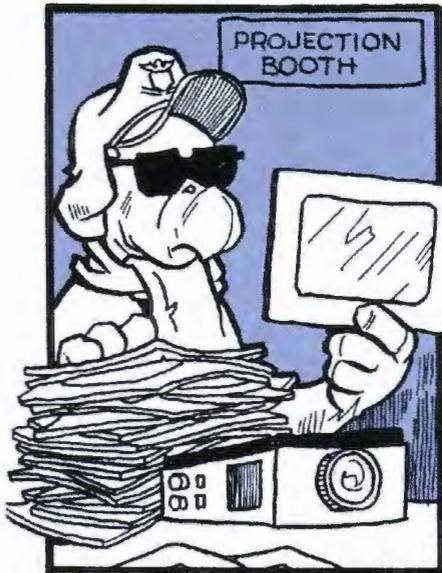
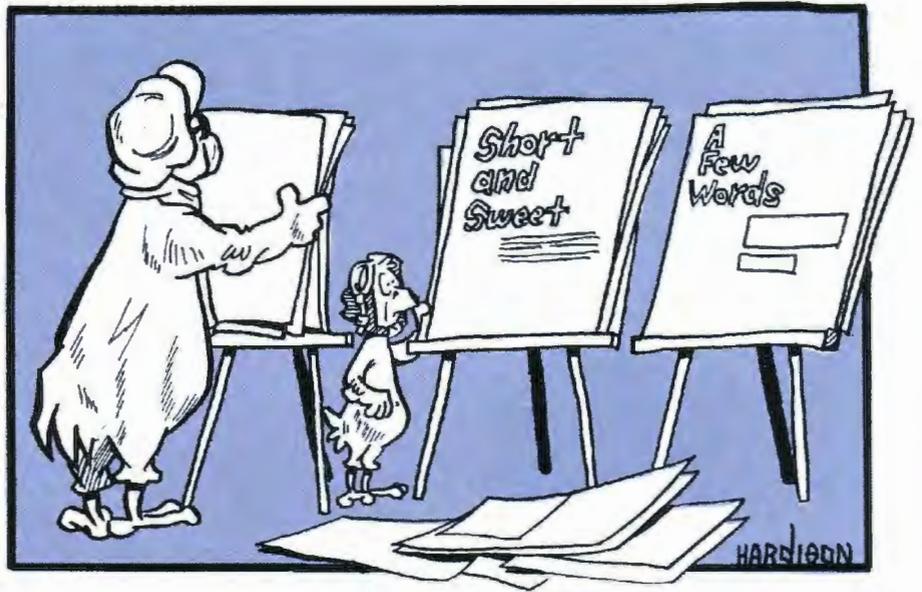
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**130 Andrews St Ste 301**  
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# Monthly Awards



## PILOT SAFETY AWARD OF DISTINCTION

*Maj Gregory M. Dzoba  
85 TES, 53 WG  
Eglin AFB FL*

Maj Dzoba took off in his F-16 as number four of an intense Green Flag sortie. Takeoff, departure, and ingress were all uneventful. On the low-level egress, about 100 miles north of the base, Maj Dzoba received a Master Caution light, an engine fault light, and an ENG 016 on the Pilot Fault List. The fault list indicated that Maj Dzoba's aircraft had low engine lubricant. He started a military power climb and immediately headed for the nearest divert field. His attempts to clear the engine faults had no effect. The problem got much more serious as he became aware he might be facing a low engine oil situation. The engine could seize immediately if all the lubricant were lost. His wingman performed a battle damage assessment and could not see anything wrong with the aircraft. Maj Dzoba coordinated with Air Traffic Control and performed all the applicable emergency checklists. He climbed to an altitude of 34,000 feet to reach the nearest divert airfield in case the engine did seize. Maj Dzoba then set up for an overhead simulated flameout landing pattern, secured all systems and equipment on board and landed uneventfully. When maintenance personnel inspected the aircraft, they found a cracked engine oil line and 90 percent of the engine oil gone. If not for Maj Dzoba's timely and correct actions, the engine would have seized, resulting in the loss of a 24 million dollar aircraft and possible aircrew injury or death.



## CREW CHIEF EXCELLENCE AWARD

*Sgt Tony R. Powers  
952 AGS, 552 ACW  
Tinker AFB OK*

During engine start for the launch of an E-3B, aircraft 1604, Sergeant Powers noticed the manual engine start rod was no longer visible outside the number two engine cowling. This rod only extends about 1 inch when it is in the retracted position. In addition, it is the same color as the aircraft. Sergeant Powers notified the production superintendent and the aircraft commander to shut down the number two engine. Upon opening the engine cowling, they found approximately 4 inches of the manual engine start rod broken off and lodged in the cowling. The rest of the rod was loose and dangerously close to the wiring and control cables. Sergeant Powers and the production superintendent removed both pieces of the rod, restarted the engine, and the aircraft was launched in time to accomplish its mission. Noticing the rod missing after it retracted during engine start displays superb attention to detail. A piece of metal that size, loose in an engine cowling, could have jammed throttle controls, shorted electrical wiring, or possibly caused a catastrophic engine failure. Sergeant Powers' thoroughness and his decisive actions have directly impacted the flying safety operation of the 552d Air Control Wing.

## **AIRCREW SAFETY AWARD OF DISTINCTION**

*Capt Jeffrey Needham  
Capt Rodney Cousins  
Maj John Farquhar  
Capt Brent Griffin  
55 OG/38 RS, 55 WG (Deployed)  
Offutt AFB NE*



Captain Needham and the crew of BAMA 15, in an RC-135 aircraft, experienced ruptured supply lines in the #1 and #2 hydraulic pumps, causing complete loss of the left hydraulic system. Capt Needham initially noticed the problem when the #1 hydraulic pump inop light illuminated, and the left system quantity began decreasing. In accordance with tech order procedure, the crew depressurized the system, isolated the pump, and then repressurized the system. After repressurization, the #2 pump inop light illuminated, and quantity decreased to empty. The crew then depressurized the system and isolated the affected pump. The crew terminated the mission and adjusted gross weight in the designated fuel jettison area. When established in holding, they manually lowered the gear and attained safe down and locked indications. After computing landing data, and verifying this data with 95 RS Operations, they elected to land at RAF Mildenhall. Before landing, Capt Needham thoroughly briefed the emergency procedures and considerations for the approach, copilot braking, go-around/refused landing procedures, and egress after landing.

Capt Needham then flew a successful approach, touching down in the beginning of the landing zone. Upon landing, the #8 tire blew due to a locked brake, but Capt Needham was able to maintain aircraft control without difficulty. The copilot, Capt Cousins, then began light braking pressure and brought the aircraft to a complete stop using the total runway available to minimize braking energy and the possibility of further blown tires. After taxiing clear of the runway, maintenance notified the crew of the blown tire and the crew turned the aircraft over for repair and towing.

This crew displayed an excellent balance of experience, talent, and expertise. The complete loss of the left hydraulic system and associated anti-skid protection, coupled with the aircraft's extremely high operating weight, leaves no room for error in this type of emergency. It was obvious they had a good, solid, well thought out plan for handling an extremely critical emergency. They successfully averted any major problems by knowing the aircraft, and applying their knowledge and judgment to the situation.

## **WEAPONS SAFETY AWARD OF DISTINCTION**

*SrA Sterling D. Holmes  
SrA Edward P. Gommer  
SrA James M. Davidson  
Amn Joseph D. Curtis  
24 MXS, 24 WG  
Howard AFB PN*



From 6 to 9 Feb 96, the Munitions Storage Crew performed a re-warehousing operation involving the short notice movement of more than 619,000 pounds of MK-82 General Purpose Bombs. Despite adverse weather conditions and frequent equipment failures, the crew performed magnificently. All members of this team ensured that safety was not sacrificed in the pursuit of completing the job on time. During the operation, several bombs were found to be exuding a black tarry substance. The Explosive Ordnance Disposal Team responded and determined that the substance contained explosives. The leaking bombs were separated and marked for disposal. The technical skill and attention to detail displayed by the Munitions Storage Crew averted a possible explosive mishap that could have resulted in loss of life and damage to facilities and equipment. .

## **FLIGHT LINE SAFETY AWARD OF DISTINCTION**

*MSgt Dan P. Garrison  
131 AGS, 131 FW  
Bridgeton MO*



During a recovery at night, Sergeant Garrison was acting as supervisor for the dearming crew on an F-15. While the dearming procedure was proceeding normally, he noticed what could be described as three rings of neon light in the #1 engine intake occurring at intervals of 1 second. While no fire or sparks were noticed, he felt uneasy with the occurrence since he had never seen anything like this in the past. Upon his return to the flight line, he immediately found a crew chief to explain what he had just seen. The crew chief could not offer any explanation and directed him to the production supervisor. After describing the situation he directed Sergeant Garrison to the engine shop. Upon his arrival at the engine shop, he once again explained the situation to an engine specialist. After completing the story for the specialist he immediately contacted the production supervisor to ground the aircraft. Upon further troubleshooting, a leak was noted coming from the #1 bearing compartment. Numerous first stage fan blades were wet with oil and several blades exhibited rub indications where contact had been made with case rubber abradable strip. A 2.5 inch piece of rubber had been torn away and a noticeable groove was cut into the strip by the blades. It was this oil impregnated rub that caused the situation described by Sergeant Garrison. His decisive action and persistence in relaying this situation saved the 131 FW from possible further engine damage or the loss of an aircraft due to an engine fire. He is a professional in every sense of the word.

## **GROUND SAFETY INDIVIDUAL AWARD OF DISTINCTION**

*SSgt David L. Hansen  
65 TRNS  
Lajes Field, Azores, Portugal*



A diversified NCO, Sergeant Hansen assumed the Squadron Safety NCO duties in July of 1995 and built a comprehensive and innovative program. He aggressively worked to improve all aspects of safety in the squadron by completely revising the squadron and flight safety programs. His astute accomplishments include establishing weekly flight safety briefings and inspections; preparing monthly safety briefings for senior squadron leadership; revised and updated safety bulletin boards; implemented an innovative Lock Out Tag Out program; and personally trained flight safety representatives for the squadron. He meticulously and systematically established a rock-solid, efficient program by devoting numerous hours identifying and correcting safety hazards and violations throughout the squadron. As a result, Lajes Occupational Safety and Health Act (LOSHA) mock fines for the squadron decreased from \$196,000 to \$35,000 within one year.

Sergeant Hansen made several other remarkable safety improvements within the squadron including maintaining the squadron's master AFOSH Library with current upgrade and qualification training outlines and putting together a superb safety management book. He also ensured all squadron personnel were familiar with the contents of the library and how the materials related to their duties. He received laudatory praise for correcting 29 open Risk Assessment Codes resulting in a 73 percent reduction in LOSHA mock fines and played a key part in reducing mishaps by 50 percent from the previous year. Sergeant Hansen and two other flight safety representatives he personally trained were recognized as "superior performers" by wing safety officials for the outstanding work they contributed to the squadron safety program. One of the representatives was selected as the wing's Safety Representative of the Quarter as a direct result of Sergeant Hansen's personal involvement. Sergeant Hansen has also established an innovated Lock Out Tag Out program that has been praised and benchmarked across the base. His hard work and dedication ensured zero reportable and only seven minor non-reportable mishaps occurred during his tenure. The 65th Air Base Wing and the 65th Transportation Squadron's morale and productivity have increased significantly because of the tremendous efforts and attitude towards safety that Sergeant Hansen possesses and shares willingly with the personnel in his squadron.

**T**he HQ ACC **TEAM SALUTE** recognizes a person, group of people or unit for notable displays of quality performance in the area of mishap prevention. **TEAM SALUTE** recipients are selected by the ACC Safety Awards Board from the monthly nominees for ACC safety awards. Periodically, **TEAM SALUTE** recipients will be featured in *The Combat Edge* magazine. Our congratulations to these recipients of the **TEAM SALUTE**.

**SMSgt Gary E. Palumbo**  
605 TS  
Eglin AFB FL

**Mr. Wayne A. Zachman**  
55 SVS, 55 WG  
Offutt AFB NE

**SrA Brian S. Stafford**  
99 RS, 9 RW  
Beale AFB CA

**SrA Michael Radenheimer**  
336 FS, 4 FW  
Seymour Johnson AFB NC

**SSgt Ronnie S. Adams**  
355 EMS, 355 WG  
Davis-Monthan AFB AZ

**SSgt Barney L. Moudy**  
34 FS, 388 FW  
Hill AFB UT

**SrA Jason J. Walker**  
421 FS, 388 FW  
Hill AFB UT

**SrA Timothy J. Williams**  
**SrA Wesley T. Mitchell**  
**SrA Joseph D. Petrosky**  
2 AS, 23 WG  
Pope AFB NC

**TSgt James E. Cook**  
**TSgt Ricky A. Jarrett**  
**Amn Donald W. Grindstaff**  
**SrA Joe B. Bennett**  
**A1C Brian Adcock**  
96 BS/11 BS, 2 BW  
Barksdale AFB LA

**SSgt Tracy L. Breckenridge**  
388 MXS, 388 FW  
Hill AFB UT

**TSgt Clayton J. Sullivan**  
66 RQS  
Nellis AFB NV

**Maj Kevin R. Kirkpatrick**  
**Maj Robert L. Munson**  
**Capt Daniel Cahill**  
**1Lt Katherine Dunn**  
**SSgt Frank P. Morales**  
**SSgt Michael J. Harman**  
55 OSS/45 RS, 55 WG  
Offutt AFB NE

**Capt John A. Clark**  
**Capt Joseph C. Smith**  
12 ALF, 1 FW  
Langley AFB VA

**MSgt Eric N. Blackwelder**  
42 ACCS, 355 WG  
Davis-Monthan AFB AZ

**Mr. Stephen W. Giove**  
366 CES, 366 WG  
Mt Home AFB ID

**SSgt Shawn P. Fisher**  
**SrA Kirk J. McManious**  
75 FS, 23 WG  
Pope AFB NC

**SSgt Jeffery A. Gardner**  
79 FS, 20 FW  
Shaw AFB SC

**55th Comptroller Squadron**  
55 WG  
Offutt AFB NE

**CMSgt Gary E. Huston**  
**SMSgt Robert B. Lynsky**  
**MSgt David A. Killibrew**  
**SSgt Daniel J. McLean**  
**SSgt Michael A. McCready**  
**SSgt Cary T. Neal**  
**A1C Brian D. Smith**  
389 FS, 366 WG  
Mt Home AFB ID

**SSgt Larry C. Tanksley**  
334 FS, 4 FW  
Seymour Johnson AFB NC



# ACColades

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

	TOTAL			ACC			ANG			AFR		
	JUL	THRU JUL		JUL	THRU JUL		JUL	THRU JUL		JUL	THRU JUL	
		FY96	FY95		FY96	FY95		FY96	FY95		FY96	FY95
CLASS A MISHAPS	2	8	10	1	4	6	2	6	3	0	0	1
AIRCREW FATALITIES	0	0	9	0	0	2	0	0	1	0	0	6
* IN THE ENVELOPE EJECTIONS	3/0	7/0	9/0	2/0	6/0	7/0	1/0	3/0	2/0	0	0	0
* OUT OF ENVELOPE EJECTIONS	0	1/0	0	0	0	0	0	1/0	0	0	0	0

\* (SUCCESSFUL/UNSUCCESSFUL)

## CLASS A MISHAP COMPARISON RATE

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

	FY	MONTH											
		OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
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	1.1	0.8	0.6	0.9	1.2	1.0	0.9	1.0	1.4		
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	0	0	0	0	0	0	0	1.2	1.0		
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	0	0	0	0	1.1	1.0	0.8	0.8	2.1		
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	3.4	2.4	1.8	2.9	2.3	2.0	1.7	1.5	1.4		
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	0	0	0	0	0	0	0	0	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	1.9	1.3	2.2	1.8	2.2	1.9	1.7	2.0	1.8		
AFR	FY 95	0	0	0	0	0	0	0	1.3	1.2	1.1	1.0	0.9
	FY 96	0	0	0	0	0	0	0	0	0	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	1.3	0.9	1.0	1.1	1.4	1.2	1.0	1.2	1.1		

(BASED ON PROGRAMED HOURS FLOWN)

# Honor Roll

**Units without a "Command-Controlled"  
Class A flight mishap since the  
stand-up of ACC on 1 June 1992, or their  
respective assimilation into the command**

5 BW	123 AW	150 FW	347 WG
24 WG	124 FW	153 AW	366 WG
28 BW	125 FW	156 FW	388 FW
55 WG	129 RQW	165 AW	403 AW
79 TEG	130 AW	166 AW	419 FW
85 GP	132 FW	167 AW	440 AW
93 BW	133 AW	169 FW	442 FW
94 AW	136 AW	174 FW	482 FW
102 FW	137 AW	175 FW	509 BW
103 FW	138 FW	177 FW	552 ACW
104 FW	139 AW	178 FW	908 AW
106 RQW	142 FW	179 AW	910 AW
109 AW	143 AW	181 FW	911 AW
113 WG	144 FW	184 BW	913 AW
114 FW	145 AW	185 FW	914 AW
116 BW	146 AW	187 FW	916 ARW
118 AW	147 FW	189 AW	926 FW
119 FW	148 FW	301 FW	928 AW
120 FW		314 AW	934 AW
122 FW			939 RQW

*As of 1 July 1996*

# WEAPONS & EXPLOSIVE SAFETY in the AOR

We had just marshaled another pallet of aircraft pylons and launchers, more equipment bound for yet another TDY. Where to this time? Back to the desert! Flashback to where I was less than a year ago...

It was dark as I descended the plane's boarding stairs, bags in hand. I was greeted by a friendly American with a warm smile and a firm handshake. He was wearing the subdued desert camouflage uniform adopted after the Gulf War and seemed almost elated at my arrival. Of course, he was glad to see me — I was his replacement. Before I knew it he was gone, and it was just me. A lot of responsibility? I'd say so! Back in CONUS, I was the 388th Fighter Wing Weapons Safety Manager. Along with an assistant, I was accountable for the weapons safety program for several squadrons. But in the AOR, I was accountable for weapons safety in several countries containing the 4404th Wing's Geographically Separated Units (GSUs).

The way I figure it, the guy I replaced was happy to leave the AOR because his bad dream was over. Unfortunately, mine was just beginning. I was about to embark on my own safety nightmare, living in terror for the next 90 days. The potential for a weapons or explosive mishap was unprecedentedly high, leading to nail biting, shuddering, and a nervous sweat every time the phone rang or my call sign squawked over the brick. No matter where

I was, shaving in the morning before work, at the Khobar Towers gym after work, or even on a shopping trip downtown, I either had a phone, radio, or both by my side.

One thing I'd like to emphasize is the massive quantity and diversity of explosive devices present in the AOR. These range from offensive and defensive hand-held weapons and ammunition used by Security Police Squadrons to highly destructive munitions designed to be fired from launchers or ejected from bomb racks by aircraft patrolling the No-Fly Zone. These explosives also range from the pyrotechnic devices in the pilot's crew vests and aircraft cockpits, maintained by the Life Support Sections and EGRESS Shops respectively, to the AMMO Dump, that seemingly stretches to the horizon.

When one considers the number of operations dealing with these explosives which are handled, loaded, and made ready for use on an every day basis, one would naturally expect a high explosives mishap rate, right? Well, I'm pleasantly surprised but that's not the case. Why? Did I have anything directly to do with this phenomenally low weapons/explosives mishap rate? I sincerely doubt it. All I did in the AOR was try to grapple with and hold together an overwhelming weapons safety program that had the potential to come apart at the seams at any given moment. The only thing I can attribute this glowing safety record

*TSgt Jim "Cheez" VanHorn  
388th Maintenance Squadron  
Hill AFB UT*

to is the individual as an integral part of the weapons and explosives safety team.

The individual is the real key to a strong and successful weapons/explosives safety program. It's the individual as a worker, supervisor, or both who makes or breaks this sort of program.

Some of the pitfalls that individuals must be cognizant of while completing a tour in the desert are: the "two digit midget" syndrome, this is the "real thing" excuse, and the proverbial "knock it off."

The "two digit midget" syndrome is summarized by, "In 90 days or less, I'm out of here!" Instead, a positive attitude should prevail: "I only have 90 days to make this place better for my replacement. There might be a lot that needs to be fixed and realistically I may not be able to get it all done, but maybe I can complete one or two of the more pressing projects along with supporting the daily mission." This attitude not only results in accomplishment, but generally seems to make the tour go by more quickly as well.

Another excuse that must be avoided is, "This is the real thing, no practice or exercises over here; so Tech Data doesn't really apply" — and the book goes out the window. You should have the attitude that your Tech Data is your friend because Tech Data will, literally, keep you alive, but only if you choose to follow it. The WARNINGS, CAU-

TIONS, and NOTES found in our Technical Orders and Job Guides are specifically placed there for your benefit.

Lastly I'd like to address training. In the AOR, you're faced with totally different circumstances and obstacles that must be properly managed and overcome. Despite being highly trained and skilled Air Force professionals, we may not have the ability or willingness to successfully complete every task that comes our way. That's when we must call a "knock it off" instead of haphazardly blundering through an operation or procedure. A good supervisor or leader in today's Air Force would never slam one of their troops for declaring, "I'm not adequately trained to perform this task" or "There's something wrong with the current situation." The correct decision will ultimately protect people and preserve assets while getting the job done.

All of us are part of the continuing effort to support the Air Force's mission in Southwest Asia. To accomplish this mission we must, as individuals, follow the rules religiously; and when faced with decisions, take the right course of action. Mishap prevention must be continually considered in our daily activities. Each day, whether in the AOR or at home station, make the safe choices which will bring yourself and others home safely every time. ■



# Back to School Safety



safety is of the utmost concern as our children return to school. Following a few basic rules can help ensure a safe environment for our children as they travel to and from school as well as throughout the school day.

- For those of us whose children take a bus to school, remind them to stay on the sidewalk, if available, as they walk to the bus stop. Once they arrive at the stop they should be courteous to the other children at the stop and stay away from the street until the bus comes.
- While on the bus, children should remain in their seats at all times while the bus is moving.
- If you meet your children's bus after school, be sure to wait at the stop so they don't dart into the street in their anxiousness to tell you about their day.
- If your children walk to school, teach them to remain on the sidewalk, if available, and to be aware of the traffic around them. If no sidewalk is available, they should stay close to the roadside and walk against traffic. Teach your children to look both ways before crossing the street and to cross only at intersections.
- During the winter months, children should wear light colored clothing or add a garment with reflective material to keep them visible as the days get shorter.

As parents we must be cautious and pay particular attention to the increased number of children walking in our neighborhoods and in school zones. We must carefully obey speed limits, especially in school zones, and we must keep our eyes open for children nearing the roadway.

If we follow these simple rules and exercise common sense, we can help our children have a safe school year.