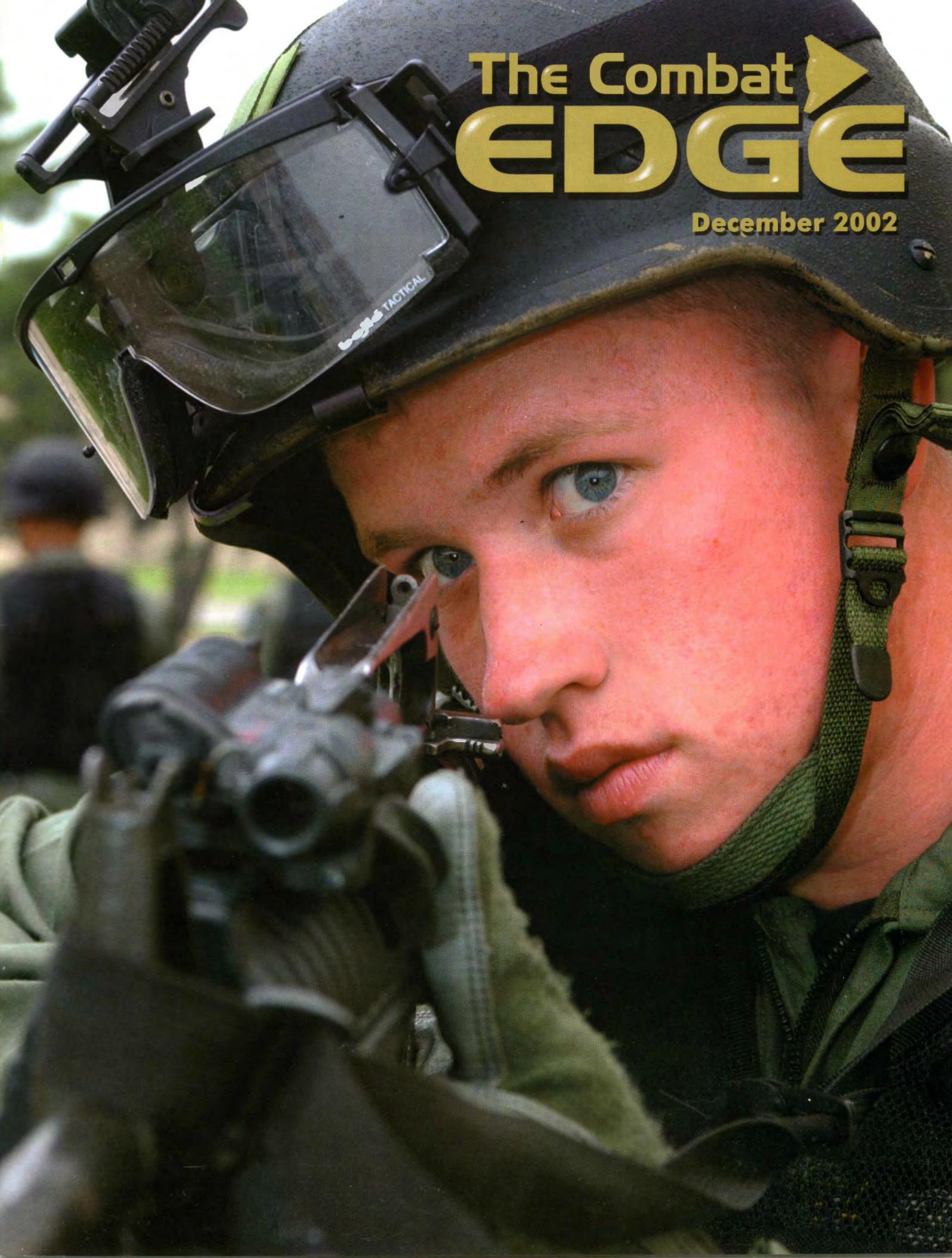


The Combat Edge December 2002

The Combat **EDGE**

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The Combat

EDGE

Volume 11 Issue 7, ACC SP 91-1

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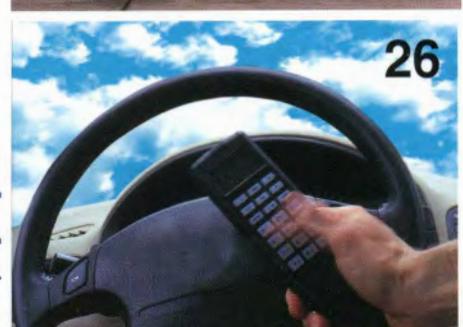
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The Combat Edge (ISSN 1063-8970) is published monthly by Air Combat Command, HQ ACC/SEM, 175 Sweeney Blvd, Langley AFB VA 23665-2700. Send address changes to the same address.

DISTRIBUTION: F. OPR: HQ ACC/SEM. Distribution is based on a ratio of one copy per 10 persons assigned. Air Force units should contact **The Combat Edge** staff to establish or change requirements.

ANNUAL SUBSCRIPTIONS: Available to non-DoD readers for \$47.00 (\$65.80 outside the U.S.) from the Superintendent of Documents, PO Box 371954, Pittsburgh PA 15250-7954. All subscription service correspondence should be directed to the Superintendent, not HQ ACC/SEM.

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Front Cover: TSgt Jack Braden



HAVE A SAFE & HAPPY HOLIDAY

The Christmas season is special for Americans. It brings out the best in us, generosity, human kindness, and best wishes to all mankind. America just shines at this time of year. It is also a time when we share good cheer and gather to celebrate the holidays.

This holiday season we again find ACC folks on-guard around the globe, defending America, and protecting our freedom and the freedoms of others. It never ceases to amaze me how freedom means so much to us that we are willing to risk our lives so others may experience it too.

Wherever you celebrate the season, ensure all members of your team conduct themselves in a responsible manner, take care of one another, and “don’t celebrate so hard that you forget to do the right thing.”

I wish everyone in the ACC family a safe and happy holiday season.

Colonel Kevin Smith
ACC Chief of Safety



Photo by SSgt Christopher Mathews

Safety International Style

Six principles you'll need while deployed

By Lt Col William J. Smith, Prince Sultan AB, Saudi Arabia

This is more of a "Here I Am ..." versus a "There I Was ..." type of story. As I write this, I am the Chief of Flight Safety stationed at Prince Sultan Air Base (PSAB), Kingdom of Saudi Arabia.

In this capacity, I work Safety issues with our host nation colleagues on a daily basis. I'd like to pass on several principles I have learned that might help other forward deployed Safety offices deal with host nation personnel who might have a different view of Safety and American procedures.

Safety diplomacy comes down to a few common sense principles that can help any Safety office establish an effective mishap prevention program in any of the several different

countries where our forces are currently deployed. It is important to remember that what works in one country may not work in another, but at least you will have a baseline to start from.

I call the first principle "**Win Them Over.**" Remember the old saying, "You catch more flies with honey than you do with vinegar"? This is also true when developing host nation relations. You have to get to know your host nation colleagues, and they have to get to know you in order to build a good rapport.



Photo by SSgt Robert Hyatt

First, within a couple of weeks of arriving at your deployment site, schedule a social meeting with your counterparts and their supervisors. Drink plenty of "tea" and get to know something about them and their operations. Whatever you do, don't try to



lay out your agenda at this initial meeting.

The real work starts after all the introductions. You can use the "***Graduated Intensity***" principle to begin presenting your agenda to the host nation. This means you start out with the small issues and work your

way up. When you see how they respond to the little things, you can better devise a plan of action to attack the larger issues. Whether you are working with the personnel on the bottom of the food chain or going directly to the top, you have to gain an understanding of the

host nation's line of protocol so you can direct your efforts appropriately. If you don't, your time will be wasted.

With your cards now laid out on the table for the host nation to ponder, you have to continue with the "***Follow-up***" principle. This ensures things are pro-

gressing on the issues you have presented to them. On occasion, the host nation might put an issue they are not interested in on the back burner, hoping you might forget about it and redeploy before anything more is said. That's why it is imperative to maintain a good accounting of the issues you have discussed with them, and

you might not get any closure, but at least you made the host nation aware of the importance of the issue to you and your superiors.

If an item doesn't get resolved and you have pushed it as high as it will go, then you have to employ the principle of "**Risk Mitigation**" to reduce the associated hazards. This

but you need to understand their procedures — especially their sensitivities. You have to continually remind yourself that you are the guest in their country and no matter how much you believe you are there to "help" them, they don't always share the same sentiment. Cultures will continue to be different, but through mutual un-



Photo by Sgt Tom Bradbury



Photo by SrA Bethann Hunt

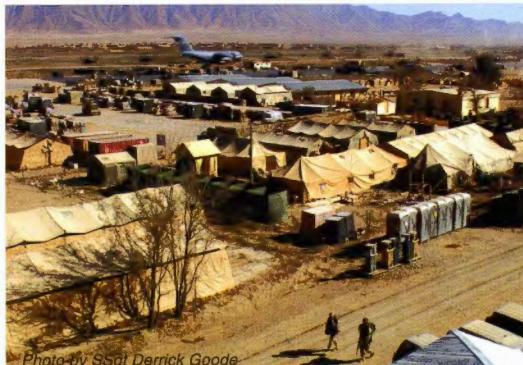


Photo by Ssgt Derrick Goode



Photo by Capt Christa D' Andrea

have an aggressive follow-up program to make sure nothing gets overlooked.

Just when you think you are making progress on your agenda, you hit a roadblock. This is where the principle of "**Realistic Expectations**" becomes important. You need to understand that a host nation just might not be interested in dealing with some of your safety issues. In this case, you will probably have to elevate it to the highest echelons of authority. Even after doing this,

could encompass far-reaching items, like procedural changes, or smaller items, like temporary restrictions, until the hazard can be eliminated. Either way, the risks must be mitigated until everyone agrees on a permanent fix.

The last and one of the most important principles to remember when dealing with a host nation is the principle of "**Mutual Understanding**." It is not only important to have host nation personnel understand your procedures and expectations,

derstanding the gap that separates our knowledge of each other can be bridged, making multinational operations run more smoothly.

Although not all-inclusive, I hope these six principles give you a cornerstone you can use to start building lasting and productive host nation relations. Experience is a good teacher, but why not start out ahead of the class and employ some of these principles the next time you find yourself as a "guest" in another country. ▶

By MSgt Daniel L. Freiderich, Offutt AFB, Neb.

No Cell Phones & Beepers on Our Flightline!

I have been a jet engine mechanic for over 17 years, but just recently realized that we have inadvertently increased the vulnerabilities of our flightlines because of advances in technology — specifically, cell phones and beepers. This new reality hit me hard when a young sergeant secretly came to me to initiate a search for his missing cell phone.

It happened about a year ago when I was a production superintendent on the swing shift. The sergeant explained that he had been working on four aircraft and somewhere along the way had lost his cell phone. I immediately called my expeditor and put one body up on each of those jets. I then told him to call the phone and fortunately it was safely recovered. It had fallen down into the throttle quadrant of a plane that was scheduled to fly the following morning!

We had just stopped a catastrophe from happening the next day, but it got me thinking about how the things we use every day can become unexpected foreign object hazards. When I became sortie generation flight chief, I banned both cell phones and beepers from the flightline to reduce the possibility of this happening again. I would much rather deal with keeping these items off the line, than have to explain to one of my subordinate's parents that their child was killed because of a cell phone. I hope this experience will help others look at their flightlines with a renewed vigilance. Lives depend on it! ☀



Live to Fly Again

By Capt Gregory D. Tolmoff, Davis-Monthan AFB, Ariz.

There I was supporting Operation SOUTHERN WATCH in the dead of summer in Kuwait. I was an A-10 pilot with a fair amount of experience and had been selected to be the wingman of a two-ship in an exercise designed to test the Kuwaiti Air Force's early warning reaction system.

The mission was briefed and flown to hit a KC-10 tanker over the Persian Gulf, then ingress toward Kuwait City from the southeast for a simulated bomb attack.

All was uneventful until we arrived over the Kuwaiti shore. The visibility dropped to about 5 miles with a brown haze that the Kuwaiti desert is famous for in July. As we flew at 500 feet over featureless terrain, our radar warning receiver lit up, signifying the presence of aircraft looking for us. The Kuwaiti Air Force had scrambled F/A-18s to find us. Fight's On!

Maneuvering an aircraft to defeat a threat while looking over the shoulder to visually acquire that threat in poor visibility and at low altitude is no easy task. But I was doing just that. I felt like I was on top of my game!

When we had beaten the first round of bandits, I checked six and saw an F/A-18 swinging through the haze in an attempt to get guns track on my lead. I warned my lead to "break right" for our 180 degree defensive turn. As I made this call, I spoke right over my Altitude Warning Alert (AWA) without ever even hearing it.

I was so fixated on the bandit and turning my aircraft that the altimeter fell out of my cross-check. I looked forward several times and noted that my total velocity vector was only one degree below the horizon, but thought to myself, "no problem — my AWA will let me

know if I am getting too low." But my AWA had already spoken, and I had not heard it. It was not designed to speak again until I climbed back above 500 feet.

The area of Kuwait that we were fighting over was completely featureless. Not one road, tent, camel, or bush was present — so there was no perception of altitude and no horizon to get spatially oriented. My saving grace was the hot desert sun.

In the midst of all that activity something caught the corner of my eye. As I turned to focus on it, I realized it was the enormous shadow of my A-10 reflecting off the desert floor. I was seconds from impact! I transitioned to instruments, rolled wings level, and pulled.

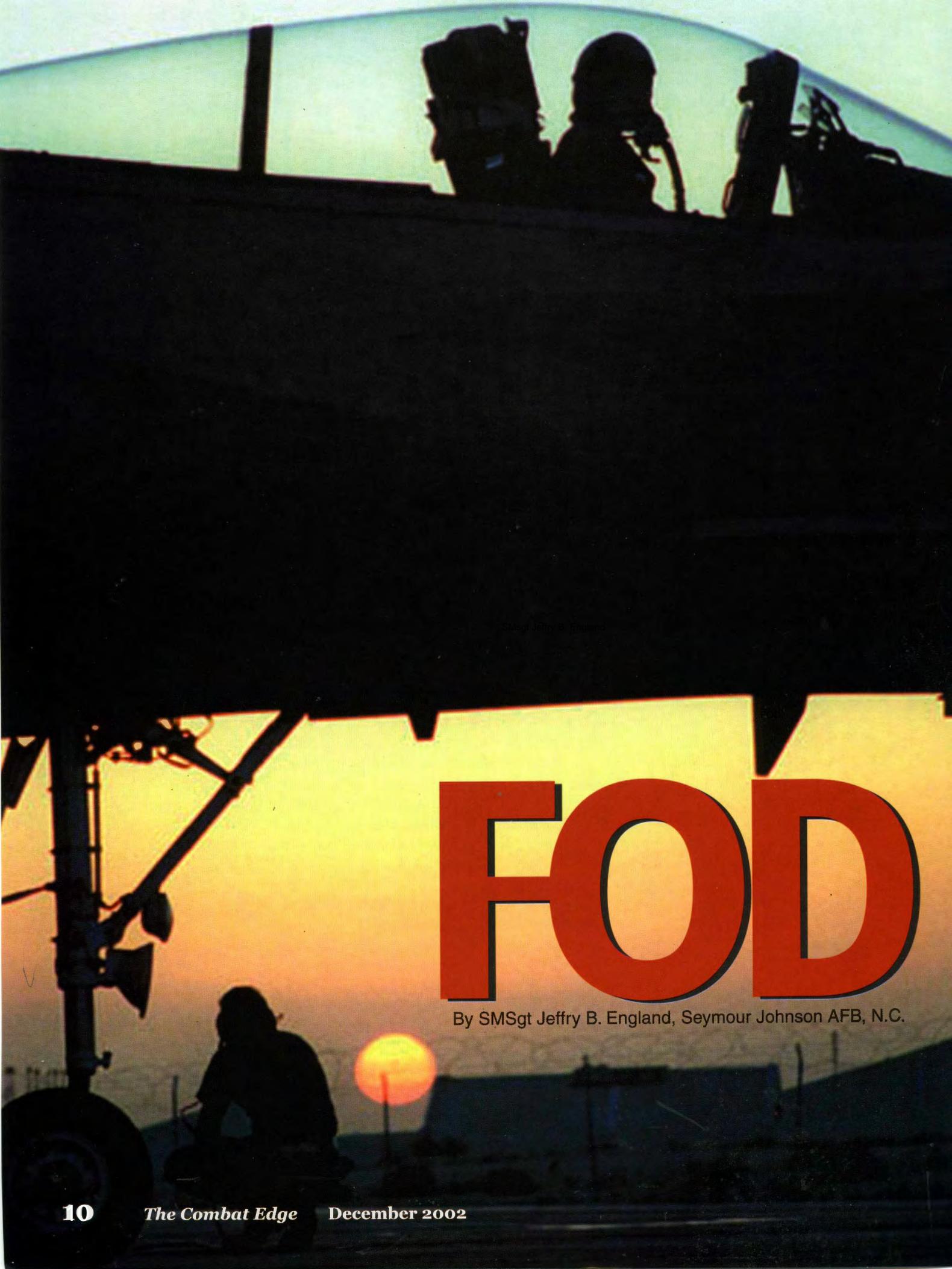
Safely away from the ground, and relieved, I informed my lead about what had just happened. We knocked off maneuvering and flew on instruments back home. My heads up display film told the whole story during the debrief. My AWA had worked properly so my fatality would have been listed as a Controlled Flight Into Terrain or CFIT.

I learned the following lessons from this near-mishap: 1) There is no peacetime requirement that says a pilot has to push his limits. 2) We pressed the weather when we shouldn't have. Training Rules are written in blood! 3) My adrenaline was so pumped for mission accomplishment,

... learn from my mistakes

that I failed to properly aviate, navigate, and communicate.

I often look back on that day. Now, as an instructor pilot, I relate this story to my students so they can learn from my mistakes, make the "Knock-It-Off" call early, and live to fly and fight another day. ▶

A photograph showing the silhouettes of four people standing on an airfield tarmac. In the foreground, a person is working on a piece of equipment. In the background, three more people stand together, looking towards the horizon where the sun is setting. The sky is a gradient from blue to orange.

SMSgt Jeffry B. England

FOD

By SMSgt Jeffry B. England, Seymour Johnson AFB, N.C.

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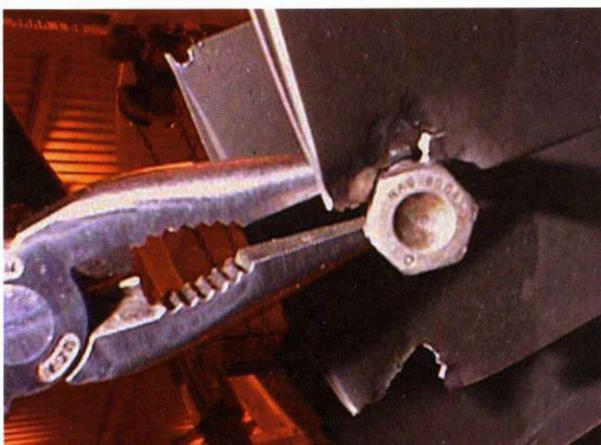
ost of us are familiar with the term Foreign Object Debris/Damage or FOD. Foreign objects and debris (i.e., rocks, nails, screws, fasteners, tools, rivets, and wire) can find their way into the strangest places and do considerable damage. Those of us who work on or near the flightline are thoroughly aware of FOD and its associated hazards, but a reminder every now and then never hurts. Damage to aircraft caused by FOD ingestion can be very expensive. We must do all we can to prevent and control FOD.

FOD can have devastating effects on a jet engine because the intakes operate like giant vacuum cleaners, sucking up anything and everything in their path. Some aircraft engine intakes are very close to the ground. This includes the French KC-135 tankers, F/A-18 Hornets, and Mirage 2000Ds operating at Manas International Airport in Kyrgyzstan. The F-16 Fighting Falcon is also extremely susceptible to FOD because of its powerful engine, large intake, and proximity to the ground. Bits of rock, sand, grass, metal, and even ice and snow ingested into a jet engine can cause significant damage to the compressor blades and other internal parts. This translates into a lot of money to repair or replace a FOD-damaged engine.

FOD is a real threat wherever planes take to the air, but it is especially prevalent at our deployed locations. Runway and taxiway construction in foreign locations is not always up to the same stan-

dard as it is in the United States. Maintenance of these surfaces may not receive regular attention from civil engineering like they normally do at military installations stateside. Consequently, FOD can be found on the parking aprons, taxiways, and runways of almost every airport and airbase in the world.

The prevention and control of FOD is key to the preservation of our aircraft and the safety of those personnel working in, on, and around aircraft. This is even more true at a bare base or joint-use civilian airfield typically used for contingency operations. While deployed, we need to adopt the same standard FOD



operating procedures that we use at home.

This starts with awareness of its presence on the parking ramp, taxiways, runways, and even the roads that lead into and out of these areas. Good housekeeping on the parking ramp will go a long way in preventing hardware, stones, rocks, rubbish, and clothing from finding its way into a jet engine. This is the responsibility of every aircrew member, mechanic, technician, and driver who works on the flightline.

If you see FOD, pick it up and dispose of it properly. That

means place it in a sealable container and dispose of it far away from the flightline so it can't find its way back lodged in the tires of someone's vehicle. Make FOD containers (cans, buckets, pouches, or bags) available in every flightline vehicle and in every flightline work area. Attach FOD containers to toolboxes and ground equipment. This is especially important at deployed locations because of the greater amounts of FOD. Don't forget to empty the FOD containers daily.

When you drive a vehicle, inspect your tires before driving onto the flightline or taxiway. If you don't conduct thorough vehicle FOD checks, your tires can pick up rocks and deposit them in the flightline area. Make every attempt to stay on paved surfaces. Avoid driving on the dirt or grass whenever possible. If you must depart the pavement to avoid a greater risk (i.e., an airplane taxiing straight at you), check your tires for FOD once you return

to the pavement and dispose of it properly and immediately. These simple FOD-prevention measures can avoid millions of dollars and hundreds of man-hours we currently spend to repair or replace the damage.

The key to FOD prevention and control is constant vigilance and immediate action to remove the hazards from the area. The mission — especially at deployed locations — depends on assets being fully mission capable. That can only happen when everyone does their part to prevent FOD. ▶

One incident can have a profound impact on our lives. If we are lucky, the impact is positive. I am one of those lucky people. My life could have been very different.

After joining the Air Force and completing technical school, I was assigned to a unit on a base in Mississippi. It was a highly tasked mobile communication unit. The prevalent attitude was "we work hard and play hard," which is also dominant in many mobile units today. I did my best to uphold that attitude.

I was crossing several major bridges at this point in my life. The first one was getting married. In May 1988, my girl friend (now my lovely wife) and I were planning our wedding in my hometown in Louisiana. I had been making several trips home to take care of pre-wedding issues. It was one of these trips that changed my life forever.

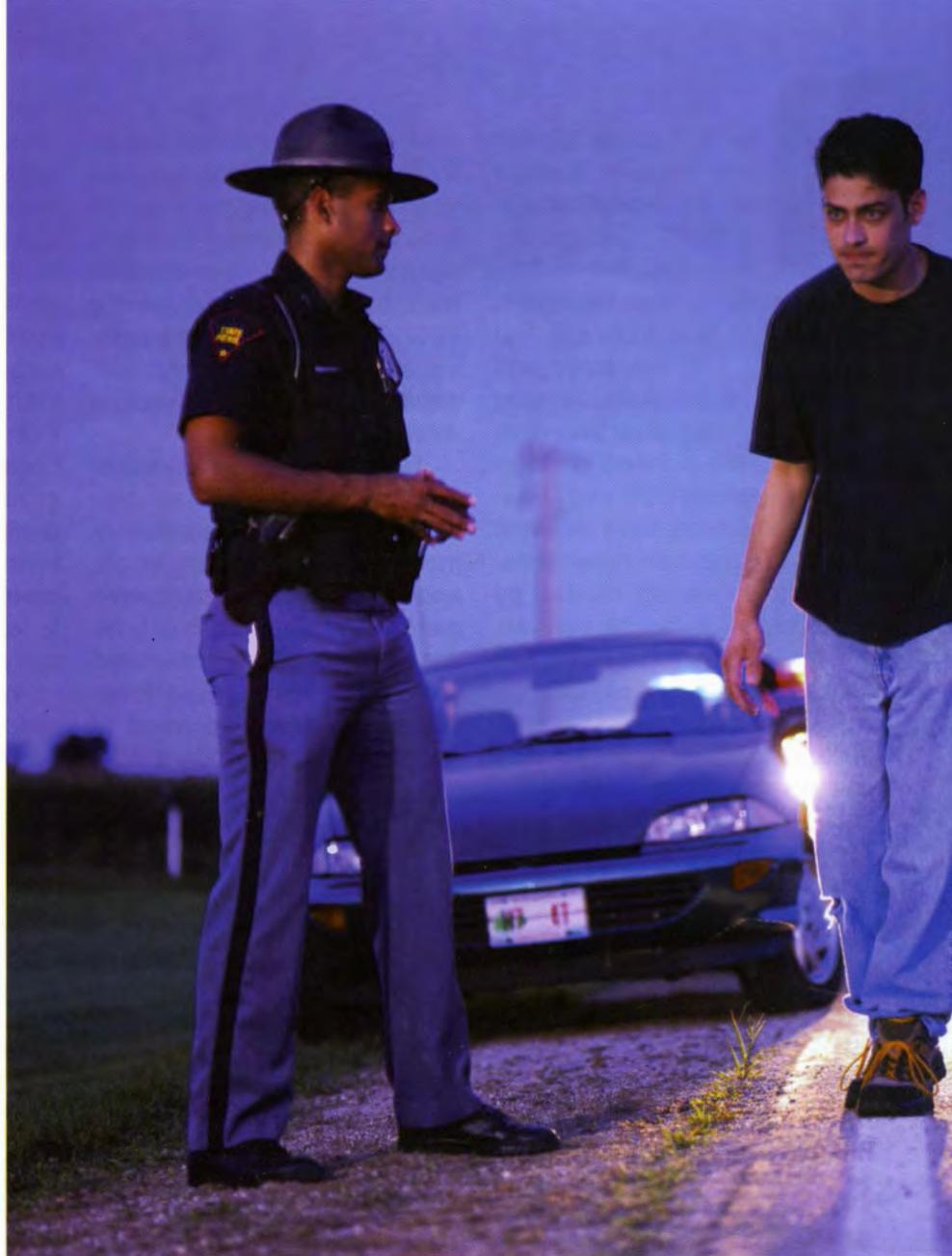
A typical weekend excursion home started when I was released from duty about 11:00 a.m. on Friday. By noon, I would be on the road in my new car with a six-pack of beer. No, I wasn't a big drinker, but did enjoy a beer on occasion. By the time I arrived home 6 hours later, I normally would have consumed three beers and

would be feeling pretty good. The other three beers were for my return trip.

This weekend was like the others and ended much too fast. Before I knew it, Sunday had arrived and that 6-hour drive was staring me in the face. I was tired from "playing hard" all

weekend, so I decided to get some sleep and leave home about 10:00 p.m. This would get me back to the base around 5:00 a.m. Monday.

While topping off my fuel tank for the trip, I restocked my ice chest with a six-pack of beer and started out. I was back in Missis-



An Airman's Story

"A Night that Changed Everything"



sippi when I passed an 18-wheeler on the left side going about 65 miles per hour. I missed both the 45 miles per hour speed limit sign and the highway patrolman that was on the truck's right side. I did not miss, however, the trooper's flashing lights when he pulled behind me.

After he had read the results of my alcohol level, he placed his right hand on the bazooka in his holster and told me to place my hands on the trunk because I was being arrested for driving under the influence. He placed the handcuffs on me and seated me in the patrol car. He secured my car and drove away to what I presumed was the jailhouse.

I have never felt so degraded, humiliated, and helpless in my life. I saw my budding Air Force

arrested because most states have since lowered their limits.

I stopped at the next restaurant I came to and called my fiance. I cried like a baby when I told her everything that had happened. I was not in pain or hurt ... I was just so overcome with joy, surprise, and relief. I knew drinking and driving was wrong, yet I had taken a cavalier attitude towards it and had made many poor judgment decisions.

After he had read the results of my alcohol level, he ... told me to place my hands on the trunk ...

I was scared beyond belief. I had an open container of alcohol in the car, had consumed two beers, was speeding, and it was 3:00 a.m. I probably would have been even more scared — if that was possible — had I known at the time that I was also transporting alcohol in a dry county.

The patrolman was kind enough to explain that point to me later.

When the trooper reached my car, I handed him my driver's license and military identification card. He shined his flashlight into my car and directly on the Coleman ice chest in the front seat. When he asked if I had been drinking, I told him, "Yes Sir." He directed me to get out of the car and made me walk a straight line. He then made me jump up and down on one leg a few times. Finally, he had me blow into a portable Breathalyzer machine.

career come to a screeching halt. My First Sergeant was going to have my head — this indiscretion was going to cost me big. My marriage plans would have to be delayed. I felt shame and knew I had let so many people down.

Instead of arriving at the central police station, the patrolman pulled into a satellite station. He removed my handcuffs from one hand and secured me to a table. Then he took the cover off of a larger, more accurate Breathalyzer and made me blow in it. I don't recall the exact level it registered — I just remember it was a hair under the state's limit.

The officer removed the handcuffs and drove me back to my car. He asked me if I had a problem with him taking the remaining booze in my car. Somehow, with a cracking voice, I found the energy to say, "No Sir." As he took my beer, he told me to slow down and be careful. If this exact scenario happened today, I probably would have been

As I grow older and wiser, I often reflect on that night. Every time I reach a milestone in my life, I think back and realize how different my life could have been. I wish I knew the officer's name so I could tell him, with the deepest sincerity, "Thank you." Because of the break he gave me, I have not driven under the influence since that night.

If you can relate to any part of my story, then please:

1. Don't drink and drive — it affects not only you, but also your loved ones.
2. Don't devastate your bank account or career by driving under the influence.
3. Allow plenty of time to get where you are going.
4. Use proper judgment both at work and home.

Remember, a person under the influence of alcohol is a danger to himself and those around him. ➤

Editor's Note: This airman sent us his story to publish as a lesson for his fellow airmen.

Carbon Monoxide Risk Management

By Mr. Michael Brownley, Navy Safety Center

With the onset of cold weather, many of us will soon be switching on our heating systems. Beware! If you have not maintained your heating equipment, this single act can kill you.

Carbon monoxide (CO) is a colorless, odorless, and poisonous gas that results from incomplete combustion of fuels such as natural or liquefied petroleum gas, oil, wood, and coal. It can kill you and your family. According to the Consumer Product Safety Commission (CPSC), CO poisoning associated with fuel-burning appliances kills nearly 300 people in their homes each year.

Service members are not immune. One marine and one sailor and his four dependents died as a result of CO poisoning during fiscal year 1998 to 2000. The petty officer and his family died after turning on their gas furnace the first night temperatures dropped.

CO is so dangerous you cannot take anything for granted. The old maxim "if something can go wrong, it will" applies equally to home heating appliances. Be proactive. Use the risk management process to prevent poisoning. Here's how:

Identify hazards. Inspect your heating system for such things as a faulty furnace/heater, closed fresh make-up air return, dirty clogged filters, blocked return air registers, inadequate ventilation, blocked chimney flue, or inoperative CO alarms. Certain plastic fur-

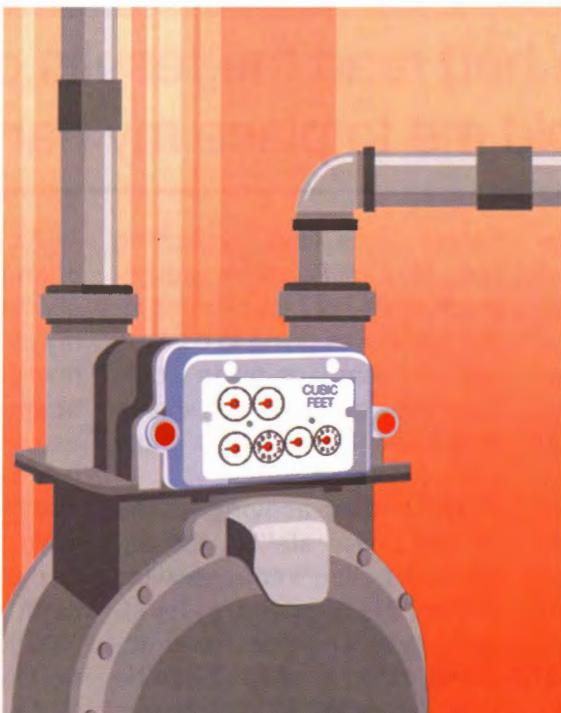
erly maintained, both preventive and corrective maintenance. Clean or replace dirty filters regularly. Do not allow furniture to block air registers.

Supervise. Be sensitive to health changes (unexplained headaches, nausea, dizziness, fatigue). If you suspect you or someone in your house is experiencing CO exposure or poisoning, get fresh air immediately. Open doors and windows, call 911, and go to an emergency room.

Don't overlook the hazards associated with cars, trucks, motor homes, boats, and other recreational vehicles. Three friends on a winter hunting trip died when the heater they were using in a tightly closed camper produced excess CO. Generators in boats and recreational vehicles can cause the same result. Never use a hibachi or barbecue grill inside a home, vehicle, or garage.

Never leave your vehicle running in the garage. Do not assume opening the garage door is sufficient protection. One marine died from sitting in a car, in his garage with the engine running.

Finally, install one or more CO alarms according to the manufacturer's instructions. Units are designed to sense low levels of CO and sound a loud audible alarm. Units with digital readouts are best. Test the alarm every month. One of these could save your life! ▶



nace vent pipes have been identified in a recall by CPSC and require replacement.

Assess risks. CO is likely to cause death as exposure time and concentration increases.

Make risk decisions. Don't operate your heating system until you're absolutely certain it is fully operable, or preferably, had a qualified technician inspect it.

Implement controls. Heed the manufacturer's recommendations. Ensure the system is prop-

Motorcycle Safety

By SSgt Adam M. Stump, Robins AFB, Ga.

In all of the episodes of Star Trek I've ever watched, I never saw James T. Kirk or Jean-Luc Picard beam down a safety officer with the Away Team. Don't get me wrong. I don't want to put safety people out of a job, but hopefully our military will evolve to the point where operational risk management, safe practices, and all the other safety keywords won't have to be emphasized by a central office — they'll be the way we operate every day. Until that happens though, we all need to look out for each other.

That is exactly what did not happen to me on my base, when a young airman driving a car hit me on my motorcycle. I had just pulled out of my parking spot in front of our community center and was turning left at a four-way stoplight. A car facing me was also making a left, so we were able to turn at the same time.

The airman, driving behind the car turning left, drove his car off the road and onto the grass just so he could make a right turn at the same time we were executing our turns. The only problem is his right turn put him on a collision course with me. I tried to maneuver out of the way. It almost worked, but the airman did not see me and clipped my taillight. Fortunately, the impact did not knock me off my motorcycle.

I pulled over immediately to inspect my motorcycle and then approached his car. I counted to 10

as a cooling-off measure before asking him the big one, "Did you see me?"

He replied, "No. I wasn't paying attention. I'm sorry."

I already knew the answer before he said it, but at least he was honest and offered a sincere apology. I politely reminded him of the many motorcycle riders on base and that he should pay attention because he could seriously injure somebody next time.

Even though I did not escape damage-free, I was able to walk away from this situation because of defensive driving and experience — tools that are crucial for all drivers. Three steps are involved in the defensive driving collision prevention formula: recognize the hazards, understand the defense, and act correctly in time. The airman didn't become a hazard until after I had started into my turn. As soon as I saw him pull onto the grass, I immediately realized my only avenue of defense and acted as quickly as I could. In this case, my defensive driving actions — a key to survival for any motorcycle rider — helped to minimize the amount of damage done to both my bike and me.

The amazing thing is that this airman truly didn't see me. This is despite the fact that I was

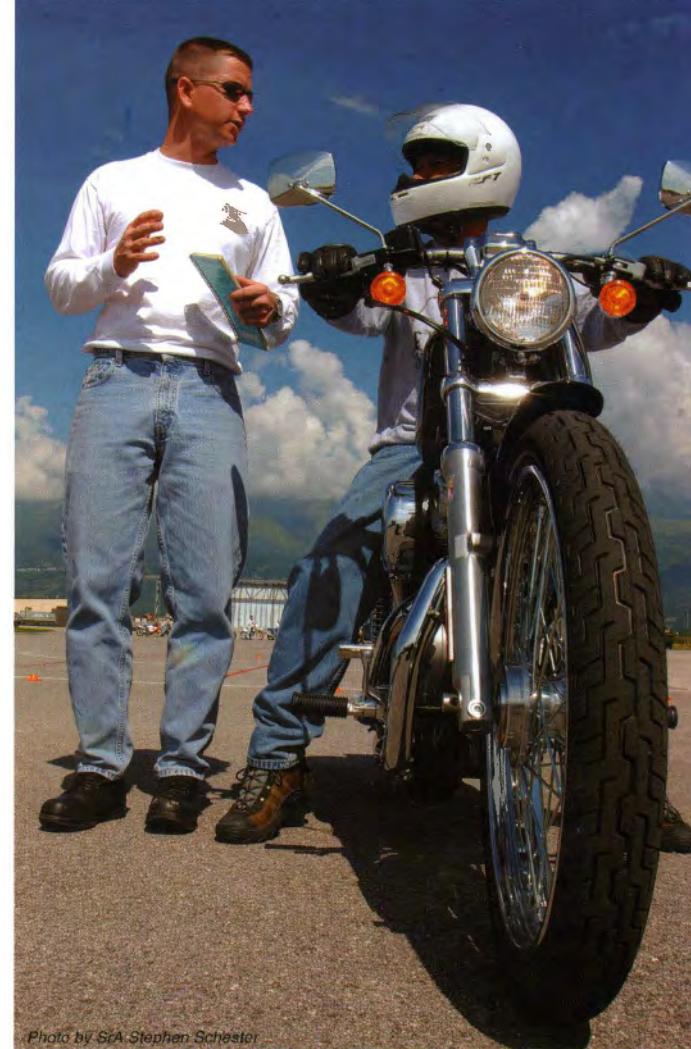


Photo by SrA Stephen Schuster

wearing my reflective gear. I also had my headlight on high beam, which is recommended by the Motorcycle Safety Foundation. I had done everything I knew to do to be seen, but it didn't seem to make a difference. I really believe that airman would still not have seen me even if there had been a blinking neon sign on my bike that said, "Free \$100 if you can read this sign."

Safety messages and safety people cannot stop or undo the damage caused by carelessness and lack of attention. Until safety becomes the way all of us operate every day, the people in safety will continue to fill out a lot of paperwork and the Enterprise commander will have to make room for a safety officer on the Away Team. In the meantime, remember to drive defensively. ▶



RC-135



Primary Function: Reconnaissance • Contractor: L-3 Communications • Power Plant: Four Pratt & Whitney TF33-P-5 turbofans • Thrust: 16,050 pounds each engine • Unrefueled Range: 3,900 miles • Length: 135 feet • Height: 42 feet • Maximum Takeoff Weight: 297,000 pounds • Wing-span: 131 feet • Speed: 500+ miles per hour • Flight Crew: Five (augmented) - three pilots, two navigators • Mission flight crew: 21-27, depending on mission requirements, minimum consisting of three electronic warfare officers, 14 intelligence operators and four inflight/airborne maintenance technicians • Date Deployed: Initial RC-135 conversions from 1964-1968; V/W configurations, 1981 • Inventory: Active force, 14; Reserve, 0; Guard, 0

Pilot Safety Award of Distinction

Major Max Marosko was the instructor pilot on a two-ship F-15C sortie during August 2002. While the student syllabus sortie was uneventful, he was unaware that his aircraft's nose gear steering cable had failed. As the nose gear contacted the runway on landing, the F-15C took an uncommanded vector of approximately 15 degrees to the right of centerline. Maj Marosko quickly assessed the situation and ran the required emergency checklist procedures, but they failed to have any effect. He determined that a go-around was impossible because the aircraft was heading toward the runway infield and parking ramp. After exhausting all possible means to keep the F-15 on the prepared surface, Maj Marosko shut down the engines, preventing any foreign object damage to them. Using

his knowledge of the local airfield, he successfully kept the aircraft on stable ground as it departed the runway. Maj Marosko elected not to eject, remained with the aircraft, and used exceptional aviation skills to safely stop the F-15 in the infield. No personnel were injured and the less than \$4,000 damage to the \$35 million F-15C was quickly repaired so the plane could be returned to flying. Maj Marosko's time-critical decision-making and airmanship avoided a potential Class A mishap while conserving vital Air Force resources.



Maj Max Marosko
USAF Weapons School
Nellis AFB, Nev.

Aircrew Safety Award of Distinction

On July 2, 2002, the crew of Zapper 21, an EC-130H, departed on a scheduled 4-hour night pilot proficiency sortie. The departure and cruise to Yuma Marine Corps Air Station, Ariz., were uneventful. Upon receiving clearance to descend, the copilot turned off the autopilot and reduced the power. Shortly after beginning the descent, the aircraft experienced several uncommanded nose down inputs followed by several uncommanded nose up inputs. These uncommanded inputs consisted of the yoke moving forward or aft about 2 inches and staying there for 2 seconds. While the copilot was able to override the uncommanded movements with about 40 pounds of pressure, they recurred about every 45 seconds. The pilot took control of the aircraft and proceeded to hold to perform a controllability check. As the pilot approached holding airspace, the symptoms intensified. The pressure needed to override the controls increased (80 to 100 pounds of pressure) and the interval between occurrences decreased to 15 seconds. The pilot decided to forgo the controllability check, declare an emergency, and land the aircraft immediately. While on final approach, the pitch inputs became so severe that the efforts of both pilots were

required to control the aircraft. During landing flare, the nose of the aircraft pitched up. Over 150 pounds of force was required to force the plane to land. The crew of Zapper 21 displayed excellent crew coordination, systems knowledge, and pilot judgment to recover a crippled EC-130H with a severe elevator control malfunction. They tackled a problem that is not outlined in any technical manual and safely wrestled an uncontrollable aircraft to the ground.



Shown left to right: Capt Ruben J. Rodriguez,
Maj Christopher Bow,
1Lt Daniel G. Hendrix
41st Electronic Combat Squadron,
355th Wing, Davis-Monthan AFB, Ariz.



Ground Safety Award of Distinction

As the squadron's Installation Security Superintendent, MSgt Brent Belcoff expertly manages over 200 Security Forces (SF) personnel in their protection of over 11,000 base personnel and residents. He has taken numerous steps to diminish the risk of injuries to SF personnel at the installation's four control points: identified the need of "neighborhood" speed-bumps on each inbound lane of three control points; procured 50 neon police labeled traffic control vests for all patrols and traffic control personnel; ensured operation of light-alls at main gate during hours of darkness and reduced visibility; with the assistance of the 355th Civil Engineering (CE) Self-Help section, constructed and installed two aqua misting systems at two gates, preventing heat stroke and dehydration; and purchased the first of four 355th Support Group-funded Way Cool fans for control points. After conducting 3 months of research through the 355th Medical Group Public Health section and the Arizona Cancer Center at the University of Arizona, MSgt Belcoff identified Tucson as being the world's leading city per-capita for skin cancer. As a result, he was hand-picked to develop and illustrate a \$1,200,000 "desert smart" environment package for 12th Air Force. It con-

sisted of three overhangs, to be installed over the inbound lanes at three gates, and required SF personnel to wear Desert Camouflage Uniforms (DCUs). To defer the initial \$120,000 uniform issue costs, he was able to obtain \$40,000 in uniforms. MSgt Belcoff also created "First Responder" patrol kits with cardiopulmonary resuscitation barriers and face shields to protect patrols deployed to incidents involving blood-borne pathogens. As the flightline supervisor during the 2002 Aerospace & Arizona Days, he provided support for over 275,000 visitors and SF personnel. During his supervision of a 16-person security detail, supporting a Summer Jamboree Styx Concert at the Fort Huachuca Army Post, he initiated and successfully performed Self Aid Buddy Care (SABC) procedures on a concert attendee that was having an allergic reaction to peanut oil. MSgt Belcoff is the epitome of a wing safety role model.



MSgt Brent P. Belcoff
355th Security Forces Squadron, 355th Wing
Davis-Monthan AFB, Ariz.

Crew Chief Safety Award of Distinction

On Aug. 2, 2002, while SSgt Case Armsey was performing a trim check on the number one engine of an A/OA-10 engine, a small bird was ingested. This resulted in a compressor stall causing a loud "bang," followed by an uncontrolled rise in Interstage Turbine Temperature (ITT) and the loss of core revolutions per minute. SSgt Armsey rapidly retarded the throttle to idle and subsequently shut the engine down. Following shutdown of the engine, the ITT increased drastically to over 500 degrees Celsius, well above the normal range. Without hesitation, SSgt Armsey immediately executed the emergency procedure, established an air source from the auxiliary power unit, and managed to cool the engine core to within normal limits. As he monitored the engine instruments for any anomalies, SSgt Armsey

observed the ITT once again sharply rising beyond the acceptable range. Alerting ground personnel of a potential engine fire, SSgt Armsey swiftly applied the post-shutdown overtemp procedures for a second time, eventually alleviating the threat of fire and stabilizing the engine. Following the incident, a borescope of the engine was accomplished and no damage was detected. SSgt Armsey's expert knowledge and prompt application of emergency procedures saved a critical Air Force asset worth \$500,000.



SSgt Case T. Armsey
358th Fighter Squadron
355th Wing
Davis-Monthan AFB, Ariz.

Flightline Safety Award of Distinction

On Aug. 14, 2002, this team was accomplishing preflight duties on five F-16Cs loaded with six live MK-82 500-pound bombs per aircraft. SSgt Todd Girot and SrA Jason Rasmussen were beginning a weapons power-on functional check of the station one missile rail while TSgt Dennis Yates, the aircraft dedicated crew chief, was accomplishing his preflight inspections of the aircraft. While TSgt Yates was assisting the weapons crew with a communication problem, he noticed white smoke rising from the right side of the aircraft. Upon investigation, he discovered sparks and fire emanating from the area near the external power receptacle that had been caused by internal wire harness chafing. He immediately turned off the external power cart, then alerted the weapons crew and other personnel on the ramp of the fire. MSgt George Montoya and TSgt Cris Garrelts moved two Halon fire bottles into position to fight the fire. By this time, the electrical arcing behind the external power receptacle had sent molten metal flying, eventually burning through a liquid oxygen line running through the panel. The resulting fire burned at over 2,700 degrees Fahrenheit, and melted most of the hardware and wire harnesses in the vicinity of the external power receptacle. As MSgt Montoya and TSgt Garrelts fought the fire, TSgt Yates radioed the fire department. The oxygen-fed fire extinguished and re-ignited numerous times during the incident. SSgt Girot and SrA Rasmussen, along with MSgt Wayne Linder, and TSgts Steven Ames and Laurence Hunt, assisted in moving equipment away from the aircraft and then prepared to download the munitions if the fire spread. MSgt Jerry Santoro, TSgt Brian Gilmore, and SSgt Bryan Kelly arrived at the scene to assist and saw

that, even though the external power had been turned off, the fire continued. SSgt Kelly pulled the external power plug from the receptacle and retrieved a third fire bottle, while TSgt Gilmore turned the main power switch off in the cockpit, and disconnected the aircraft battery located near the right wheel well. Finally, the fire was extinguished. From the first indication of smoke to the fire being extinguished took less than 5 minutes so the fire department did not have enough time to respond. This team's bravery, cool and methodical actions, and flawless execution of emergency response procedures saved more than \$100 million worth of combat aircraft.



Front (left to right): TSgt Laurence A. Hunt, SrA Jason R. Rasmussen, MSgt Jerry L. Santoro, TSgt Steven D. Ames, SSgt Bryan R. Kelly; Back (left to right): SSgt Todd E. Girot, MSgt Wayne E. Linder, TSgt Brian E. Gilmore, TSgt Cris J. Garrelts, TSgt Dennis C. Yates; Not pictured: MSgt George M. Montoya, 466th Fighter Squadron, 419th Fighter Wing, Hill AFB, Utah



Submit Your People for Awards



Based on your requests — the nominations for monthly safety awards will now be considered up to 60 days from the date of occurrence. This changes the 45 day cutoff.



Weapons Safety Award of Distinction

On July 30, 2002, at 1:30 a.m., A1C Christopher Ballard was dispatched to pick up and return a munitions trailer from HOT PAD 6 (live load area) to the Munitions Storage Area. The trailer was configured with five live MK-82 bombs. While performing the inspection of the trailer in accordance with Technical Order 11-1-38, he noted the trailer was improperly configured and would need to be corrected prior to towing. A1C Ballard radioed the using fighter squadron to send a weapons load crew to correct the problem. A load crew responded and began reconfiguring the trailer as prescribed by the technical order. They began by placing a bomb on the bomb lift truck while they reconfigured the trailer. A1C Ballard was assisting with the trailer when he glanced back to the bomb lift truck and saw the bomb begin to tilt from the table, nose fuze first. He immediately reacted by running to the bomb lift truck and placed his body weight on the fin section of the bomb to counter-balance the weight of the falling bomb. The weapons load crew chief responded and positioned the bomb properly on the

table, and secured it with the bomb tie-down strap. A1C Ballard's integrity and staunch attention to detail while adhering to proper technical orders and directives are commendable. His situational awareness and quick actions precluded a live MK-82 bomb from dropping to the ground, avoiding the subsequent damage and/or possible arming of the fuze.



A1C Christopher R. Ballard
388th Equipment Maintenance Squadron
388th Fighter Wing
Hill AFB, Utah

ACC Safety is Proud of All Award Nominees

Capt Werner W. Keidel
Pilot
75 FS, 23 FG
Pope AFB, N.C.

Maj Walter Bennett

Pilot

Capt Clinton A. Mixon
Weapons System Officer
333 FS, 4 FW
Seymour Johnson AFB, N.C.

Capt Pete Soto

SMSgt Steven Jacobs

MSgt Christopher Riley

MSgt Brian London

MSgt Curtis Allen

Maintenance Supervision

509 MXS, 509 BW

Whiteman AFB, Mo.

Capt Travis Burdine
Aircraft Commander
Capt Timothy Touzeau
Copilot
Capt John Pinnix
Navigator
MSgt James Wells
Flight Engineer
960 AAC, 552 ACW
Tinker AFB, Okla.



Even though the "101 Critical Days of Summer" Safety campaign is over for this year, Barksdale Air Force Base, La., is already starting to think and plan for next year. That is because each year Barksdale launches the "101 Critical Days of Summer" campaign in two phases. Phase I begins with a safety and health fair in mid May, which we have done the last 2 years. Phase II involves each unit commander interacting with squadron personnel, focusing on those safety-related items that impact the unit mission, and emphasizing on- and off-duty safety prior to Memorial Day weekend. Our goal is to have every member return to the workplace at the end of summer.

Our safety fair is scheduled 1 year in advance and planning begins 6 to 8 months out. Early planning ensures good scheduling coordination with the various local and regional representatives that will participate. This tends to increase the overall number of participants.

Begin your fair planning with your assets on base. Our medical group representative organizes the health portion of the fair and each year brings in 10 to 15

participants from base and local medical organizations. Be sure to include the base fire department, law enforcement, explosives ordnance disposal, air traffic control services, outdoor recreation, life support, weather, aircraft maintenance, munitions, and others that are critical to your wing mission.

Fairs of this type can be a logistical nightmare. Large facilities such as hangars and warehouses are ideal to set up vehicle rollover simulators, automobile safety features, aircraft emergency crewmember extraction exercises, and boating safety products. Our fair has grown significantly; this



Photos by Mr. Eddie Edge

Then turn to your local and regional representatives in areas like emergency medical services, law enforcement, and industrial safety. There should be many organizations and businesses in your area that are looking for opportunities like a safety fair. Some will gladly travel a great distance to participate if they feel they can make a significant impact on safety.

year alone we had over 40 booths. That may not seem like a lot, but when each one utilizes one or more 8-foot tables, space quickly becomes a premium. Fortunately, Barksdale has a facility that supports such a large-scale activity with ample space outside to set up displays and demonstrations.

The safety fair is a mandatory function for all 2nd Bomb Wing personnel and highly en-

Safety Fairs

Sharing Safety To

By Lt Col Bill Stimpson, Barksdale AFB, La.

couraged for our tenants. Attendance is tracked by ID card swipes, which provide instant feedback on what groups will need additional safety information. We allow anywhere from 6 to 8 hours each year for the fair and start about midmorning. This allows

safety tools; Kansas City Southern Railroad covering railroad safety; Louisiana Highway Safety Commission covering highway safety; medical booths from the 2nd Medical Group; and various local hospitals covering health awareness and Airman Against Drunk Driving or AADD. The

On the flip side, the fair allows base personnel to interact with safety professionals while viewing the latest and greatest safety products for their workplaces. The bottom line: Future safety contacts are established that yield tremendous amounts of new safety-related information.



Safety and health fairs increase safety awareness and ultimately ... prevent mishaps.

enough time for setup and proper security screening at the base gates.

Fair participants this year remained at the event for an average of 45 to 60 minutes. Feedback was excellent. Personnel checked out the booths, interacted with various safety representatives, or ate a barbecue sandwich at the lunch booth setup by Services. Some of the many popular booths this year included: wing safety covering the Bird Aircraft Strike Hazard or BASH program and Foreign Object Damage or FOD; Grainger Supply Company displaying industrial

drunk buster goggles are always a big hit. They give our base personnel the opportunity to perform simple tasks with impaired vision that simulate being under the influence of alcohol. Everyone walks away with a greater understanding of how much drinking can influence motor skills.

As you can see, the fair is a win-win activity for everyone. The fair provides local and regional organizations the opportunity to disseminate valuable safety information, display their products, potentially make future sales, and make contact with base personnel establishing future safety working relationships.

At Barksdale, the safety and health fairs have been a tremendous success, increased safety awareness, and possibly prevented a mishap. They are a key part of our safety program that is here to stay. Your base can set up a safety fair at any time. Just remember to start small and grow with time. Make the contacts and establish good working relationships with representatives across the base and throughout your community. There are no bad ideas; solicit inputs from everyone and get a feel for what base personnel would like to see. Remember, if you save just one life you have been successful. ▶

The value of a safety evaluation is not in what evaluators discover about your organization, but in the preparation a unit typically does for them. Programs are reviewed and updated. Closer attention is given to areas that don't always make the cut in daily racking and stacking. Overall, a safety rejuvenation usually occurs in the unit. Through this self-assessment process, the unit gets to know the health of its safety effectiveness better than any evaluator nosing around the base for 5 days.

Program Management Evaluations (PMEs) are conducted every 3 years and when possible are scheduled at the same time as Environmental Safety & Occupational Health Compliance Assessment & Management Program (ESOH-CAMP) evaluations. While this is done to reduce the frequency of higher headquarters' visits to a base, it is important to re-

and highlighting areas where the unit is doing well. The 3-to-4 day evaluation looks at the whole base, not just those areas that are the programmatic responsibility of wing safety. While it is only a snapshot, one of the goals is to stir up the pot enough that it promotes a safer work environment for our people. Remember — safety is everyone's business!

Often, the difference between a good program and a great one is wing safety oversight combined with long-standing squadron safety programs motivated by confident group and squadron commanders. Ideally, it shouldn't take a periodic evaluation for a commander to know the state of the base's safety health. We have AFIs in place that, when followed, should ensure everything is on track. Unfortunately, this doesn't always reflect reality for several reasons: We are all busy; corporate knowledge is a fleeting thing when person-



It's Our Time to be Looked At ... Again

By Lt Col Ronald B. Maxwell, Langley AFB, Va.

member that PME processes and reports are totally separate from those of the ESOH-CAMP assessment.

The intent of a PME is to advise the commander on the health of his or her safety program by providing an assessment of Air Force Instruction (AFI) required areas, identifying areas that can be improved,

nel turn over as often as they do in our business; and because every bit of guidance has a corresponding exception that either has a workaround in place or is ignored. An evaluation is oftentimes the fix that is needed to ensure units clean house periodically.

These are a few of the areas that we look at in a PME: com-

pliance with program directives; mishap investigations; hazard abatement; trend analysis; education and training; publicity and awards; unit safety programs; confined spaces; lock-out/tagout programs; and Operational Risk Management (ORM) implementation/integration. These are pretty broad categories that leave little room



Photo by SSgt Kimberly Warren

to hide. While not a graded area, education and institutionalization of ORM is of special interest to the Air Force and Air Combat Command (ACC) in particular. It does get looked at and gets prominent mention in every outbrief.

To assist in preparing for a PME, ACC's Safety office has posted a PME checklist on its website (wwwmil.acc.af.mil/se/). It details what we are required to evaluate and things we observe to make a better assessment of the overall state of a unit's safety health. Naturally, it's not all-inclusive since bases are

not all the same. Items on the checklist are intended to ensure necessary programs are in place and to also stimulate ideas that would be beneficial for a unit to adopt. We know that if any ACC unit were noticed on any given day, that unit should receive a passing grade because Air Force people and leaders are professionals who don't need the threat of an evaluation to perform well. The checklist items

just help a unit minimize the number of areas that might be overlooked and target the show-off areas that already shine.

When units do have ideas or programs that are a cut above the rest, it's much easier to outbrief their commander. We post these "notable practices" on our website to share the knowledge that hopefully will help units make good safety programs into great ones. PMEs are not the higher headquarter's harassment they may seem to be. They recognize we are in a risky business and are designed to help preserve people and assets for the unit's mission. If a deficiency can be corrected on the spot, it is not usually noted in the outbrief or PME written report. Those that cannot be corrected quickly

do receive comments that are constructively designed to help improve things, not to simply highlight shortcomings.

Always a work in progress, the ACC Safety website has information and schedules that should keep your situational awareness up on what gets looked at, what has worked well at other units, and when you can expect to be looked at. Now you know a little more about why your unit is being looked at ... again. ▶

Safety is everyone's business!



Dangerous Distractions

Courtesy of Shell Oil Company

The list of driver distractions that contribute to crashes and injuries is long. Here's the bottom line: Driving is a serious responsibility; it demands and deserves your full, undivided attention.

W

hat is a distraction? It's anything that takes your hands, eyes, or attention away from driving. It could be a billboard, passengers in your car, something going on outside your car, or even something as simple as trying to set the speed of your windshield wipers. Of course you have to occasionally glance at your speedometer, fuel, and other gauges, but actions like changing the radio station, dialing a cell phone, reading a map, or using a navigation system while you're driving can lead to big trouble. In fact, one recent study showed that driver distractions are a contributing factor in more than 4,300 crashes a day. My goal is to help you recognize driver distractions and give you tips on how you can avoid falling victim to them.

MOBILE PHONES — DIALING FOR DISASTER

Can't imagine life without your cell phone? They're an important part of everyday life, but using a wireless phone while driving increases your chance of getting into an accident by 400 percent. When you're searching for a number, dialing, or





talking, you're not watching the road like you should.

Hands-free phone features help, but they can't prevent you from becoming involved in a conversation and losing your concentration. A survey of 837 drivers who use their cell phones behind the wheel found that almost half swerved or drifted into another lane, 23 percent had tailgated, 21 percent cut someone off, and 18 percent nearly hit another vehicle.

So what can you do? How can you be a safe driver if you absolutely have to use your phone while traveling? Wireless phone manufacturers suggest a number of good options. Pull off the road and stop in a safe place before using your phone. When the phone rings, let it ring! It's better to use your phone's voicemail or even miss a call than to put yourself, your passengers, or others at risk. Become very familiar with your phone before using it on the road. Never take notes or jot down numbers while driving. Remember: driving safely is always more important than using the phone.

TURNING KNOBS MEANS TURNING YOUR HEAD

Radio station buttons; CD and cassette controls; volume, balance and fade tuners; air conditioning and heat knobs; fan speed; cruise control ... Those are just some of the knobs, switches, buttons, and controls you can adjust, switch on or off, and turn up or down while driving. They all help make travel more comfortable and more fun.

You may think all the adjusting and changing is routine — after all, you've been doing it since you got your license. But inserting a CD or searching for

a radio station makes you six times more likely to get into an accident than glancing at the fuel gauge or speedometer.

Think about it; let's say you're going 60 miles per hour. If you look down for just 2 seconds to choose a CD or adjust the climate controls, you'll have traveled 176 feet blindly. That's more than half the length of a football field! There are some things you can do to help keep your attention on the road. Ask your passenger to adjust the radio or climate controls for you. Take advantage of normal stops to adjust controls. With more complex devices (e.g., global positioning or navigation systems), take the time to stop in a safe place before giving them your attention.

DASHBOARD DINING — A CRASH DIET

From chips and dip to burgers and fries, eating on the run has turned into an everyday part of our lives. Who hasn't done it? French fries on your lap, a drink in one hand, and a sandwich in the other while your knees do the steering. Eating while driving is not only dangerous, it's messy! Fumbling with napkins, condiments, wrappers, and beverages means you're not watching the road.

There are a few ways you can concentrate more on the road than on your burger. Leave a little early. Allow yourself time to stop for a bite to eat. If you're traveling with someone, take turns driving and eating.



CHILDREN, PETS, AND PASSENGERS

It's hard enough concentrating on the road without the distraction of children, pets, and passengers. Adding in just one of those factors can make driving dangerous. But there are ways you can avoid driving distractions within your own vehicle. Be sure children are properly and safely buckled up. Give them books, games, or other items to occupy their time. Use a pet carrier or portable kennel to limit a pet's ability to roam. Avoid arguments and minimize distracting conversations while driving.

EXTERNAL DISTRACTIONS — LOOKS CAN KILL (RUBBER NECKING)

It's just human nature — the almost overwhelming urge to "get a good look" at the scene of an accident or at cars that have been stopped by police. And who can resist a long look at what they're putting in at the new shopping center? The best advice: Don't do it! Those things are never more

important than staying focused on driving.

Remember, letting your concentration be diverted by these common driving distractions can be deadly: roadside activities such as accidents or vehicles stopped by police; friends in other vehicles; roadside advertising; construction areas; and scenic views.

OTHER DANGEROUS DRIVING DISTRACTIONS

As you know there are all kinds of other distractions that take your attention away from driving. How many times have you seen people putting on make-up, styling their hair, or shaving while driving? How about people reading maps or directions, a newspaper, or even a book? And we all know smoking is hazardous enough, but lighting up, putting out cigarettes, or dealing with falling ashes while driving can kill.

The safe solution is simple — never do any of these things while you're driving. ▶

December is traditionally a month filled with joyful anticipation of wonderful things to come. That will not be the case in several central Missouri homes for many years to come. In those homes, December now holds memories full of anguish and heartache.

Her name was Raven. A delightful sprite of a child, whose favorite thing in the whole world was to have "The Velveteen Rabbit" read to her. She was my friend's granddaughter and she was just 3 1/2 years-old when a tragic, entirely preventable mishap took her life just 8 days before Christmas.

On that day, Raven, who didn't weigh quite 30 pounds, wanted some cookies from the cabinet above the stove. Normally, she would climb onto the kitchen countertop to reach her prize; however, the lower cabinets had been removed during a kitchen renovation. To overcome this obstacle, she opened the oven to stand on the door. The little brown-eyed angel with a cherub's cheeks and long brown hair had no idea that her weight on the oven door would cause the stove to rock forward. Raven was thrown to the floor and struck in her little chest with enough force to stop her beating heart. Her voice was quieted forever.

I don't believe any of us would have expected this result from an innocent trip to the cookie jar. I hope this will remind everyone again how quickly terrible things can happen. Children are so very precious. You cannot be too diligent with their care.

Many newer stoves available in the marketplace have bars by which stoves can be bolted to the floor. Had the stove in

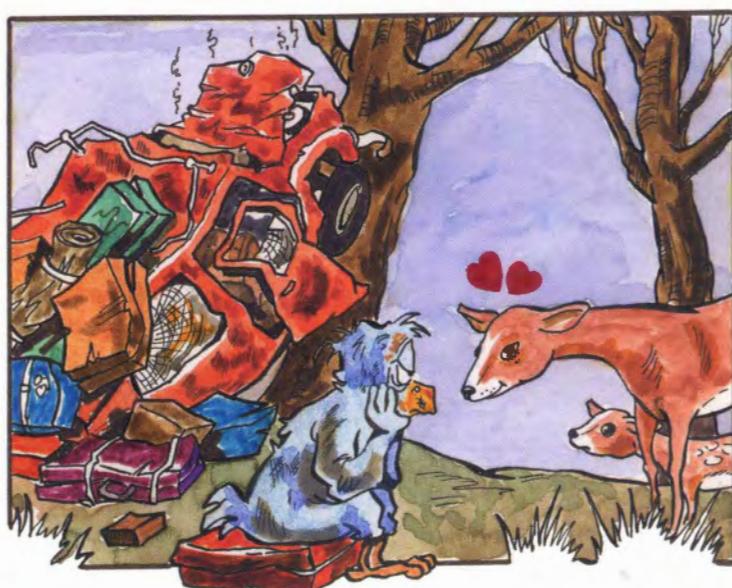
Kitchen Tragedy

By Ms. Mary J. Musgrave, Hill AFB, Utah

Raven's house been bolted to the floor, December would still be a time of joyful anticipation for her parents, brother, sister, grandparents, and all who knew her. Please don't invite this heartache into your house. Do not let your children climb on the

appliances in your house. To be safe, ensure your appliances cannot be tipped over. Stoves are not the only top-heavy appliances in most American homes. Be vigilant on behalf of your children. Their safety is a parent's job. ►





Mishap Statistics

FY03 Aircraft		
	As of October 31, 2002	
	Fatal	Class A
8 AF		
9 AF		
12 AF	1	
AWFC		 *
ANG (ACC-gained)		
AFRC (ACC-gained)		

Aircraft Notes

ACC started FY03 with three Class A flight mishaps during the month of October: two rate producing and one non-rate producing. Two F-16s had a mid-air resulting in two lost aircraft and sadly, one lost pilot. The second Class A was an F-15C that had a motor seize on departure. And last, the non-rate producer, was an RQ-1B that lost link. FY02 was a difficult year for ACC with many of the mishaps resulting from poor judgment and human error. This trend may be continuing. We all need to be cautious of what we are doing and of what others are doing in an attempt to stop the senseless loss of equipment and human lives. We need to focus on flight leadership and mutual support — they will serve us well in the upcoming fights!

FY03 Ground			
	Fatal	Class A	Class B
8 AF		0	0
9 AF	1	1	0
12 AF	2	0	0
DRU		0	0

Ground Notes

ACC finished FY02 with 31 Class A mishaps. This is the third highest toll since the inception of ACC. Class B mishaps totaled nine this year as opposed to only one in FY01. Class C mishaps tallied at 567, down slightly from the 579 total in FY01. Mishap costs for FY02 stand at \$11,629,572.

FY03 Weapons		
	Class A	Class B
8 AF	0	0
9 AF	0	0
12 AF	0	0
AWFC	0	0

Weapons Notes

Well, we've done it again. Second year in a row, ACC has gone the entire year without a Class A mishap. You are to be congratulated. While our stats look good, we continue to experience mishaps that could have been prevented by using technical data and operational risk management. Continue to publicize these two important programs and we will save even more Air Force resources.

Legend

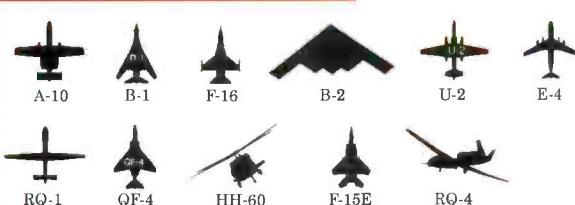
Class A - Permanent Total Disability; Property Damage \$1,000,000 or more

Class B - Permanent Partial Disability; Property Damage between \$200,000 and \$1,000,000

Class C - Lost Workday; Property Damage between \$20,000 and \$200,000

* Non-rate Producing

Symbols for Mishap Aircraft



*Lock on
Safety*

Members of the 1st Civil Engineering Squadron Rapid Runway Repair team, Langley Air Force Base, Va., work through heavy rains and high winds to repair a crater in the runway surface during an Operational Readiness Inspection.

**The Combat
EDGE**

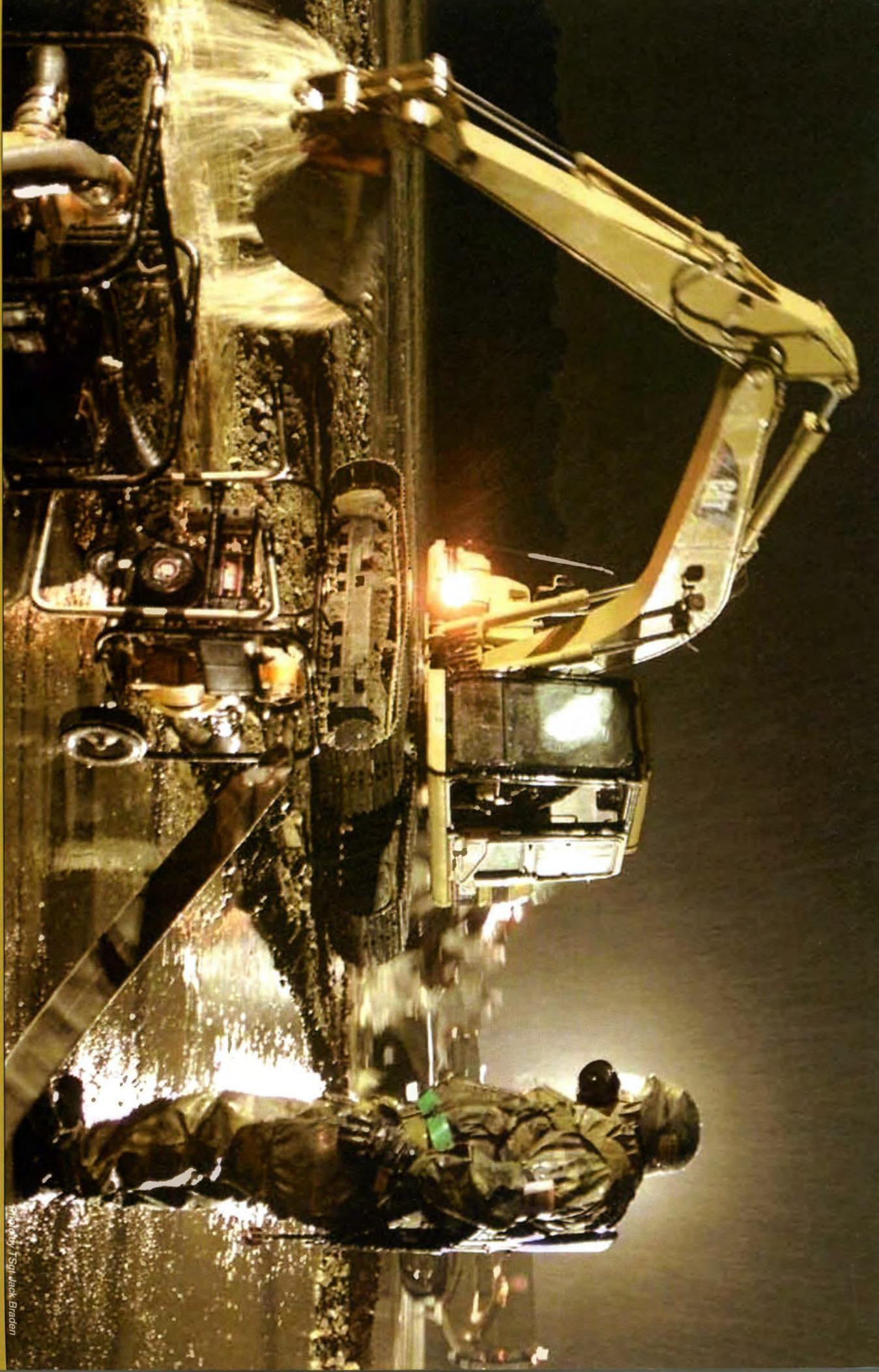


Photo by Tsgt Jack Braden