

The Combat EDGE

November 2003

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GENERAL HAL M. HORNBERG, COMMANDER

COLONEL KEVIN W. SMITH, CHIEF OF SAFETY

The Combat Edge

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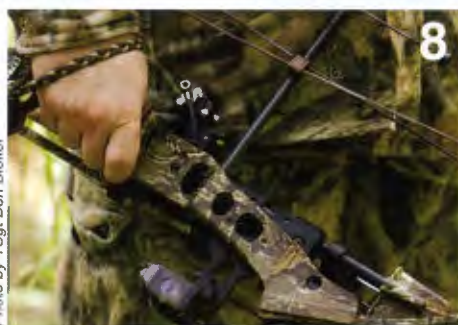


Photo by TSgt Ben Bliker

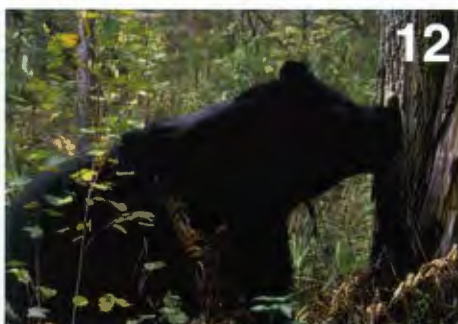


Photo by TSgt Ben Bliker

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Front Cover: U.S. Air Force Photo



PUTTING YOUR LIFE IN THE HANDS OF STRANGERS

Do you put your life in other people's hands? Do you assume that all the other drivers see you, do you assume everyone is going to stay in their lanes as you pass, do you assume drivers will make a smooth or gradual lane change, and do you assume everyone will use their blinker when they make a turn? If you do, then you are betting your life on the actions of others.

There is no question that drivers vary in skill, attentiveness, discipline, and risk taking. Some drivers vary each day in their driving performance. I know I am not as alert or drive as well when I am tired. Although I am not there yet, I am told senior citizens tend to have slower reaction times. New drivers don't necessarily have the skills to handle things they have not seen before. Additionally, a lot of driving is based on learned habit patterns and responding to expected situations and when you are driving aggressively you are no longer predictable to others.

By driving aggressively or recklessly you reduce the margin for error for yourself and everyone around you. That includes speeding, pressing through yellow lights, making turns without signaling, tailgating, or allowing yourself to be distracted by things like a cell phone. Responsible drivers manage their risks and don't put themselves in a situation where other drivers have to do everything right for them to be safe. They always leave themselves an out, by driving in a manner that allows them time and space to respond to the unexpected.

If you are in an accident, regardless of whether you are at fault or not, you will have to live with the scars and injuries. Avoiding an accident is unquestionably the preferred option. So drive defensively and don't put your safety in the hands of others.



Photo by SSgt Christopher Matthews

Colonel Kevin W. Smith
ACC Chief of Safety



I was on my last Mission Qualification Training (MQT) sortie, a night, 2-ship, night vision goggle (NVG) sortie with bombs. My instructor pilot was also mission commander for a Large Force Exercise (LFE) in the Utah Test and Training Range (UTTR), and everyone but me measured their hours in "the Bone" by the thousands. I crunched some Operational Risk Management numbers for the sortie and while there were some challenges, we had a lot of experience to address them.

The plan was to push 2 minutes behind our Offensive Counter Air (OCA) north into the target area. We were the only aircraft with practice munitions, so a low level ingress made target area deconfliction easy. We were also the only night all-weather player, so we could count on our block, with an Instrument Flight Rules (IFR) altitude in case our Terrain Following (TF) system was bent.

We briefed a standard radar trail "black line" deconfliction plan. Planning

safe separation, safe escape and fragmentation deconfliction at 500 feet Above Ground Level (AGL) put our wingman "Two" at between 6 and 9 miles. As long as "Two" stayed or corrected to the planned course and followed the formation contract, we would be deconflicted. If "Two" fell out of position and we had to execute separate bomb runs, our contract was to correct to the black line and lead was going to bump up their altitude to 1,000 feet AGL. This should have kept us separated by 500 feet if we stuck to the formation contract. We also had the air-to-air TACAN to back up our formation deconfliction plan.

Mission planning, ground operations, air refueling, and the flight out to the UTTR were uneventful. We had safe, smart deconfliction plans for employment — there was no way we'd come close to another aircraft (so we thought). We marshaled in the south part of the UTTR, "polled the forces," and discovered we lost one of our four SEAD assets — no sweat.

beak to beak at night

BEAK TO BEAK at night

By Capt Steve Beasley, Ellsworth AFB, S.D.

The formation pushed within a second or two of our planned time and performed a letdown. Before we descend to our preplanned safe IFR altitude, we couple up TF to flight controls and we can let down to terrain following altitudes of 1,000 feet, in all

we pressed. Additionally, our protection was directly overhead and targeting the bandits. Shortly after some valid shots and kill calls against our OCA, Red Air targeted the 2-ship of Bones. At this point, we were in the flats with no terrain to hide in. Our GCI was giving us

get while "Two" continued to head east. It took several radio calls, and we finally used our High Frequency backup radio to direct "Two" into the target. While we were striking the target on a northerly axis, and fairly close to the plan, our wingman had driven sig-

nificantly east before finally turning back to the target and was attacking from a west-north westerly heading. As formation lead, we stepped it up to a 1,000 foot altitude as briefed, although none of this would come out until debriefing.

After releasing our practice munitions, we turned south at the limits of the TF set to remain in the UTTR. At this point we were listening for our bomb scores and trying to establish

just exactly where our wingman was. We were expecting to pick him up turning off target to our deep six.

We pushed it up and extended out of the threat area. We started searching for F-18s that we'd have to find before we climbed up to our IFR altitude. The mission commander was fairly busy, as we lost a couple of strikers, our OCA was regenerating, and our wingman was stripped. We saw what looked to be a manned site in our left windscreen (flashing light in the UTTR). The mission commander commented it almost looked like a helicopter, as it looked like it was getting bigger and it was staying in the same place in the windscreen. There was a very short discussion on why a helicopter would be in our block. (We were quite sure the LFE owned the airspace, and that we were,



We heard the sound of two's engines ... our wingman passed incredibly close!

weather. After stabilizing at 1,000 feet AGL, we can go lower as we did in this case to 500 feet AGL. We can perform this in instrument meteorological conditions at night, and regularly do. We were lucky enough this night not to have weather, so we could take advantage of our NVGs and use some terrain during our TF letdown to mask us from Red Air.

Clover Ground Control Intercept (GCI) officers were playing roles of Red and Blue GCI in this exercise, so we planned and flew along the western side of Fish Springs to terrain mask from Red GCI's radar.

We noticed some Red Air off our left wing for about 50 miles as we set up our run into the target at Wildcat in the northern area of the south UTTR. They did not appear to be merging on us and we weren't getting any Radar Warning Receiver indications; so

the play-by-play to the merge and we could see Red GCI was directing the merge. We notched right to defeat the shots and extended to the east, rapidly diverging from our planned attack axis at 600 plus knots indicated air speed. We were now deep into our contingency plan of correcting back to the planned track line. We had some swing-role strikers that quickly targeted the Red bandits and allowed us to turn back hot to target. Up to this point, nothing had been unusual, but it was starting to get complicated fast.

"Two" was having minor radio problems, but nothing that would keep them from executing the plan. Also, at 6 to 9 miles low altitude at night, aspect angle is difficult, if not impossible to judge — and range — hence closure is also tough to discern.

Formation lead called a 45-degree bank turn north into the tar-

in fact, where we should have been.) I switched some of my Terrain Clearing Task attention to Mission Tasks — determining what this telltale light actually was. Just as I acquired it cross-cockpit, we heard the sound of “Two’s” engines, and our wingman passed incredibly close behind us. Our air-to-air TACAN backed up our worst fear. Thank God it never read zero.

We were just west of Wildcat/Kittycat Mountain. While our plan of using separate clearance plane altitudes appeared to be a good plan during mission planning, with the azimuth differences and the TF logic while crossing a mountain, it put us dangerously close in the same airspace. That is, while “Two” was supposed to be flying at 500 feet and we were at 1,000 feet when flying over the mountain, the TF logic puts us at the same altitude until “Two” could get established over level ground. The end state was a high aspect rejoin at roughly the same altitudes at night. AGL deconfliction plans aren’t very feasible in mountainous terrain, especially with the TF flying the jet.

It was a long quiet ride home. What caused this near miss? We all felt the anger welling up shortly after landing like someone had tried to kill us. We spent the next 2 to 3 hours reconstructing the fight, debriefing our bomb scores and mostly trying to find the root cause of our formation buffoonery.

The flight lead should have been more directive once our wingman was stripped. Accepting that there’s another aircraft flying within 500 feet of your altitude without positive control or deconfliction is not an option. We had a formation contract, but lead violated that and turned back into the target area without hearing a crisp answer from “Two” due to radio problems. There’s really no excuse for this. Our standards are to wait for the response before starting your reaction during

administrative maneuvers to assist with formation integrity. Finally, the logic of being able to separate your altitudes by 500 feet when at night and low-level going 600+ knots and varying your mean sea level, is not an option.

The three execution errors leading up to this near miss were not having a sound low altitude deconfliction plan, executing an administrative turn without hearing

a response from the wingman, and not being directive to positively control the formation. I know that all three of these execution errors can be traced back to the root cause of not having sound formation contracts and sticking to them. Debrief any deviations, and hold your formation responsible for them. Deviation from formation contracts is dangerous and can get you killed. ►







Think before you Climb

Photos By TSgt Ben Bloker, Langley AFB, Va.

The crisp fall air brings with it one of the most highly anticipated times of the year for many — hunting season. Whether for recreation or sport, hunting brings many people into the nation's woodlands and forests each year.

Unfortunately, not all hunters will leave those woodlands and forests the same way they came in. Some will leave on a stretcher; some by the assistance of a buddy; and some in a body bag. Some will be the victims of shooting accidents and some will fall from tree stands.



No one intentionally falls out of a tree ... as you pull the trigger, it is easy to lose your situational awareness and fail to remember that the first step leads straight down 25 feet or more!

Hunting is actually one of the safer sports going, with far fewer injuries each year than, say, touch football, Frisbee football, or even your unit's physical fitness program. The truth is, with the exception of a hunter being mistaken for game, a large percentage of hunting injuries involve needless falling from a height. Typically, 25 percent of gun hunters and more than 80 percent of all bow hunters will hunt from an elevated platform, shooting house, or tree stand this season. Many will be hurt this season for failing to adhere to a few basic tree stand hunting safety tips.

All avid deer hunters no doubt have spent countless hours in the woods looking for deer sign, selecting hunting locations, pouring over topo-

graphic maps, and picking out accessories, ammunition, clothing, and guns. You have cleaned and lubricated your firearm, checked and rechecked the zero at the local range, prepared your hunting clothing, purchased hundreds of dollars worth of scents and lures, and now you're ready to dig that old tree stand out of the garage and throw it in the back of your pickup truck, right? WRONG!

You would never skip a preflight check of your aircraft or preventive maintenance checks and services on a military vehicle, so why are you willing to climb 25 to 30 feet up a tree in a possibly deadlined tree stand? No one intentionally falls out of a tree, but when the ex-

citement of bagging that first buck of the season hits you as you pull the trigger, it is easy to lose your situational awareness and fail to remember that the first step leads straight down 25 feet or more!

Before you go out hunting this season in a tree stand, platform, or shooting house, please adhere to the following cautions and safety tips.

If you are using a commercial tree stand, read the instruction manual. If this will be the first time you are using the stand, thoroughly read the instructions and then practice, practice, practice. Start low on the tree and become completely familiar with the features of your stand. You should be able to put the stand up blindfolded. If the tree stand is one you've

used before, look it over carefully each time you use it for worn or missing hardware. All tree stands have parts and pieces that could loosen, wear, or even break with extended time and use.

There are essentially three types of tree stands: the climbing tree stand, the chain-on tree stand, and the tripod platform tree stand. Regardless of which type of stand you are using, it is imperative that a high-quality safety harness be used. Do not use any stand without a body harness, body strap, or safety belt. When climbing, descending, or sitting stationary in your tree stand, secure your harness so that you will not fall more than 10 to 15 inches to prevent serious chest or internal injuries. If you are using a self-climbing, two-piece tree stand, ensure that the top and bottom pieces are secured by a rope. There is nothing worse than having the lower half of your stand fall away to the ground, leaving you up a tree without a bottom stand to get back down.

Just like an aircraft, tree stands have maximum gross weight limits that are set by the manufacturer. These weight limits are often misunderstood. For example, if you weigh 240 pounds and plan on using a 250-pound rated stand (the most common size), then you stand a pretty good chance of becoming a statistic. The weight rating is absolute and includes all clothing, guns, and accessories that will be in the stand with you. Common sense would dictate that you either lose some weight in a hurry or move up to a larger stand.

If you plan on using an old wooden stand you found nailed to a tree, be aware of the laws in your state about using such stands. If you elect to use a wooden stand, thoroughly inspect the boards for warped or rotten lumber. If in doubt, don't use the stand.

If you will be using a ladder to climb to the top of your shooting platform or chain-on stand, do not climb with your bow and arrows or gun. This rule also applies for descending back down to the ground. Tie one end of a rope or strap to your belt, and the other to your hunting weapon. Once you are secure at your hunting eleva-

Beware of Surplus Firearms

By TSgt Gregory D. Nelson, Mountain Home AFB, Idaho

tion, pull up your gun or bow. Many a hunter has slipped while climbing a ladder. Bow hunters have fallen on their bow or arrows, impaling themselves, and other hunters have fallen on their firearm or dropped it, resulting in an accidental shooting when the gun discharged.

Be wary of wet or cold weather as well as low visibility (sunrise/sunset) when climbing. Do not climb any vertical step (ladder) unless you can keep your body centered over the steps at all times. Do not climb a tree or ladder that is standing in water. The root system may be weak or the ground soft, allowing your ladder to shift or sink. If you are in a metal tree stand and you see lightning, get out of the stand immediately.

Finally, before you head out to the woods this year, please remember that alcohol and drugs do not mix with hunting. Never hunt alone, if possible. If you must go alone, leave a map of where you will be going with a relative and an expected time that you will be back. Nearly everyone has a cellular phone, but if you do not, borrow one. A cell phone could mean not spending agonizing hours injured in the woods waiting for help to arrive. Plan on getting a lot of sleep the night before, eat well, and stay hydrated. Use a little common sense, and always use a body strap or harness. Hopefully, your next hunting trip will be a safe and successful one. ▶

Editor's Note: Courtesy of the Army Safety Center

A firearm is a piece of equipment that works on the border of producing too much pressure for it and its operator's own good. Most modern metallic cartridges operate at a bore pressure of more than 50,000 copper units of pressure. That power alone could throw wood or metal fragments hundreds of times further than the few inches these weapons are from the user's face and body when being fired. So any firearm you are thinking of shooting should be in a safe working condition.

Today, many gun shows and shops are filled with old surplus military firearms or "relics" as they are called. These relics have come from all over the world in practically every shape and style that is out there. Many of these firearms are a real bargain. Some sell for less than \$100 while others, depending on the style and availability, will go for a considerable amount more. Many can be made into hunting or sporting rifles while others are left as is for historical value. Sometimes they look as though they have been through a battle or two, and they could have been, while others appear to be brand new or "unissued." The problem is that looks can be deceiving.

No one can visually look at a chamber and tell if it is properly sized or spaced to be considered a "shooter" or a "curio" (non-fireable). The weapons status should be determined by a properly trained and equipped gunsmith. Most of these weapons also have serial numbers on all the major components of the entire gun. When these match, you have at least a complete gun, but even then it is not a sure thing that it is safe.

Many folks can't tell the difference between a complete weapon or one that is considered a "Frankenstein." A Frankenstein is a piece that has been built out of cannibalized components from one or more complete guns that had something wrong with it making it useless. By combining the good pieces and assembling them into a somewhat complete firearm, it can now be sold as a functioning weapon. These components should be from the same model or design of gun to fit together correctly. However, they may have been manufactured in a different factory or in another country altogether. On top of this, the date when these components were made could be more than 70 years apart from one another. I have not heard of any importers who buy these weapons or components testing the final product for serviceability. Instead they

ship them out to dealers by the thousands still caked with corrosion preventative as thick as fat on a market pig. An unknowing buyer who heard about or saw a great deal their buddy got on one of these will go down to the local shop asking for one of the same models, thinking they are getting the same great deal. When, in fact, they may be buying a ticking time bomb!

The terms describing the condition or grade of these relic weapons can also be misleading, since it is based on the exterior quality. Not all gun shops really know the true condition of each surplus rifle or handgun they receive. Military rifles normally do not have the cartridge size stamped on the side of the barrel as is common in most commercial manufacturing plants. So ammunition is also a concern with a military weapon. I can think of six different 7.62 mm (.30 caliber) military rounds off the top of my head that are out there. Some rounds will fit inside the chamber of these different barrels and can be fired without difficulty — but the results could be explosive to say the least. Some of these bullets are not a true size diameter, actually being larger than 7.62 mm. This could really cause a pressure increase or barrel block. So know what ammunition goes into which rifle; write it or stamp it on the barrel or stock if you need a reminder.

A good rule to go by is to have a used gun tested and inspected by a competent gunsmith before you buy or at the least before you shoot. It really doesn't cost that much that it will sour a sweet deal. Besides you don't want to trade safety for a good deal. The face you save may be your own. ▶

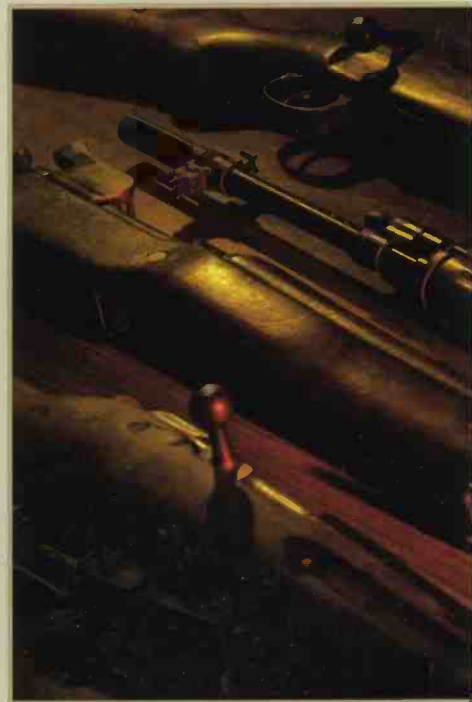




Photo by TSgt Ben Bloker



Couple - Survives EAR Attack

By SrA Connie Etscheidt, Malmstrom AFB, Mont.

Whatever activity you choose, safety comes first, and an awareness of what dangers your adventure could pose is of the utmost importance as one Air Force couple learned while hiking in Glacier National Park.



Second Lieutenant Jason Sansom, and his wife, Jamie, were visiting the national park for their first time in June of 2000. The couple went for a hike down one of the many trails the park offers when they noticed two bears walking along the same path about 15 yards ahead of them.

"All four of us — my wife, Jamie, and I and the two bears — were spread out in different directions," Sansom said. "Jamie and I were hiding behind a tree. One of the bears seemed to stalk us somewhat — it seemed more curious than anything else. I was surprised when it stuck around."

Bears may appear tolerant of people and then attack without warning. A bear's body language can help determine its mood. In general, bears show agitation by swaying their heads, huffing, and clacking their teeth. Lowered head and laid-back ears also indicate aggression. Bears may stand on their hind legs or approach to get a better view, but these actions aren't necessarily

signs of aggression. A bear may not have identified you as a person and is unable to smell or hear you from a distance.

In rare cases, bears may attack at night or after stalking people. These attacks are rare but can be serious because it often means the bear is looking for food and preying on you, as the black bear did with Sansom.

Individuals who are stalked or attacked should try to escape. If escape is impossible, or if the bear follows, use pepper spray, or shout and try to intimidate the bear with a branch or rock. Do whatever it takes to let the bear know you are not easy prey.

Sansom was behind a V-shaped tree, but the bear was on

the other side. The lieutenant said he wished he had known about bear spray then because it would've been the perfect time to use it without injuring himself. For almost 5 minutes, Sansom and the bear went around the tree as it tried to get him, and at one point it did.

"It got my leg, but it only got my blue jeans," Sansom said.

His wife, who was nearby, was able to throw something near the bear, taking it by surprise and making it back off. As it did, Sansom said he was able to find a better spot for more protection.

Park officials said individuals who encounter a bear should first try to back out of the situation. Park officials also said to never run or attempt to climb a tree unless there is enough time to climb at least 10 feet before the bear reaches the tree. If there is time to climb a tree, a non-food item, such as a cam-

era, should be dropped to distract the bear.

The bear stalked Sansom at his new spot for 10 more agonizing minutes when suddenly it charged at him.

"At that point, I dropped to the ground and went into the fetal position," he said. "I made sure I gave myself the best chance for survival. I didn't let it have a chance to get any of my fingers; I gave it the outer part of my arm instead of the inner part of my arm."

When an attack is imminent and the bear isn't going to go away, it's the correct thing to do to fall to the ground and take a fetal position. As a last resort to bear encounters, individuals

When Confronted by a Bear

should play dead by curling into a ball and covering their neck and head with their hands and arms.

"It started walking around me, smelling me, licking me and then it started biting my arms," Sansom said. "The bites weren't that severe at first, not very much blood or very much pain, but they got harder and harder."

After seeing her husband being toyed with by the bear, Jamie knew there was nothing she could do and ran back down the trail for help.

As the bear's bites got harder and harder, Sansom's strength was getting weaker.

"I couldn't take the pain anymore so I tried to find something to do," he said. "I got my car keys out of my pocket and put them on my fingers kind of like a knife. I struck at it. That took the bear by surprise and it backed up about 10 to 15 yards."

This distance was all he needed to find safety again behind more trees. Sansom said the bear then had an on-again, off-again curiosity toward him. It would walk toward him, then go away and look up a tree or scratch some bark off a tree, he recalled.

"It eventually got to the point where it went about 40 yards away from me down the trail and pointed in the opposite direction," he said. "I figured that was my best opportunity, and I just ran."

Sansom said he was fortunate to have kept his wits about him the entire time, and park officials said that's the right thing to do. They said to always keep a "cool" head and keep calm.

"At no point did I think I was going to die," Sansom said. "I was just trying to be resourceful and trying to do the best thing for the two of us (Jamie and him), and when Jamie left, for my own safety."

Sansom suffered from almost a dozen cuts on his arms and bruises on his chest. ▶

Carry pepper spray. If you are confronted by a bear and it is going to attack, pepper spray can be your savior. One word of advice, be sure before you spray you check the direction of the wind because this spray can backfire right into your eyes. This powerful spray can down a bear and give you ample time to remove yourself from the dangerous situation. Aim for the face and eyes of the bear. Once you have, the bear will turn and run away trying to remove the spray by rubbing with their paws or on the brush in the area.

Keep a cool head. This is a crisis situation and the worst thing you can do is panic and run. Never try to outrun a bear because they move much faster than you think. An average bear can run up to 25 MPH: a human doesn't have that capability usually.

Never remove your pack. Some people feel that the extra weight of a pack will hamper their agility in a confrontation with a bear. This is not true and in fact it provides extra protection to your body if the bear does grab, or roll on you.

Roll, cover, and ball up. If the bear looks as if it is going into a full confrontation, drop to the ground, roll into a fetal position, and cover your head, chest, and abdomen by rolling yourself into a tight ball. These areas are crucial areas and should be protected at all costs.

Do not yell and flail. Sure you're frightened, but again keep your head and DO NOT FLAIL your arms or yell during the attack. This could be misconstrued as aggression on your

part. At least that is what a bear may think. Usually if you allow the bear to roll on you and proceed with the attack and you're still in your tight ball, the bear will give up and deem you dead. Therefore, you again are no threat, and the bear will wander away. DO NOT MOVE until you are positive the bear is out of the area. Bears can and will re-attack if you decide to show signs of life or make noises. Be still and wait it out.

Report. If you are attacked by a bear, report this attack to the nearest Ranger station. They will want a full report and often they will track and tag the bear or remove it from the area if it is a known offender. With all that, bear attacks and confrontations of any type are easy to avoid if you follow these common sense steps.

1) At your campsite, never leave dirty dishes unwashed, lying unprotected. Left over food is a welcome mat for any animal in the wilderness.

2) Never leave cosmetics or soaps lying freely at your campsite. This again is a welcome mat especially for bears. Bears are attracted to scents, and the sweeter smelling the better the chance to have one come visit your campsite.

3) Animals are attracted to scents, and bears especially have been known to violently attack women who are on their monthly menstrual cycle.

Remember, while in the back country never put yourself in a situation where a bear attack could occur. But if it occurs, your best defense is your own common sense. Be alert and safe and enjoy your hike. ▶



Moody AFB, Ga.



Established:

347th Fighter Wing, All Weather,
on August 10, 1948

Activated:

August 18, 1948

Redesignated:

- 347th Fighter – All Weather Wing,
on January 20, 1950
- 347th Tactical Fighter Wing,
on December 21, 1967
- 347th Fighter Wing,
on October 1, 1991
- 347th Wing,
on July 1, 1994



General Characteristics:

Primary Function: Combat search and rescue and military operations
Aircraft Company **Power Plant:** Two General Electric T700-GE
inches **Height:** 16 feet, 8 inches **Roto Diameter:** 53 feet, 8 inches
miles (unlimited with air refueling) **Armament:** Two 7.62 mm machine
flight engineer and one aerial gunner; two pararescuemen are not
ANG, 18; Reserve, 19



scue Wing

ations other than war in day, night, or marginal weather conditions **Builder:** United Technologies/Sikorsky
700 or T700-GE-701C engines **Thrust:** 1,560-1,940 shaft horsepower, each engine **Length:** 64 feet, 10
es **Speed:** 184 mph **Maximum Takeoff Weight:** 22,000 pounds **Range:** 445 statute miles; 504 nautical
hine guns or two 0.50 caliber machine guns **Unit Cost:** \$18 million (fiscal 03 dollars) **Crew:** Two pilots, one
mally included in the mission complement **Date Deployed:** 1982 **Inventory:** Active force, 68;

The Combat Edge

MONTHLY AWARD WINNERS

Aircrew Safety Award of Distinction

Maj Nixon, Instructor Pilot, 1Lt Pine, Pilot, Lt Col Moore, Instructor Weapon Systems Officer, and 1Lt Verbanick, Weapon Systems Officer were flying a B-1B single-ship training mission to the Powder River MOA. Both Lt Pine and Lt Verbanick were flying their first training sortie since completing their Formal Training course at Dyess AFB. The Instructor Pilot had recently returned from a deployment and leave. The old safety adage that "it can happen at any time" proved to be accurate on this mission. The sortie was pretty much routine until executing the recovery, nearing the final approach. When configuring the aircraft for landing, things got interesting. Upon slat actuation, a malfunction caused by the failure of the slat torque motors left the slats stuck at an intermediate setting but more importantly prohibited any flap extension. After quick trouble shooting, the crew decided to execute a go-around and then enter the holding pattern in order to further analyze the situation. Next, the crew completed several emer-

gency checklists which even included performing abrupt vertical and lateral maneuvers in an unsuccessful attempt to lower the slats and flaps. Given the malfunction could not be corrected, the crew now diverted their attention to ensuring a safe recovery. A precarious slat only, no flap approach and landing would be required. Exact AOA would have to be maintained during the final approach and landing since the B-1B's stall inhibiting systems were not programmed for this condition. Gross weight was adjusted to the lowest possible; however, the final approach speed would still be nearly 200 knots! An on-speed landing in the touch down zone would be critical to their safe recovery. Compounding the emergency was the hot temperature which combined with the high approach speed would make for a near certainty of hot brakes. The crew accomplished a straight-in approach. A precise landing was accomplished, and the aircraft successfully stopped on the runway. Remarkably, no hot brakes or blown tires were encountered during the landing ground roll. This aircrew's superior airmanship ensured the safe recovery of a \$280 million Air Force asset and the lives of those on board.

Maj Albert P. Nixon, 1Lt Louis S. Pine, Lt Col James M. Moore, 1Lt John P. Verbanick, 28th Bomb Wing, Ellsworth AFB, South Dakota



Flight Line Safety Award of Distinction

Maintenance personnel were performing an aircraft wash on a B-1B Bomber in the temporary wash facility and primary fuels hangar. During the aircraft wash, the wash team determined that they needed additional safety equipment and took a short break. One person from the wash team went back to get the needed equipment and the others stepped out of the hangar for a few minutes. During this time frame, A1C Roodhouse, a Fuel System Journey-

man, walked into the hangar to conduct a spot inspection on the primary fuels hangar. A1C Roodhouse noticed the hangar was empty of personnel and he heard the sound of a wash cart left running unattended. Upon further inspection, A1C Roodhouse also noticed that the unattended wash cart was running next to the aircraft in the hangar and that the wash cart heat chamber had overheated and caught on fire. A1C Roodhouse quickly ran to the dispatch area, told his supervisor to call the fire department and evacuate the facility. A1C Roodhouse ran back into the hangar and positioned the Halon fire bottle for fire fighting purposes and held it there as the flames died down on their own. A1C Roodhouse's quick assessment of the situation and his immediate actions eliminated a potential aircraft mishap and possible loss of a valuable Air Force "War Fighting" asset.

A1C John D. Roodhouse, 28th Maintenance Squadron, 28th Bomb Wing, Ellsworth AFB, South Dakota



Ground Safety

Award of Distinction

While deployed to Al Udeid AB, Qatar, in support of Operation IRAQI FREEDOM, A1C Pham was launching an F-15E Strike Eagle loaded with eight GBU-12s and one GBU-10 assigned to the 335th Fighter Squadron for a combat strike mission. After engine start and while performing the last of his ground checks before marshalling the aircraft onto the taxiway, A1C Pham noticed an orange glow in the Panel 15 area between the engine intakes. He

quickly returned underneath the aircraft to investigate, and upon closer inspection, he discovered a wire bundle below the Environmental Control System in flames. He immediately returned to his launch position, calmly informed the aircrew of the situation, and directed them on the safest method of egressing the aircraft. In addition, he directed his attention to scavenge fuel that dumped upon engine shutdown and removed his "B" man underneath the aircraft sending him to a safe location. Then A1C Pham grabbed a Halon fire extinguisher and extinguished the fire while the aircrew egressed the aircraft. A1C Pham's attention to detail, calmness, and decisive actions prevented a serious ground emergency. He is likely responsible for saving the lives of the aircrew and the loss of an aircraft critical to the success of combat missions over Iraq.

**A1C Thomas T. Pham, 4th Aircraft Maintenance Squadron,
4th Fighter Wing, Seymour Johnson AFB, North Carolina**



Pilot Safety

Award of Distinction

Maj Lantz displayed extraordinary situational awareness and airmanship handling an emergency during the extremely critical take-off phase of flight. Maj Lantz was scheduled as number two of a four-ship SAT sortie. His aircraft was configured with 2X370 gallon external fuel tanks, 2XMK-84 (2,000 lbs) live munitions, suspension racks, and training missiles. Total gross weight was approximately 37,346 pounds, which is only 104 pounds shy of the 37,500-pound limit for the Block 30 aircraft. Mission preparation, briefing, step, start, taxi, and pre-take-off ground operations were uneventful. As Maj Lantz began his take-off roll the aircraft accelerated normally in full afterburner, he began to rotate his aircraft at 171-knots, and saw pieces of black matter out the right side and left side of the aircraft. He also felt the aircraft yaw to the left and heard a loud "thump" coming from somewhere on the left side. Suspecting a blown tire on take-off, Maj Lantz analyzed the situation and elected to continue the take-off as opposed to executing a heavy-

weight abort with live munitions. Tower controllers and a call from number three during Maj Lantz's take-off confirmed his assessment that he had indeed blown a tire. He continued with the take-off quickly scanning his engine instruments determining whether he had a more serious problem or engine damage. Maj Lantz declared an IFE on single frequency approach alerting SLC departure, Hill AFB tower, and 466th Fighter Squadron SOF of his emergency. He coordinated a rejoin with number three as his chase ship who confirmed on battle damage check the left tire on the aircraft had delaminated and there was significant damage to the left under wing, the fuselage, and more importantly the left ventral strake which holds internal aircraft fuel. Once his munitions were dropped, he proceeded to burn down fuel for approximately 45 minutes. Maj Lantz then flew a flawless straight-in approach touching down and executing a successful approach-end cable engagement. When the aircraft came to a complete stop and was met by response teams. The aircraft was pinned shut down, and removed from the cable uneventfully. Maj Lantz's outstanding airmanship during a critical phase of flight prevented possible loss of life and minimized damage or loss of a valuable Combat Air Force asset.

**Maj Mark H. Lantz, 466th Fighter Squadron,
419th Fighter Wing, Hill AFB, Utah**



Unit Safety

Award of Distinction

The 32d Combat Communications Squadron (32 CCS) personnel embody the meaning behind "Safety First." The 32 CCS demonstrated superior performance through mishap prevention when personnel and equipment returned from serving in the Global War on Terrorism and Operation IRAQI FREEDOM. Over 70 tons of tactical communications equipment, 14 aircraft pallets, and two gator units returned from the desert during this period. Safety was briefed and stressed from the very beginning as the number one priority when transporting, unpacking, and inventorying pallets. Base Level Systems Flight personnel used safety gloves, goggles, steel-toed boots, and hard hats to unpack and inventory the equipment from the pallets in a safe and orderly manner. Reconstitution efforts included thoroughly cleaning all equip-

ment, reconfiguring communication equipment to its original operating condition, and troubleshooting to identify faulty modules and circuit card assemblies. It was an amazing achievement to move, inventory, and reconstitute 70 tons of equipment in less than 30 days without a single incident. Also during this time, the 32 CCS Network Systems Flight deployed two TRC-170 microwave radio terminals to two different sites in Oklahoma supporting an engineering evaluation and training exercise. A 10-person team convoyed four M-35 military trucks pulling TRC-170 communications equipment vans and power generator equipment to Vance AFB while an identical team convoyed to the Glenwood training facility near Tinker AFB. These two teams packed up and deployed an additional 30 tons of communications and support equipment for the week-long exercise. The validation of this communications link, in preparation for the wartime mission, enabled engineering personnel to gather pertinent communication data. The two teams packed up, deployed, and redeployed 30 tons of equipment all in a matter of 2 weeks also without a single incident. The safety record of the 32 CCS enables their motto, "Out in Front."

32nd Combat Communications Squadron,
3rd Combat Communications Group, Tinker AFB, Oklahoma



ACC Safety Salutes Superior Performance

Capt Samuel Smith,
Asst Flight Commander
Maj Jon V. Little,
Asst Operations Officer
Capt Brian Sealock,
Pilot
Capt Russell Wheeler,
Weapons Officer
Capt Peter Terrebone,
Evaluator Radar Navigator
Maj Douglas Warnock,
Flight Commander
Capt Mike Cocke,
Electronic Warfare Officer
20th Bomb Squadron
2nd Bomb Wing
Barksdale AFB, La.

Mrs. Brittany L. Murray,
Airfield Mgmt Shift Leader
2nd Operations Support Squadron
2nd Bomb Wing
Barksdale AFB, La.

Capt David C. Lyons,
Capt Brian S. MacFarlane,
Pilots
524th Fighter Squadron
27th Fighter Wing
Cannon AFB, N.M.



HARRISON

CBU Complacency

MSgt Steven McKinnon, Cannon AFB, N.M.

There I was watching a CBU-87 rolling to a stop on the floor and I am asking myself how did this happen? How did a simple download of an inert CBU-87, while in the load barn, end up so badly? My intentions were to finish the downloading process and go to lunch. After lunch, we were to resume the initial certification of the crew, but Mr. Murphy had to step in and foul things up.

What happened? As a Squadron Lead Crew (SLC) #2 person, I was in charge of evaluating an initial certification of the #2 and #3 person of one of our unit's weapons load crews. Their load crew chief was a certified, experienced senior airman. The first training upload of the day went smoothly, and the munition was downloaded without incident. The second upload went well also. The crew started the download process on the second load when the mishap took place. The driver of the MJ-1 lift truck positioned the table under the CBU-87 while the #1 person searched in his checklist pouch for the 3/8 drive ratchet. This is where things went wrong and my desire to assist overshadowed my responsibility as an evaluator. Forgetting the rule of the right tool for the right job, I seized the opportunity to help with the download operation; I removed the MAU-12 safety pin and inserted it into the bomb rack release mechanism to open the MAU-12 hooks.

The bomb immediately fell onto the lift truck table and bounced off striking the left front fender on its way to the hangar floor. On the way down, the CBU-87 twisted and broke the fin release wire that was still wrapped around the bomb rack sway brace arm. The CBU then rolled two and a half times before coming to a stop.

The question started forming in the back of my head. Why as an evaluator, did I take an active part in the download process? I am supposed to keep things like this from happening! I am the person responsible for the entire operation. My SLC team member and I are tasked to teach load crews the proper and safe way to handle munitions. So why did I just do everything wrong?

It was bad enough that I took an active role in the download operation, but then in doing so, I disregarded established procedure. I did not ensure the lift truck table rollers were in solid contact with the bomb prior to releasing it. I did not ensure the bomb's center of gravity was centered on the lift truck table before I pulled out the MAU-12 safety pin. I did not use the proper tool to operate the bomb rack release mechanism. And I did not effectively communicate my actions to the crew chief who could have been reaching for the tie-down strap located on the

lift truck table right where the bomb fell. I totally disregarded Technical Order procedures.

Fortunately, no one was injured. The CBU-87 weighs close to 950 pounds, and the possibility of someone getting hurt was very real. First of all, the CBU could have crushed the crew chief's hand while he retrieved the tie-down strap from the lift truck table. Second, the bomb could have fallen on the crew chief or me after it bounced off the lift truck table. What would the ramifications have been if the CBU-87 was "live?" Would any of us still be alive?

So, what have I learned from this experience? In my effort of trying to help, I caused a mishap that I am charged to prevent. If I had just stayed in the evaluator's role and not taken an active, physical role in the downloading actions, none of this would have happened! I was the #4 person on a 3-person crew and my actions broke the crew's continuity during the loading operation. Weapons personnel are taught from the beginning of their careers to utilize only one crew per job; now, unfortunately, I personally know why!

My message to everyone is ... eagerness to get the job done is a great personality trait, but around munitions, it is a trait that needs to be weighed against the potential of that eagerness causing an accident. ►





Hurricane *damage*

By Maj Wendy Hamilton, Langley AFB, Va.
Photos by TSgt Ben Bloker, Langley AFB, Va.

Andrew, Hugo, Camille, Opal, Floyd,

ordinary names for extraordinary weather. These are only a few of the better known, most costly, and most deadly hurricanes recorded. Starting on September 17th this year, Hurricane Isabel moved its way across the North Carolina Outer Bank Islands, Virginia, and Maryland. It left behind a wake of destruction, including putting

Langley AFB underwater and knocking out power to over 1.8 million customers in Virginia alone. That was 82 percent of the population, and a week later there were still 25 percent without lights. So with this being November why talk about hurricanes now, the season is almost over? There are several reasons. One

is there are 11 ACC bases in hurricane prone areas. But, the most important is a lack of hurricane awareness and preparation are common threads among all major hurricane disasters. By knowing your vulnerability and what actions you should take, you can reduce the effects of a hurricane disaster. This means



and now Isabel... 23

and now Isabel ...

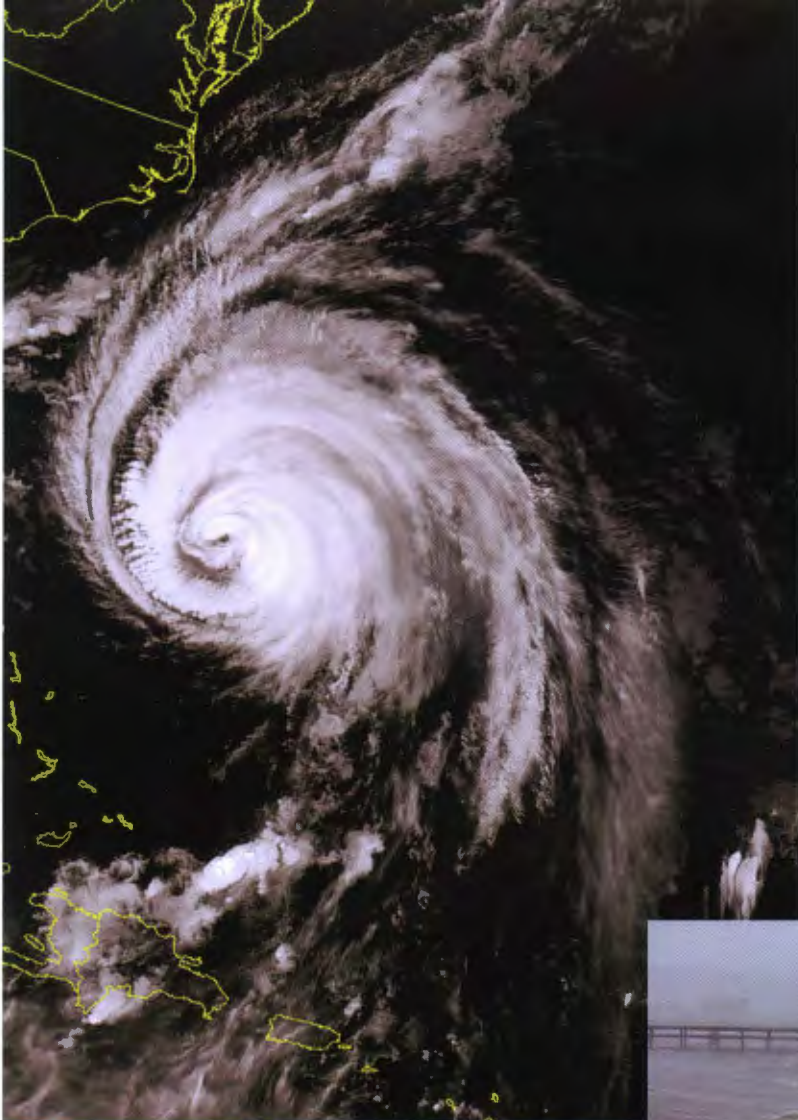
it is important for your family to have a plan that includes all of the safety actions associated with each type of hurricane hazard and prepare your family disaster plan accordingly. Taking care of some of these items as well as deciding what you will do in critical situations before the storm season arrives will help

prevent you from last minute rushing which often leads to poor decision making or getting yourself into a dangerous situation.

Hurricane Awareness

It seems odd that a lack of awareness would be a common thread in a major hurricane di-

saster since we now have such accurate storm tracking. Besides that it takes days for a tropical storm to build to a hurricane and slowly make its way to land. It appears you have endless time to prepare. In addition, statistics show us it's unlikely you will be in a hurricane's path even if you live in a hurricane prone region.



Above Photo: Satellite image of Hurricane Isabel off the east coast on September 17, 2003. **Right Photo:** Storm surge waves off Langley AFB on September 18th, 2003. **Opposite Page:** Recovery efforts on Langley AFB after the storm.

A typical season brings 10 tropical cyclones, with six becoming categorized hurricanes and one hitting the U.S. coast.

However, this constant monitoring and apparent predictability leads to complacency and an attitude of "it's unlikely to hit here." The reality is hurricanes remain unpredictable. For example, rarely can a storm's landfall be predicted within a 300 mile radius earlier than 72 hours out. This means large areas of the coast are on alert for several days waiting to see if the storm will make last minute changes and come their way. In addition to their unpredictable landfall, we don't know exactly how high the storm surge will be, how much rain the storm will dump, how many tornadoes it will spawn, or how high the winds will be. A storm can sit and build in intensity, or like Isabel, die down from a Category 5 to a Category 2 just a

couple days before making landfall. The drop in wind speed encouraged many to stay thinking the worst hazard of the hurricane is the wind, but in Isabel's case and many others, flooding and storm surge are more deadly and destructive. In fact, Isabel may have brought the worst flooding the region has seen in 70 years and is preliminarily in the top five most costly storms according to the National Hurricane Center.

Along with Isabel, ACC has experienced the dev-

storm season starts to keep you from getting hurt or possibly becoming a fatality. For example, what criteria are you going to use to decide whether you stay or go inland? Should you board up your home? What do you do if you lose power or water? How many days should you expect to be without utilities? How will you get news on recovery efforts? Who do you call if you need assistance? What type of insurance coverage do you need? Does your coverage include all the hazards associated with hurricanes or do you need additional insurance? (Many companies won't insure once a storm is predicted to hit an area.) There's water to store; emergency equipment like batteries, non-perishable food, candles, propane, and charcoal to stock; and first aid kits to build. These are some of the obvious items, but some other things like servicing your chain saw, trimming trees away from your home,

purchasing a generator, having extra fuel on hand, or replacing batteries in your carbon monoxide/smoke detectors are less obvious, and can keep you off the roads in those final hours before a hurricane strikes.

Some other items you can't accomplish until the hurricane is



astating effects of hurricanes two other times this past 15 years. Many still remember how Hurricane Andrew wiped out Homestead AFB, Fla., in 1992 and how Hurricane Hugo pummeled Shaw AFB and Myrtle Beach AFB, S.C., in 1989. In all cases, we knew the storms were coming well in advance, but where they would make landfall and how powerful they would be remained a question until they struck the coast.

Don't Be a Fatality

There are many decisions you can and should make before the

imminent, but they are no less important. Simple things like storing all loose items from your yard and taping windows help minimize wind and rising water damage. Once you make a decision to stay or go, stick with it. When the water starts rising or winds go above 55 mph, being in an automobile is much less safe than your home. It may be uncomfortable, but stay put until the waters recede and the winds die down. Finally, stock up on ice or freeze your own blocks and have your cooler ready, in case you need to transfer items if the power remains out for more than a day, and fill your car with gas.

Aftermath

One of the greatest safety hazards of a storm's aftermath is traffic accidents. The first couple of days after the storm are dangerous, stressful, and the worst time to be out shopping or on the road. How important is it really to get ice for your perishable refrigerator items? The day after a hurricane is usually sunny and beautiful and everyone ventures out to see the damage. If you planned ahead and stocked up on non-perishables or even thought to buy ice and store it in your freezer, you can stay safe at home and out of the crazy traffic snarls not to mention the contentious lines of other people who were unprepared. Driving around town where all the traffic lights are out, trees and power lines are down, and debris is everywhere is not smart. Within 1 week after Isabel hit, 27 of the 29 deaths were attributed to traffic accidents.

Finally use common sense. It seems there are always house fires after storms, and although some are caused by electrical problems, most are caused by people not using common sense and doing things like using propane and charcoal grills in the house. Other people are hospitalized or even die from carbon monoxide poisoning from using grills or even propane lanterns indoors. Those hazards are obvious, but another not so obvious safety hazard is running a generator in the basement or garage. Since it is a combustion engine, it also can cause carbon monoxide poisoning. A final thought, operating a chain saw above your head or while perched precariously on your roof is also not smart. Some tree removal is best left to the experts.

Every June residents on the Pacific, Atlantic, and Gulf Coasts brace for the statistical one hurricane which will hit the U.S., hoping this year won't bring another record storm to their area. Chances are it won't, but with a little common sense and early preparation you will be ready if it does. ►

Editor's note: For more information visit The National Hurricane Center's website at www.nhc.noaa.gov.

✓ Checklist for Hurricane Preparedness

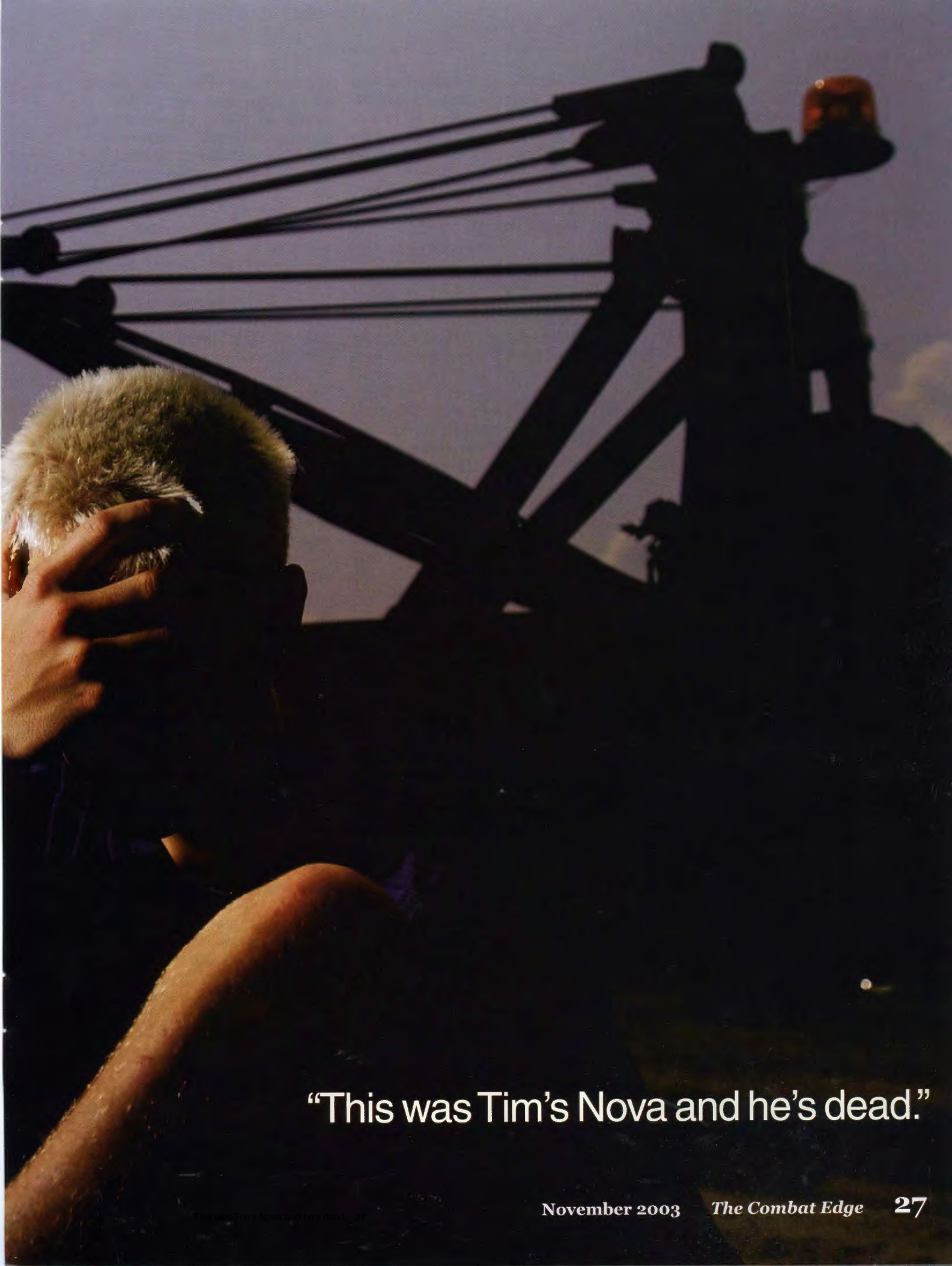
- ✓ Discuss the type of hazards that could affect your family.
- ✓ Know your home's vulnerability to flooding and wind.
- ✓ Locate a safe room in your home for each hurricane hazard.
- ✓ Know the safest areas within your community.
- ✓ Determine escape routes from your home and places to meet.
- ✓ Have an out-of-state point of contact, so that your family members will know how to reach you.
- ✓ Make a plan now for your pets if you need to evacuate.
- ✓ Post emergency telephone numbers by your phones.
- ✓ Stock non-perishable emergency supplies.
- ✓ Have a NOAA weather radio, and remember to replace its battery every 6 months.
- ✓ Take first aid, CPR and disaster preparedness classes.
- ✓ Plan for the possibility of a long period of recovery and operating without electricity and water.
- ✓ Check your insurance coverage — flood damage is not usually covered by homeowner's insurance.



Changing Behavior Habits

By TSgt Alan D. Steffers, Ellsworth AFB, S.D.

I was sitting on the ground, when the highway patrol officer came over to ask if everything was all right. I looked up at him, my whole body shaking, and stated ...



"This was Tim's Nova and he's dead."

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any years ago, before joining the military, I was much like the young people of today. There was nothing I wouldn't do for a thrill or to draw attention to myself. In fact, in my high school yearbook, my friends wrote I was most likely to succeed in jail.

It wasn't until some years later when I was working at a paint and body shop as a mechanic and wrecker driver that I realized I needed to change my behavior habits. I had built an engine for my best friend and installed it in his '74 Nova. We were the talk of the town. Many nights we would cruise the town

about 95 mph; it made the first left hand sweeping turn with no problem but at the first right hand turn, the vehicle went straight off the road and hit a telephone pole dead center in the grill. With the speed and momentum of the vehicle, it spun around the pole and was cut in half by the pole's guide wire just in front of the back tires where the back seat is.

The officer went on to say it's a "bloody mess." The fire department had to cut the driver and passenger out of the vehicle because the engine and transmission were pushed into the firewall and front seat area. The driver, who wasn't wearing his seat belt, was dead at the scene and the passenger, who wore his, had survived but was in critical condition. They smelled alcohol on the passenger but wouldn't know about the driver until the test came back. I walked back to my wrecker shaking my head thinking: *"That sucks."*

After about 10 minutes, I was summoned to remove the carnage of the vehicle.

My first task was to get the front half of the vehicle pulled onto the bed of the rollup wrecker. Dropping the winch cable and hook through what was once the front end of this car, I hooked onto it and started winching it slowly up not paying much attention to what type of car it was. As it moved up the wrecker bed and came under the lights, I started to take notice of the tire, paint color, and body design.

Then it hit me; I was pulling what was left of Tim's '74 Nova onto the wrecker. Stopping all work I sat on the ground in a daze, thinking the driver is dead — my best friend Tim was gone!

I really don't know if I said something, or if it was the fact that I was sitting on the ground, but the

highway patrol officer came over to ask if everything was all right. I looked up at him, my whole body shaking, and stated: **"This was Tim's Nova and he's dead."** Sensing that I was having serious issues over this accident, he led me over to his patrol car. After what seemed to be the longest time, the patrol officer finally explained to me that my best friend Tim was not dead. He had been the passenger.

I went to the hospital and saw Tim's mom and dad. She said over and over again how I shouldn't have built that engine for him. What really hit me in the gut was Tim's dad. He was a County Sheriff who had stopped me only 2 weeks prior for speeding with an open container in the car. He didn't take me to jail, but gave me the lecture of a lifetime about speeding and drinking and how it was going to be the end of me. Needless to say, when Tim's 6 foot 4 inch father took one glaring look at me at the hospital, as Tim lay seriously injured, I knew right then and there I needed to change my behavior habits.

A couple of years later I joined the military and started taking to heart all those safety briefings everyone so dearly dreaded hearing. As I listened to each one over and over, year after year, I just pictured Tim's dad lecturing me just before Tim's accident.

So, as a person who now stands out in front of large numbers of people talking about safety, I try to provide the information and stories that you will need to start changing your behavior habits the painless way. Don't be like me and wait for a major tragedy to hit home, because by then it may be too late.

In 2001, I went to my first High School Reunion, it was our 20th. There I saw my old friend Tim, his family, and others I haven't seen since joining the military. We walked together to the table that had pictures of 15 of our deceased classmates. Only two had died of natural causes. I did have my yearbook so all could see how wrong they were about me. You too can change your behavior habits. All you have to do is try. ►



drinking in that car. When we were challenged, we would even make money racing it on the street. I thought nothing of this kind of behavior.

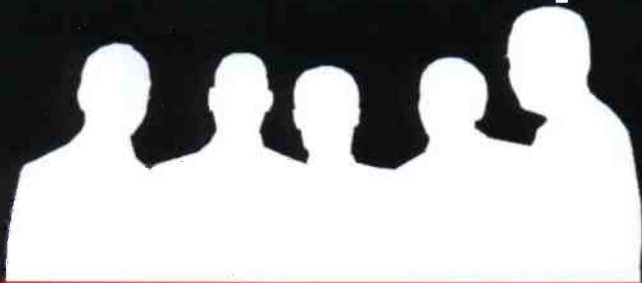
One morning, at about 1:30 a.m., I was at work and received a call to respond to a single car accident. No big deal, I've been to so many accidents it was nothing new. I got into my wrecker and off I went.

I arrived at the scene and waited for the medical team to leave and the fire department and highway patrol to finish before I could start the job of loading what was left of this mangled vehicle onto the back of my wrecker. I asked the highway patrolman what happened.

The vehicle entered a series of left and right hand curves going



The ACC Lost Squadron



Injuries to Date

Deaths to Date

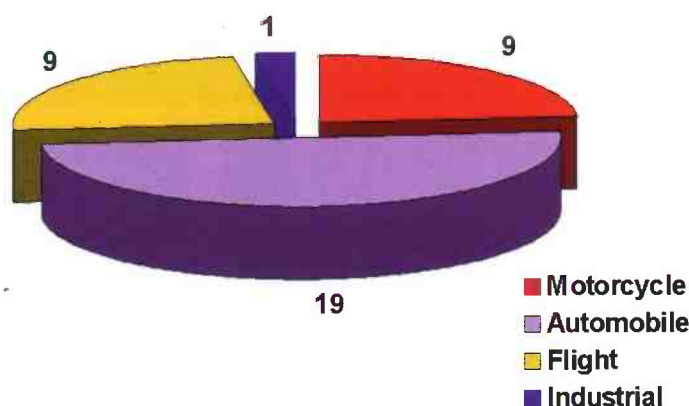
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Annual Mishap Rates

	AF Population	AF Enroute 4WD	AF Drivers 2WD	Mishaps (also injuries)	Rate Per 1K
FY98	363,482	327,134	25,164	103	4.1
FY99	356,628	320,965	24,690	101	4.1
FY00	350,945	315,851	24,296	127	5.2
FY01	348,398	313,558	24,120	156	6.5
FY02	361,144	325,030	25,002	174	7.0
FY03	355,000	279,563	21,505	106	4.9

ACC Deaths as of September 30, 2003



A Few of the Mishaps

July 16, 2003: A 37-year-old TSgt was riding a motorcycle with his son as a passenger off of Florida Highway 152 when he was struck by a truck operated by an underage, unlicensed driver. The TSgt died at the scene.

July 28, 2003: A 20-year-old A1C lost control of his vehicle and flipped it several times resulting in fatal injuries. The A1C had received a written warning for speeding that afternoon by the Ft Walton Police and was driving late at night returning to base from Florida. The A1C's vehicle departed paved road through a "T" intersection. He died at the scene.

August 17, 2003: A 20-year-old A1C lost control of his pickup on loose road debris. The truck struck the side of a passenger car, and then struck a semi-tractor trailer head-on and burst into flames. The road surface where the accident occurred had been milled in preparation for resurfacing. Eyewitnesses stated the A1C's vehicle moved to the extreme right of the road surface to avoid potholes and encountered loose debris from the road surfacing. The A1C died at the scene.







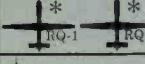




August 20, 2003: A 24-year-old 1LT was operating a 2003 Yamaha 600 CC motorcycle when he struck a curb and was propelled into a steel post and suffered fatal injuries. The 1LT was traveling on a divided 4-lane road that was in good condition but drifted to the right and struck a curb and then a metal post. The impact with the post resulted in a fractured neck. The 1LT had purchased the bike just 6 weeks prior to the mishap and had been counseled by his commander on motorcycle riding, but had not completed Motorcycle Safety Foundation training.

August 29, 2003: A 36-year-old TSgt was traveling south on a 4-lane road and lost control of his vehicle. It slid across the median and into two northbound vehicles being struck broadside. The TSgt suffered massive cranial injuries and underwent surgery to relieve pressure to his brain and has not regained consciousness, at this time he is not expected to recover. He was medically retired on August 29th. Alcohol was involved, seat belt use unknown.

Don't become a member of the "Lost Squadron"

FY03 Aircraft

As of September 30, 2003

	Fatal	Aircraft Destroyed
8 AF		
9 AF		
12 AF		
AWFC		 
ANG (ACC-gained)		
AFRC (ACC-gained)		

Aircraft Notes





Rats! This month we lost 2 F-16s in Class A mishaps. Fortunately, we were 2 for 2 in successful ejections. The Class Bs and Cs were both in single digits and the Class Es were in the mid-teens. That's about the same as last month with the exception of Class Cs; about half this month. Recently, I saw a film of an aviation accident that prompted me to review my personal ejection minimums. That last link in the chain can be broken by a timely decision to jump out. It's better to make that decision in advance at zero ground speed and 1 G rather than when you say to yourself "Uh oh, this is NOT looking good!"

Ground Notes

As the FY closes there have been 31 Class A mishaps, a reduction of 1 mishap from FY02. There were 29 fatalities, a reduction of 3 from FY02. Motorcycle Class A mishaps rose from 6 in FY02 to 9 in FY03. Also, there were 20 Class A 4-wheel mishaps an increase of 2 over FY02. We have a nice downward vector on ground mishaps going now so let's carry that into FY04!

FY03 Ground

As of September 30, 2003

	Fatal	Class A	Class B
8 AF		7	1
9 AF		10	1
12 AF		11	0
DRU's		3	0

Weapons Notes

This was a very busy quarter for mishaps. We had 7 mishaps during the first 2 weeks of the quarter. There were 5 Class D mishaps with over \$250K in damages. The majority of these mishaps were everyday tasks. Don't become complacent in your job! I would urge everyone to stay vigilant and always use your **tech data**. Keep after that zero mishap rate, we know it's possible.

FY03 Weapons

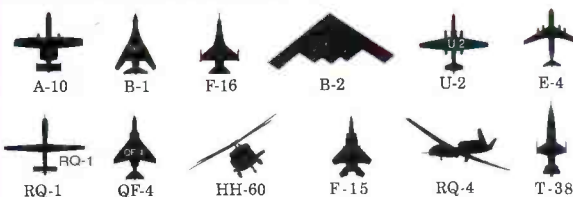
As of September 30, 2003

	Class A	Class B
8 AF	0	0
9 AF	0	0
12 AF	0	0
AWFC	0	3

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



PARARESQUE



The Combat Edge



Air Combat Command dedicates this issue's covers to the 347th Rescue Wing as it joins the ranks of Air Force Special Operations Command. *The Combat Edge* and ACC salute all those who put their lives at risk to save others, so ...

“THAT OTHERS MAY LIVE”