

The Combat **EDGE**

January 2003



Combat Rescue

The Combat EDGE

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GENERAL HAL M. HORNBURG, COMMANDER

COLONEL KEVIN W. SMITH, CHIEF OF SAFETY

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MAJ REBECCA COLAW
EXECUTIVE EDITOR

MAJ DANIELLE COLEMAN
EDITOR

Ms. BARBARA TAYLOR
ASSOCIATE EDITOR

SSGT NEIL ARMSTRONG
DESIGN & LAYOUT

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CONTRIBUTIONS: Please send articles with name, rank, DSN phone number, e-mail and complete mailing address and comments to:

Executive Editor, *The Combat Edge*
HQ ACC/SEM
175 Sweeney Blvd
Langley AFB VA 23665-2700

Telephone: (757) 764-8868
DSN 574-8868
FAX: (757) 764-8975
e-mail:rebecca.colaw@langley.af.mil

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Front Cover: TSgt Steve Faulisi



You're Needed On Duty

As we start 2003, our number one priority remains our most precious combat resource ... you. Today, ACC has deployed 20,000 men and women in support of Operation ENDURING FREEDOM while nearly 200,000 ACC warriors train to meet the daunting mission requirements at 23 installations across the command. Ours is a dangerous profession but your professionalism and dedication mitigates many of the inherent risks.

Sadly, we are losing many of our next generation's leaders off-duty, on the nation's highways. All too often this stems from a personal breakdown in discipline: reckless driving, speeding, driving while under the influence of alcohol, or not wearing seat belts. Standards of conduct and discipline are not selectively applied qualities; we live by them all day, every day in ACC. As professional warriors working as part of a team, we strictly adhere to checklists, tech data, and flight briefings. We should use this same approach to our own personal safety when we leave the installation. Remember, integrity means doing the right thing even when no one else is watching.

Last fall we initiated mandatory squadron "Roll Calls" to clearly communicate the standards of conduct and behavior that are the hallmark of ACC. It's that standard of personal discipline that guarantees you will be up to the task of defending our nation when called upon.

In the coming year, I am asking each of you to join me in the battle to keep our men and women safe and fit for duty. Enjoy the New Year; but remember, don't celebrate so hard that you forget the right thing to do. Every member of ACC is an extremely important part of our nation's defense. Losing any one of you affects the whole team, and it is your service and sacrifice that ensures America's freedom.

Train hard. Fight hard. Celebrate smart. Be safe.

General Hal M. Hornburg
ACC Commander





RESC



WE

By Capt Ellis E. Garner, Moody AFB, Ga.

Photo by SSgt Sean Houlihan

Responding to last year's attacks on the U.S., men and women from the 71st Rescue Squadron at Moody Air Force Base, Ga., have been deployed in support of Operation ENDURING FREEDOM since November 2001.

The 71 RQS maintains the only active duty HC-130P Combat Search And Rescue (CSAR) squadron in the Air Force. The unit uses night vision goggles to conduct low-level operations and air refueling and airdrops

While deployed, the squadron's mission changes very little from the one they train for every day at Moody. Their main goal is to effectively plan for safe combat operations by analyzing all risks and adjusting their mission guidelines to be the safest and most effective they can be. During this deployment, they have performed every task in their defined unit mission statement as safely as possible.

Alongside combat rescue officers and pararescuemen from Moody's 38th Rescue Squadron,

save theirs. The nature of this mission dictates the squadron use the Operational Risk Management (ORM) process to determine the risks, consider possible options, and make decisions with the goal of bringing everyone home safely.

Because most CSAR missions are primarily conducted at night, at low-level altitudes, and with the use of night vision devices, the job has many inherent dangers. The risks of flight operations are increased even more in Afghanistan and the Operation ENDURING FREEDOM Area of Responsibility (AOR), which has some of the most rugged and extreme terrain in the world. Elevations range from sea level to greater than 20,000 feet. The topography includes vast desert expanses, high plateaus, rolling foothills and valleys, and immense mountain ranges.

As with all deployments to Southwest Asia, one constant enemy is the weather. Temperatures can vary from freezing to 130 degrees Fahrenheit, making daily duties difficult. Applying ORM to a thorough pre-mission planning process provides a means to alleviate certain risk factors and helps ensure successful execution of the required tasks.

Tools that are critical to planning the mission are electronic aeronautical chart coverage and the combat flight planning system computer program. By using these tools, aircrews can accomplish excellent pre-mission planning and safely execute the taskings in a short amount of time. Effective planning is criti-

pararescue personnel in support of combat personnel recovery. The HC-130 plays a key part in the CSAR effort. It is used to refuel helicopters in flight, land on austere airfields to load survivors, search for downed crewmembers, and precisely drop pararescuemen and supplies.

the unit provides CSAR coverage for all U.S. and coalition forces in Afghanistan. They take the HC-130 behind enemy lines to help get our airmen back to friendly territory so they can fight again another day. American and allied aircrew and soldiers know that both units will put lives on the line — if necessary — to

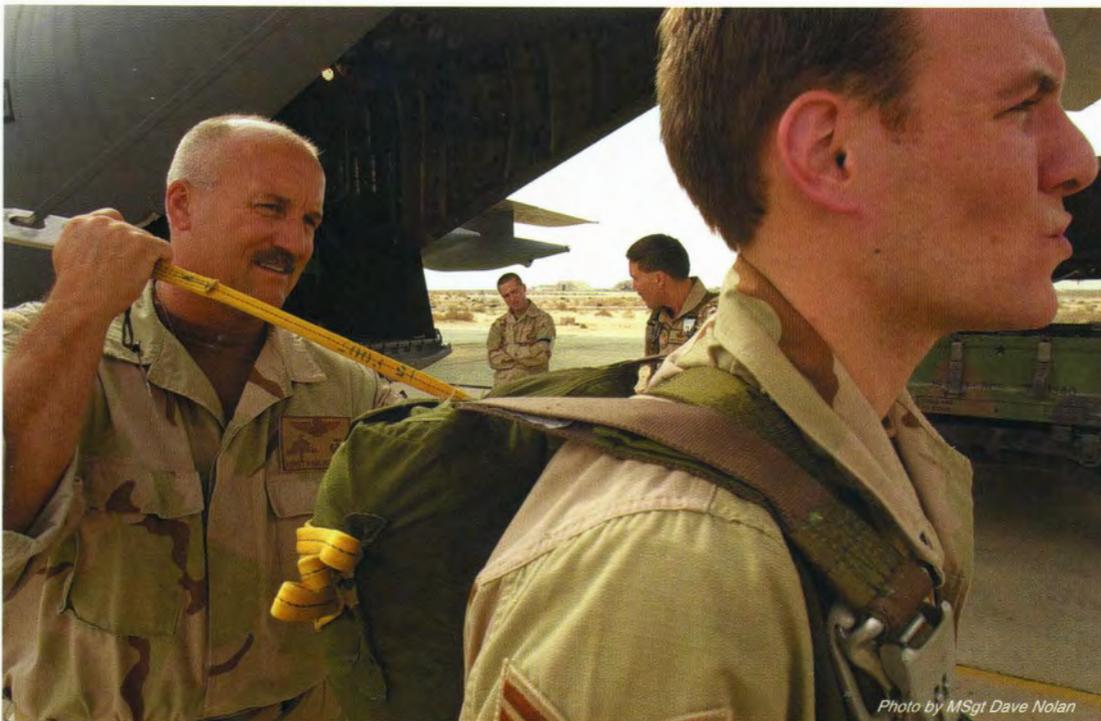


Photo by MSgt Dave Nolan

Applying Operational Risk Management to combat operations helps save lives and keeps mission assets in the fight.

cal because a quick response is needed when a rescue operation is mounted. Speed, accuracy, and quality is of the essence since it's always a bad situation when an rescue aircrew finds itself in an unfamiliar location, at night, and low to the ground.

Applying ORM to the pre-mission planning process is also important in understanding what effects the environment will have on the rescue aircraft. Because sandstorms, thunderstorms, and other dangerous weather phenomenon are prevalent in the AOR, the Air Force weather services' accurate forecasts provide a crucial tool for mitigating weather-related risks. Air Force intelligence personnel also provide real-time updates from other air and ground forces, allowing aircrew to steer clear of areas where hostile forces could disrupt the mission and jeopardize the safety of the aircrew.

Pilots must pre-brief all this information, along with accounting for the high elevations, to anticipate as many situations as possible. This avoids placing the aircraft in an unrecoverable flight profile. The object of CSAR is to rescue those who need it, not to become another survivor.

This integrated ORM process has been key to the unit's successful participation in the following five notable rescues:

- A crash of a Marine KC-130
- A crash of a Pakistani Mirage fighter jet
- Air-dropping pararescuemen into a combat environment to assist in the extraction of



Photo by TSgt David Richards

an injured Australian Special Air Service soldier

- Extracting Canadian soldiers injured in the friendly-fire incident outside Kandahar, Afghanistan
- A crash of an Air Force MC-130H Talon II

ORM has helped the 71 RQS mitigate the risks involved in these missions. Through its successful

implementation, the unit ensures that they bring everyone home safely — those they set out to save, as well as the people and aircraft involved in the rescue. ▶

Editor's Note: The squadron assumed alert status for combat search and rescue Dec. 5, 2001, and recently achieved a milestone with more than 5,500 hours of continuous alert coverage. For examples of how other platforms have incorporated ORM into their operations, visit <https://wwwmil.acc.af.mil/se/4.4.applied.htm>.

“Lead!

I Don’t Feel Comfortable”

By Col Kevin G. Kenkel (Ret.), Litchfield Park, Ariz.

I have enjoyed flying fighters and truly thrived on the camaraderie and esprit de corps associated with my fighter squadrons. These people were and are dedicated to keeping America free and practice very hard to hone that combat edge. It is during these practice sessions that we learn the lessons that keep us alive to fight another day, and that’s exactly what happened during one such F-16 flight out of Incirlik Air Base, Turkey.

The four-ship consisted of two grizzled veterans, myself as Cuda 1 and Cuda 3, taking inexperienced wingmen, Cuda 2 and 4, to the range to work on bombing techniques. The briefing covered all the standard items as well as the special interest items. Since there were two “newbies” in the flight, we spent some time discussing comfort levels and actions you should take if you don’t feel comfortable. Like most of my briefs, I summarized by saying “If you don’t feel comfortable, call ‘knock-it-off.’ We can always come back and accomplish the training on another day.”

The only other issue causing me some consternation during the brief was the weather at the Konya range. There was a 1,500-foot ceiling with 3 miles visibility and light snow. In planning the flight,

since we were configured for air-to-ground, I briefed we would fly the routing at low altitude as the initial plan, at medium altitude as a backup and, given the weather conditions at Konya, may shoot the approach to determine whether the flight would be able to work the range. In addition, I briefed that we would look for opportunities to get beneath any weather en route to the range to preclude having to shoot the approach. Having been on many of these type of sorties throughout my career, this was the standard drill.

Finally lined up on the runway, I gave the visual run-up signal to the flight. All four F-16s tilted forward as the flight ran up the motors to 80 percent to check engine operation and all the associated hydraulic, oil, and nozzle gauges. All four aircraft checked okay and we started the takeoff as single F-16s with 15-second spacing.

When we were all airborne, Cuda 3 and 4 were 1.5 miles in trail of Cuda 1 and 2 in four-ship tactical formation. As lead, I executed a quick radio check for the flight confirming that gas was feeding and we were all on the same frequency. Following this call, I contacted Incirlik Departure and notified them that we were



Photo by SSGT Jeremy Lock

Visual Flight Rules (VFR) entering our designated route.

Peering in front of the flight, I quickly determined that weather was going to be a factor. A huge mountain of snowy, white clouds were backed up against the west side of the Taurus Mountains. Al-

Don’t hesitate to call “knock-it-off” ...



though we started at low altitude, the flight was going to have to transition to medium altitude as there was no way we could sneak through the mountainous terrain below the weather. The entire flight pushed it up and we climbed to 2,000 feet above the weather and proceeded to the range.

Luck was with us this day. Approximately 15 miles from the range I spotted a “sucker hole”

that would allow the flight to maintain VFR and descend beneath the clouds without having to shoot the approach at Konya. I was elated. A four-ship in fingertip in the weather is like “a short half hour in the dentist chair” — very painful. I rocked the flight into fingertip and then echelon as we turned 180 degrees to set up for the descent through the break in the clouds. Losing 12,000 feet in the de-

scend, the flight got beneath the weather with a ceiling of 2,000 feet and 3 Nautical Miles (NM) visibility.

Once beneath the weather, I took a quick look at the environment to determine if the range was going to be workable. The white cloud bottoms were at 2,000 feet. There was approximately 1 foot of snow on the ground and, although not snowing, there was a murky, white

haze from the ground to the base of the clouds. Definitely a weird setting as a “milk bowl” effect was created. Ultimately, I decided that the visibility and ceiling would allow for radar and visual laydown events, but there was definitely not going to be any climbing or diving events.

I informed the flight that the range was at the flight’s six o’clock for 15 miles. We would take spacing on the turn to final and plan on executing radar and visual laydown deliveries until the end of the range period or bingo, whichever occurred first.

As I set up the flight for the range work, I finished coordinating with Konya Range on the administrative tasks. Next, I concentrated on weapons delivery as the flight was fanning out for the range work. I rapidly focused on the radar, keeping a constant eye on the outside conditions, I picked up the 10-mile town and called “Final, Radar Laydown.” At this time, I reconfirmed the correct weapon and station were selected. Next, I looked back outside through the Heads Up Display confirming the correct presentation and a “container” somewhere close to the target. Without a doubt, I was “maxed out” trying to get all the work done, get a weapon off the aircraft, and make sure I didn’t fly into the ground. But every-



thing appeared to be going fine, and I was able to account for everyone as we got set up for our first pass.

Relooking at the weather conditions, I thought we could press ahead although this was right on the ragged edge of being safe. We were definitely pushing the envelope. The flight continued working in the range with three calling off wet and Cuda 4 going through dry. Fifty percent effective on the first pass as Cuda 1 and 3 managed to get weapons off the airplane while Cuda 2 and 4 went through dry. The flight continued around the radar pattern to accomplish additional deliveries.

The next pass was just as disorienting as the first. The clouds were very low hanging and the

snow on the ground made it extremely difficult to see a horizon. The entire flight managed to get around the pattern. However, just as I was pulling off wet from the second pass, Cuda 4 made a call that caught the entire flight by surprise, “I don’t feel comfortable.” Was that phrase in 3-1? What do you do in this situation? Many things ran through my mind, but I remembered my flight briefing, “If you don’t feel comfortable, call ‘knock-it-off.’” I could only assume that Cuda 4 meant he wanted to “knock-it-off.” I quickly responded, “Cuda, knock-it-off, Cuda 1, knock-it-off.” The rest of the flight echoed my call. Next, I issued guidance for the flight to join to two plus two beneath the weather. We executed the standard range departure and



Photos by SSgt Greg Davis

people are afraid to call “knock-it-off” as there might be some stigma attached to this term. Nothing could be further from the truth. Get past the macho part and think about surviving to fight another day. In the debrief, I thanked Cuda 4 for saying something.

Finally, we reviewed flight lead technique in some detail. In this case I was “fangs out, feet nailed to the floor” trying to get an effective mission. The normal situation is to let the flight lead abilities (normally highly experienced, very ca-

managed to get back out on top southeast of Konya Range at 14,000 feet.

The flight cruised back inside the 50 NM circle at Incirlik and set up for intercepts as an alternate mission. The rest of the flight was uneventful as each two-ship managed to get several intercepts accomplished and complete some good radar work. In the debrief, the flight covered the entire sortie with emphasis on comfort levels, radio calls, and flight lead techniques. Obviously, there were some lessons to be learned.

First and foremost in my mind was my lack of attention to Cuda 2 and Cuda 4. Yes, I knew the weather situation was disorienting for me, and I was an experienced pilot. How should I have considered the impact to Cuda 2

and Cuda 4? Ultimately, as a flight lead, we like to push as hard as possible to get the mission done. However, we need to consider the people in the flight and make sure we are not over-tasking them. I had pushed too hard to get the mission done. I should have been tipped off when Cuda 2 and Cuda 4 went through dry on the first pass. Other clues in a different situation may be missed radio calls or not being able to maintain formation.

The second item that needs emphasis is radio calls. In this case, the call was “I don’t feel comfortable.” No, this is not in 3-1. However, Cuda 4 got the intent across. What is more important in this case, SAFETY or terminology? Too many times,

pable people) set the tone for the flight and anything that happens — as wingmen, we want to support the flight lead and ensure mission success. However, at times, the flight lead may miss important items or not fully comprehend things like the comfort and abilities of less experienced wingmen. In this case, as flight lead, I was leaning a little too far forward and pushing to get an effective mission. A more conservative, safe approach would have been the better course of action.

In the end, the entire flight learned some valuable lessons about weather, flight members’ capabilities, and being more conservative. **What keys do you use as indicators that you are pushing too hard to get the mission done?** Fly Safe!! ▶

The full moon slowly rises, orange-red above the Georgia forest, illuminating a small encampment of tents and camouflage. Dim, human-sized shapes scurry amongst the camp.

Around them, peering outward from behind sandbags, crouch other human shapes — the stark lines of their M-16s contrasting with the smooth curves of helmets, canteens, and field gear. Two hundred yards away, faces painted to blend in with their surroundings, four figures move silently but quickly through the forest. As they approach the camp, one of the figures makes quick hand-gestures. The others slowly nod in agreement to the last minute corrections to their attack plan and charge into battle. The sharp crack of their rifles echoes through the humid Georgia night, evoking cries of alarm and warning from the encampment ahead. The camp erupts into activity, somewhat like that of a disturbed fire ant mound. Soon, the firefight is over, as the defenders care for their “dead” and “wounded” and the attackers fade back into the night.

Nearby, relatively still, an observer watches the entire event to ensure all participants stay safe and that this practice firefight doesn't cause any real injuries.

That observer helps keep safety a key aspect of everyday activities in the 5th Combat Communications Group Combat Skills School. Since combat communicators are often the first Air Force troops in a war zone, the school teaches students the basic tools and techniques they need to build their site and then protect their people and resources from any attacks. To do that, the

instructors rely on many hands-on opportunities so students can practice what they have learned. These opportunities include multi-day exercises where the students are supposed to protect their unit and themselves from attack while “deployed.”

At the beginning of the 3-week course, the instructors spell out the rules of engagement for all of the field activities to ensure safety. One of the big rules is weapons safety. Each class, the students, instructors, and opposing forces are reminded to only fire a weapon if they are more than 20 feet apart from their target — even though everyone is using blanks.

The instructors also make sure that students learn and use the proper procedures for clearing, drawing, and turning in weapons. Their philosophy is the students have to learn to train like they would fight. Each one needs to know the correct way to handle weapons in the training environment so they can use them safely in the real world.

To do that, the school gives safety briefings to provide much of the knowledge students need to stay safe during any activity. Before any activity is performed, the students receive a safety briefing that covers that activity, and the instructors make sure that all students have the appropriate safety



ommunications: *For* Combat

By TSgt Andrew Gates, Robins AFB, Ga.



Photo by TSgt Marlin Zimmerman

The instructors also talk extensively about the physical issues the students will face during this briefing. They make sure they understand how to stay hydrated, how to recognize people who are heat-stressed or heat-exhausted, and how much water they need to drink during the exercise. The instructors not only inform the students, they also physically check every canteen to make sure it is full of water and keep a close eye on the students while they are in the field.

To do that, all the instructors, as well as additional group members, act as safety observers during the exercises.

These observers keep an eye on all the activities and make sure that people stay safe. There is usually one observer for every five or six students and they make sure the students are eating enough food, drinking water, and maintaining cleanliness. Each of the instructors and the observers are trained in self-aid and buddy care, as well as cardiopulmonary resuscitation techniques.

Even though the school has designated 10 people to act as safety observers, in reality, they can

have as many as 60 or more observers on the site at any time. Each class member is told that it is everyone's responsibility to ensure training is conducted safely. Any instructor, opposing force member, or student can stop the exercise at any time they believe a real world safety situation exists. Nothing is more important than safety.

As dawn breaks in the field exercise, the observer now has to squint slightly, as the early morning sun just peeks over the eastern horizon. He brushes a few insects out of the way as he moves toward the camp, moving into a new position to watch unfolding events. Last night went well — the potential for injury is greater during nighttime operations, but no one was hurt. He moves among the students in the encampment checking canteens, to see who has been drinking water. This will be the last day of the exercise — the last day before this class graduates as fully trained combat communicators. Now they are a little more tired, a lot more stressed, and more prone to mistakes. However, with his help and the training they have received, he is confident that they will leave the school safely and return to their units to meet their wartime mission requirements. ▶

gear to accomplish that task. First aid kits and water are always readily available.

When the class prepares for the field training exercise — when they actually live out in a deployed environment for 2 days — the safety briefings become very specialized. The school brings in a specialist from the Georgia Wildlife Department to discuss Georgia flora and fauna — how to recognize dangerous insects, snakes, or plants.

By training the way we fight we prepare our people and assets for the challenges of combat.



W

hat is weapons safety and what is the job of a weapons safety office? Let me quote right out of Air Force Manual 91-201, *Explosives Safety Standards*. Our job is to “provide the maximum possible protection to personnel and property, both inside and outside the base, from the damaging effects of potential accidents involving ammunition and explosives.” How do we do that? By following the cardinal rule. What is that you ask? “Expose the minimum number of people to the minimum amount of explosives for the minimum amount of

time.” That’s a lot easier said than done.

Although weapons safety mishaps are on the decline, let’s not drop our guard concerning weapons safety and the consequences of not following the cardinal rule. With the reduction of military troops and the increased commitments in the last few years, our people are being spread pretty thin. The old saying “you have to do more with less” doesn’t always work. Even the most highly trained individuals can become complacent and that can spell *TROUBLE!!* Everyone cuts corners now and then to get the job done a little

quicker. I’ve done it myself. What price will you pay? Who knows — maybe a small cut, maybe a broken leg, or **MAYBE** loss of life. Why take that chance?

There are reasons why checklists and operating instructions were created, and it sure wasn’t to add extra lines in officer or enlisted performance reports. It’s for our safety and the safety of others around us. There have been several explosive mishaps over the years. Most could have been prevented with a little common sense or by paying closer attention to details. It all starts with the proper training.

Weapons Loaders: Know Your Part

By MSgt Rock Rolling, Reprint Courtesy of *Focus*, Fall 2002

We must “eliminate command mishaps to guarantee mission success.”

According to Air Force Instruction 91-202, “all people (supervisory and nonsupervisory) who operate, handle, transport, maintain, load, or dispose of explosives must receive initial weapons safety training before performing any of these

tasks. Recurring training will be conducted annually thereafter,

not later than the end of the month in which the initial training was conducted.” That’s a very big task. It is important for weapons safety staffs to evaluate and monitor all unit weapons safety programs.

A solid risk management program and performing a thorough risk assessment before you perform any explosive operation is another way to reduce mishaps. Everyone needs to use the pillars of risk management. Risk man-

agement falls on everyone’s shoulders from commanders down to you. The goal is to “eliminate command mishaps and to maximize mission success.” ▶

Editor’s Note: For the second fiscal year in a row, there were no Class A weapons mishaps in Air Combat Command. People are continuing to follow technical data and are applying Operational Risk Management to their day-to-day operations. Within other commands, there are increases in Projectile Gun Unit or PGU Ammo and gun-related mishaps. Stay Vigilant!

Six Steps of Operational Risk Management

- 1) Identify the hazards by using your experience, training, judgment, and intuition.
- 2) Assess the risks by fully evaluating the situation.
- 3) Analyze risk control measures.
- 4) Make a control decision by choosing the right path for the best possible outcome. Consider safety, mission, and your available resources.
- 5) Implement risk controls to reduce the probability and/or severity of the hazard.
- 6) Supervise and review the process. Follow-up on the implemented controls to make sure they are working.



Photo by MSgt Dave Nolan



HH-60

HH-60

HH-60



Photo by SMSGT Rose Reynolds

Primary Function: Combat Search and Rescue • Builder: United Technologies/Sikorsky Aircraft Company • Power Plant: Two General Electric T700-GE-700 or T700-GE-701C engines • Thrust: 1,560-1,630 shaft horsepower, each engine • Length: 64 feet, 8 inches • Height: 16 feet, 8 inches • Rotary Diameter: 53 feet, 7 inches • Speed: 184 mph • Maximum Takeoff Weight: 22,000 pounds • Range: 445 statute miles; 504 nautical miles • Armament: Two 7.62mm machine guns • Unit Cost: \$9.3 million • Crew: Two pilots, one flight engineer, and one gunner • Date Deployed: 1982 • Inventory: Active force, 64; ANG, 18; Reserve, 23.

Pilot Safety Award of Distinction

On Sept. 27, 2002, Major Terry "Bevis" McClain was the flight lead of a two-ship A-10 continuation training sortie performing dry close air support for the 122nd Air Support Operations Squadron. The mission was successful and the flight returned to accomplish a formation landing that had been planned to update the wingman's formation landing currency. Maj McClain was positioned on the left side of the formation in the lead position for the landing. Upon touchdown at approximately 130 knots indicated air speed, a material failure in his left main landing gear "scissor pin" caused the shock strut and wheel assembly to rotate 90 degrees perpendicular to the direction of travel. The violent left yaw became more pronounced as the aircraft slowed and the decreasing lift placed more weight on the landing gear assembly. Maj McClain countered by applying the right brake. The aircraft reversed yawed to the right where his wingman was maintaining position on the runway. Sensing the yaw into his wingman, Maj McClain

released right brake pressure to avoid a potential collision. The left yawing movement greatly increased when the left tire blew and the wheel assembly was grinding into the runway surface. The aircraft was still traveling at a high rate of speed when Maj McClain once again applied brake pressure. He skillfully managed to keep the aircraft on the prepared runway surface and avoid a collision with his wingman. The aircraft came to rest 10 feet from the edge of the prepared surface. Maj McClain shut down both engines and successfully ground-egressed the aircraft. His superior situational awareness and outstanding airmanship prevented the loss of two valuable combat aircraft.



Maj Terry W. McClain
47th Fighter Squadron
917th Wing
Barksdale AFB, La.

Crew Chief Safety Award of Distinction

TSgt Darrel Cumpton and SSgt Antone Thompson of the 55th Maintenance Squadron were performing a maintenance engine run on an OC-135 OPEN SKIES aircraft as part of the periodic Isochronal Inspection. SSgts Michael Wright and Robert Austin of the 38th Reconnaissance Squadron were performing routine maintenance on the RC-135 parked adjacent to the OC-135 when they noticed flames coming from inside the cowling of the number four engine of the OC-135 aircraft. SSgt Wright took control of the situation and instructed SSgt Thompson to shut down all engines. While SSgt Thompson initiated the emergency shutdown procedures, TSgt Cumpton notified the air traffic control tower of the fire and assisted in accomplishing the emergency shutdown checklist. Meanwhile, SSgts Wright and Austin proceeded to the affected engine with the fire extinguisher and began combating the fire. Within 4 minutes, the fire was completely extinguished and all personnel were safely evacuated from the aircraft and immediate area. The exceptional situational awareness of both

SSgts Wright and Austin and quick actions of SSgt Thompson and TSgt Cumpton saved four lives and a \$30 million aircraft that is one of only two in the Air Force inventory. Their performance is indicative of the exceptional caliber of men and women of the "Fightin' 55th."



Shown left to right: TSgt Darrel E. Cumpton, SSgt Antone L. Thompson, 55th Maintenance Squadron; SSgts Michael S. Wright, and Robert M. Austin 38th Reconnaissance Squadron 55th Wing, Offutt AFB, Neb.



Ground Safety Award of Distinction

As the recently assigned Flight Safety Representative for the Combat Support Flight, SrA Dennis Hernandez ensured the unit met or exceeded all safety standards. His daily duties as a Quality Assurance Inspector gave him the perfect opportunity to examine safety compliance for 145 personnel and over \$30 million worth of equipment. During a recent unit exercise, he ensured all 60 individuals involved wore proper safety gear as he oversaw the palletization of over 40 tons of equipment on 17 pallets. He then enforced safety compliance as personnel loaded the cargo onto M-35 and M-900 trucks. He then identified several discrepancies on a pre-convoy inspection of 12 vehicles deploying to the local exercise site. Finding cargo in the M-35 trucks improperly secured, he instructed the vehicle crews on proper procedures and then re-inspected the cargo, ensuring compliance. He also discovered several discrepancies with the vehicles and corrected them immediately. His attention to detail guaranteed the success of the convoy and resulted in zero mishaps during the entire mobilization process. SrA Hernandez proved later that mission success and safety go hand-in-hand by

helping deliver, erect, and tear down over 70 tents, 100 folding tables, and 400 folding chairs for the annual September-fest celebration at the Oklahoma Governor's mansion, once again without a safety mishap. SrA Hernandez constantly searches for ways to improve safety wherever he goes. His actions epitomize the meaning of the 32nd Combat Communication Squadron motto, "Out in Front."



SrA Dennis S. Hernandez
32nd Combat Communications Squadron
3rd Combat Communications Group
Tinker AFB, Okla.

Flightline Safety Award of Distinction

While conducting a Dash Six inspection on the number two engine aft tailpipe turnbuckle on a B-2 aircraft, it was discovered that the turnbuckle had 10 threads showing, exceeding the technical data limit of nine threads. This is a very critical installation as the aft turnbuckle is the only part securing the aft end of the tailpipe to the aircraft. The tailpipe had just been installed by contractor maintenance and had not yet been flown. An Engineering Support Request (ESR) was initiated to determine if this was a flight safety risk. MSgt James Matheson reviewed the ESR and sought to determine the number of threads still engaged, despite the 10 threads showing. Additionally, he expanded his review to include installation procedures and post installation follow-up actions. After researching blueprint notes provided by two major contractors, it was determined that sufficient thread length remained to provide the required security of the turnbuckle. How-

ever, technical data for installation did not specify the same requirements as post-installation inspection guidelines. His attention to detail corrected the deficiency and clarified procedures for the entire process. The most notable aspect of this event was not only the in-depth research and determination of a basic process flaw, but MSgt Matheson's willingness to ask what other possible events influenced this situation. By looking at the composite of events, he rooted out an anomaly only a seasoned, safety-oriented technician would think to ask. His intuition took him past the obvious and disposed of a repetitive issue that would drive unnecessary maintenance actions.



MSgt James K. Matheson
72nd Test and
Evaluation Squadron
Whiteman AFB, Mo.

Weapons Safety Award of Distinction

On Aug. 30, 2002, SSgts Jonathon Hanson and Duane Evans, and SrA Brent MacKinder were performing post-maintenance diagnostic tests on three Advanced Medium-Range Air-to-Air Missiles (AMRAAMs) that had been modified with telemetry for live-fire missions. The first two missiles passed the diagnostic tests. During the test phase of the third missile, the test set displayed a critical missile malfunction and instructions to evacuate the area. SSgt Hanson notified Munitions Control who initiated the evacuation of the Munitions Storage Area and alerted the base emergency response team (Fire Department, Security Forces, Explosive Ordnance Disposal (EOD), Base Safety, etc.). Meanwhile, SSgt Evans and SrA MacKinder evacuated the remaining personnel in the facility. When the emergency response team units arrived, SSgt Hanson advised the on-scene commander and EOD of the situation and assisted in determining a plan of action. EOD entered the missile maintenance bay and determined that the rocket motor on the AMRAAM had been armed and required immediate destruction due to the possibility of ignition. At the request of EOD, SSgt Hanson and SrA MacKinder as-

sisted them in disassembling the modified AMRAAM and safely removing the rocket motor. After disassembly, EOD transported the rocket motor to their disposal range for destruction. The professional acts of SSgts Hanson and Evans, and SrA MacKinder controlled a hazardous situation that could have endangered 50 coworkers and resulted in the destruction of over \$100 million in facilities, munitions, and equipment.



SSgts Jonathon Hanson and Duane Evans,
and SrA Brent MacKinder, 83rd Fighter
Weapons School
Tyndall AFB, Fla.

Unit Safety Award of Distinction

*32nd Combat Communications Squadron
3rd Combat Communications Group
Tinker AFB, Okla.*

The 32nd Combat Communications Squadron (32 CCS) personnel personify "Safety First." September was one of the busiest months in the squadron; 32 CCS personnel inventoried, palletized, and mobilized over 40 tons of tactical equipment, tents, and support items in less than 72 hours without a single safety mishap. In support of a week-long squadron air mobile exercise, the 32 CCS loaded and packed over 20 M-35s, M-900s, and mobile communications vans. The unit then convoyed and deployed all the equipment to Douglas Field and Fort Sill Army Post. Careful planning, oversight, and attention to detail resulted in no vehicle mishaps or personnel injuries. Severe thunderstorms significantly increased the safety challenge by unloading 3 inches of rain and turning the deployed

location into muddy disarray. To compensate for the conditions, personnel were even more vigilant of safety precautions and took their time and extra care to accomplish the day-to-day tasks of running the site. After mission completion and teardown, all personnel and 17 pallets of equipment were returned to Tinker AFB, Okla., unscathed. Personnel then unpacked, inventoried, and accomplished post-deployment inspections of the equipment in a safe and confident work atmosphere. The 32 CCS showed how nearly 150 personnel can diligently accomplish the mission in a safe manner under harrowing circumstances — 100 percent safety success with no mishaps. They also had over 30 volunteers help deliver, erect, and tear down over 70 tents, 100 folding tables, and 400 folding chairs for the annual September-fest celebration at the Oklahoma Governor's mansion. This event hosts over 20,000 visitors in a weekend celebration of the best of Oklahoma. The personnel used the "buddy system" to keep each other safe and not one safety mishap occurred during the 4-day setup and teardown process. The 32 CCS safety record epitomizes the meaning of the squadron's motto, "Out in Front."



Weapons Safety Award of the Quarter

MSgt Robin Bunce managed and implemented the base-wide nuclear surety, explosives and missile safety programs by providing daily guidance to 10 squadrons, two wings, and one geographically-separated unit; ensured compliance and safety oversight of 140 weapons storage/loading facilities with a storage capacity of nearly 16 million pounds of explosives. The result was zero Class A or B mishaps, a reduction in reportable mishap events of over 20 percent. As the wing's recognized nuclear surety expert, MSgt Bunce led the safety preparation for 2 BW's Nuclear Surety Inspection (NSI). His attention to detail in inspecting all nuclear-certified equipment, nuclear software, and unit nuclear surety programs garnered superior results — the 2 BW gained its second consecutive "Excellent" weapons safety rating. As a key member of the Disaster Control Group (DCG), he played a pivotal role during the NSI recapture/recovery exercise. MSgt Bunce was a vital communication link between DCG and battle staff as he articulated descriptions of weapons involved, informed leadership

of hazards, and ensured exercise actions were accomplished safely. His investigation of a high accident potential mishap identified explosives safety deficiencies within the B-52 technical orders. This resulted in a time compliance technical order action which will prevent future incidents from occurring during functional checks. MSgt Bunce expertly developed and coordinated the 2 BW Explosive Transportation Convoy Routes, increasing base readiness for priority movements of Protection Level 1 resources and protecting key critical assets. Under the guidance of MSgt Bunce, the weapons safety office was recognized as the "Best Weapons Safety Manager Team seen-to-date" by ACC's Program Management Evaluation team; the team also recognized him as a "Superior Performer."



MSgt Robin J. Bunce
2nd Bomb Wing
Barksdale AFB, La.

ACC Safety is Proud of All Award Nominees

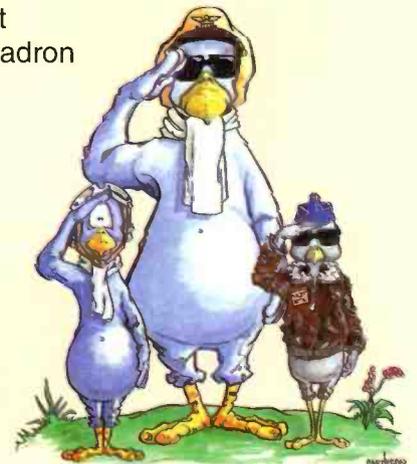
Capt Michael Drowley, Pilot
75th Fighter Squadron
23rd Fighter Group
Pope AFB, N.C.

SSgt Jeffery G. Muratides, Dedicated Crew Chief
20th Aircraft Maintenance Squadron
20th Fighter Wing
Shaw AFB, S.C.

SMSgt Ray Wilkes, Aircraft Mechanic
TSgt Larry Borden, Pneudraulic Mechanic
TSgt Thomas L. Smith, Aircraft Mechanic
SSgt Steven D. Price, Pneudraulic Mechanic
SrA Paul M. Trosclair, Aircraft Mechanic
93rd Bomb Squadron
917th Wing
Barksdale AFB, La.

MSgt Clive E. Halliday, Quality Assurance Munitions Inspector
23rd Fighter Group
Pope AFB, N.C.

SSgt Jason P. Hinshaw, Munitions Maintenance Specialist
23rd Maintenance Squadron
23rd Fighter Group
Pope AFB, N.C.





Are You Ready for Winter Driving?

By Mr. Richard J. Rodman, Minot AFB, N.D.

This winter, drivers throughout Air Combat Command will see the usual snowdrifts, use their ice scrapers, and experience jump starts and skids. But you can safely drive your way through this winter if you and your car are properly prepared.

Before the storm. Winterizing your car could keep you out of an accident. In fact the chances of being involved in a car crash are highest in Novem-

ber and December because people's cars, and their driving habits, aren't properly prepared. Have your exhaust system, battery, heater, defroster, wiper blades, washer fluid, emergency signals, headlights, tires, and brakes checked. Don't take for granted that your battery will see you through another winter. Battery power goes down during cold weather conditions.

Studded tires do provide improved traction and braking on

icy roads in places like North Dakota. However, they are not nearly as effective as reinforced tire chains for improving traction and braking on all winter road surfaces. Plus studs are illegal in many areas. Normally, the best combination for winter driving is using snow tires and keeping a set of reinforced chains in the truck for severe road conditions.

If you have anti-lock brakes, make sure you're very familiar



have shown that pumping disc brakes in rapid succession is not an effective means of stopping your vehicle. It's recommended that the driver pump the brakes in slow successions, completely releasing the brakes between applications.

Just in case. After your vehicle is ready for winter, prepare yourself and your passengers with a winter car kit made from many items in your household. Your kit will contain many things you'll need in case of an emergency:

- Snow shovel
- Scraper
- Jumper cables
- Tow chains or a tow strap
- Tire chains
- Extra layers of loose-fitting clothing and sleeping bags or blankets

with the way they work because they operate differently than standard brakes. See your owner's manual for information on anti-lock brakes. Good brakes are a **MUST** for winter safety. Have the equalization checked; a pull to one side can create a dangerous skid. Studies have shown that disc brakes grab faster and hold longer than drum brakes. Recent braking demonstrations on ice and loosely packed snow

- Sand, cat litter, traction mats, or carpet strips
- High-energy food such as nuts, dried fruit, and candy
- A watertight can for candles and matches
- Flashlight or signal light with extra batteries
- Pocket knife and first aid kit

- Drinking water that is protected from freezing
- Signal flares

For the utmost in winter car safety you may wish to purchase a car phone to make keeping in touch easier.

Plan ahead for trips. Before you take a winter trip, tell someone at home where you're going, the route you intend to take and when you expect to arrive. Your local radio and television stations, the cable TV weather channel, or local newspaper weather section are great sources of information about weather and road conditions across the country.

During the winter — slow down. Speeding is the number one hazard in winter driving so please slow down. The posted speeds are meant for dry summer road conditions only. Icy bridge decks, freezing rain, and slick intersections are predictable hazards during the winter and call for reduced speeds. If you're not sure how slippery the roads are, always assume that they're **VERY** slippery and drive accordingly.

You should keep abreast of weather conditions all winter, even if you'll be driving a short distance. If you do get caught unexpectedly during a winter storm, keep your eyes on the road, which can get nasty in a hurry. Use extra caution during the first few minutes of snow or rain because the pavement gets slippery when precipitation mixes with oil, grease, and dirt.

Use extra caution in warming temperatures because ice can be wet at 30 degrees and twice as slippery as "dry" ice at zero degrees. Changing temperatures often cause fog. A fog bank is

harder to see when there is snow on the ground so keep your eyes on the road. When precipitation starts to get heavy, turn on your headlights so you can see and be seen better, even during a day storm. Avoid using your high beams during a night storm because they can cause glare. Also, never use your cruise control when driving in winter conditions.

Some general driving tips:

- Always be sure to allow for plenty of distance (as much as triple the normal following distance) between you and the vehicle ahead of you.
- Slow down gradually before intersections.
- Use extra caution when approaching curves, hills, before making turns, and when driving from a well-traveled highway to a less-traveled highway.

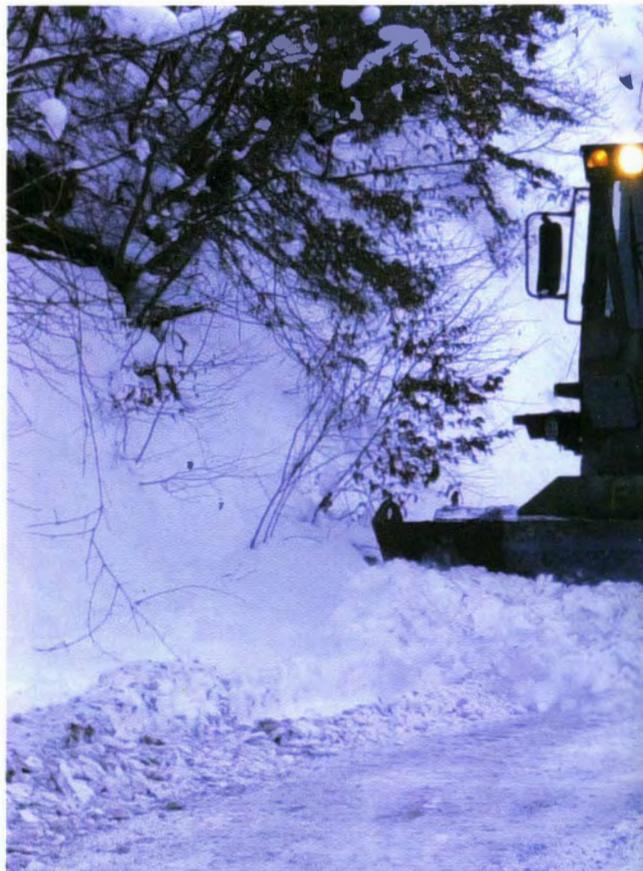
- Before driving up a snowy or slick hill, build momentum to help you climb, and avoid going down the other side too quickly.
- Be careful on bridges and overpasses — they can be icy even when the pavement looks dry.

Hitting the skids.

When you lock your brakes, you're not driving, you're sledding. Wet, snowy, and icy roads call for a gentle touch on the brake and steering

wheel. Skids happen fast, so you have to act fast to get out of one. Whether you have front wheel or rear wheel drive, your goal is the same. Without jerking your steering wheel, steer

first in the direction of the skid. As the car comes out of the skid, straighten the wheels or steer slightly in the opposite direction. With a rear wheel drive, take your foot off the ac-



Winter Driving Tips

If a blizzard traps your car, pull off the road, set hazard lights to flashing, and hang a distress flag from the radio aerial or window. Remain in your vehicle; rescuers are most likely to find you there.

Conserve fuel, but run the engine and heater about 10 minutes each hour to keep warm, cracking a downwind window slightly to prevent carbon monoxide poisoning.

Exercise to maintain body heat but don't overexert. Huddle with other passengers and use your coat for a blanket.

In extreme cold, use road maps, seat covers, floor mats, newspapers, or extra clothing for covering — anything to provide additional insulation and warmth.

Turn on the inside dome light so rescue teams can see you at night, but be careful not to run the battery down. In remote areas, spread a large cloth over the snow to attract the attention of rescue planes.

Do not set out on foot unless you see a building close by where you know you can take shelter. Once the bliz-

zard is over, you may need to leave the car and proceed on foot.

Follow the road if possible. If you need to walk across open country, use distant points as landmarks to help maintain your sense of direction.

BLACK ICE!

When it's forecasted for temperatures near freezing, always expect black ice. Remember bridges and overpasses freeze up before and remain frozen longer than other road surfaces. Also, don't forget those shaded areas of road — they can and

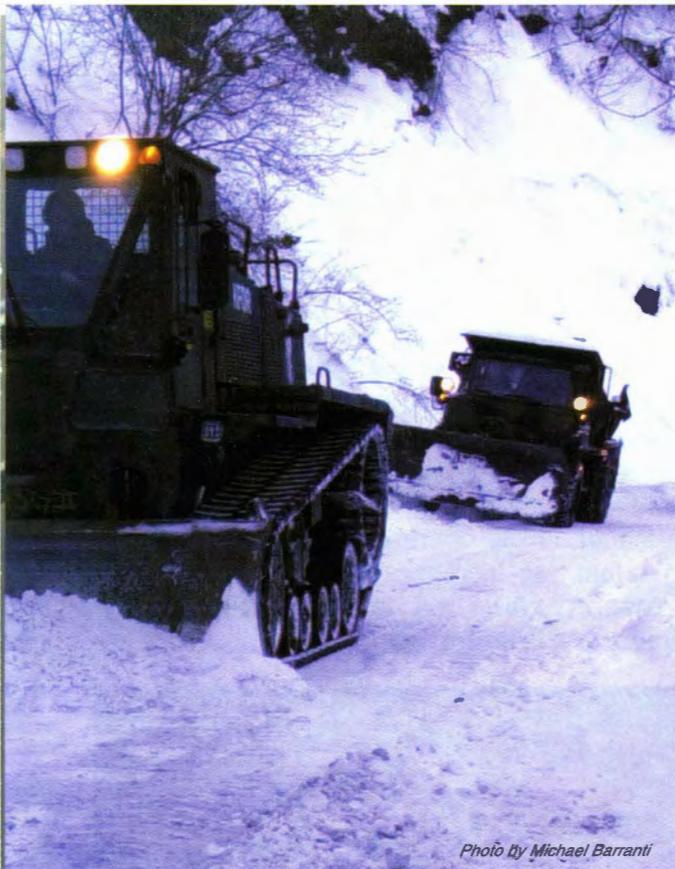


Photo by Michael Barranti

celerator. With a front wheel drive, maintain a steady pressure. Shift into neutral if you can do it swiftly and surely. When you have control of the car, brake very gently.

Give the plow a brake. The job of the snowplow driver is one of the toughest in any state. They have to keep going until the job is done no matter what the weather. They have to cope with swirling snow, foggy windows, slippery roads, and icy intersections. Please "give 'em a brake." A snowplow creates a swirl of snow, which can blind the driver of a car following too closely or even a car approaching from the other direction.

Strategies for the stuck. Don't get steamed. Relax, stay calm, and try to stay warm. If you're in snow, break out the shovel and clear a path for your drive wheels. Gently try to drive forward without spinning your

wheels. If you start to spin, you've lost traction. If that doesn't work, try rocking your car back and forth by gently driving from forward to reverse. Or you can place carpet strips, sand, or cat litter under your drive wheels, then try driving straight out.

More ways to play it safe. A cigarette lighter or matches can come in handy, even if you don't smoke. If your car lock freezes, heat your door lock key. The warmed key should melt the ice. Safety belts are a necessity for safe winter driving. Keep your gas tank as full as possible to help prevent gas line freeze-up. When temperatures drop, use gas line de-icer in your gas tank and carry a spare can in your trunk. Always keep your headlights, taillights, and windows clear of snow and ice so you can see and be seen.

By following this advice, you should be able to drive safely through the storms this winter might bring. ▶

do hold treacherous ice patches. The following tips are especially relevant to county roads and need to be stressed:

Be exceptionally wary during early morning and late evening when road icing is most likely to occur. Icy sections are most likely to be found on and under bridges, on high sections of roads, at the tops of hills exposed to wind, in valleys and forests, and on roads near rivers, lakes, and along foggy areas.

When driving on a wet road, there is always a strong possibility that black ice may lie ahead.

Once on an icy section, do not accelerate, brake, gear down, or make a sudden change in steering direction. Keep a safe distance from other vehicles.

If you should get into trouble, try to steer to the edge of the road. Sand and salt from previous road "dustings" may have blown to the road edges by past traffic and will help you regain control.

Finally, the best advice for driving in the wintertime anywhere is slow down and

drive with care. Driving too fast allows you less time to react and reduces your chances of recovering from a mistake.



I Should Have Listened to **My Safety Briefing**

By MSgt Richard D. Washington, Barksdale AFB, La.

Here I am, lying face down in the rain. I can see my blood running into the gutter. I have lost the feeling in my right arm and leg. My spouse is in the vehicle screaming and crying. I don't hear my children at all. Are my children okay? I want to help, but I can't even move. I want to cry for help, but I am too weak. Why am I on the outside of my vehicle? Who is going to get help? You know what? I should have listened to **my last safety briefing**. I guess drinking really did impair my driving.

Are you asking yourself, "Is he going to talk about drinking and driving again? Why do wing Safety, my supervisor, and my commander keep talking about the same safety issue? I've got the message. I'm tired of hearing the same old safety messages. Isn't everybody already complying?"

Unfortunately, everyone is not complying, so this is yet another plea to my fellow airmen to remain safe. Why vehicle safety? Well, traffic mishaps are the number one killer of Air Force personnel. To complicate matters, our personnel are often stationed away from relatives and friends. This means they have a greater need to travel. That is why a constant and aggressive vehicle safety program is crucial.

Haven't drinking and driving, seat belt usage, driving while fatigued, and adjusting speed for inclement weather been

preached enough? Obviously not! Military members continue to drink and drive, do not wear seat belts, push themselves to see how far they can drive after a full workday, and drive too fast for weather conditions. Meanwhile, the Air Force continues to

lose its most valuable resource — people. Just when we think we are operating safely, there is a mishap — sometimes fatal — that jars us back to reality and reinforces the need for vehicle safety compliance.

It's not enough to know the driving safety tips. We must all apply them to our everyday vehicle operations. Failure to do so increases the odds that this article will be *your last safety briefing*. ▶



Nutritional Supplements

Read the Labels

Recently, at Fort Hood a III Corps soldier died tragically during physical training from an apparent fatal cardiac event. Another soldier was recently treated for a heat-related injury during physical training. Both were taking a nutritional supplement containing a combination of herbs Ma Huang and Guarana.

Nutritional supplements marketed as weight loss products, performance enhancers, or "fat burners" may contain potentially dangerous ingredients, that given the right conditions may result in permanent injury or death. Of particular concern is the use of these substances with strenuous exercise. Unfortunately, nutritional supplements are unregulated by the Food and Drug Administration.

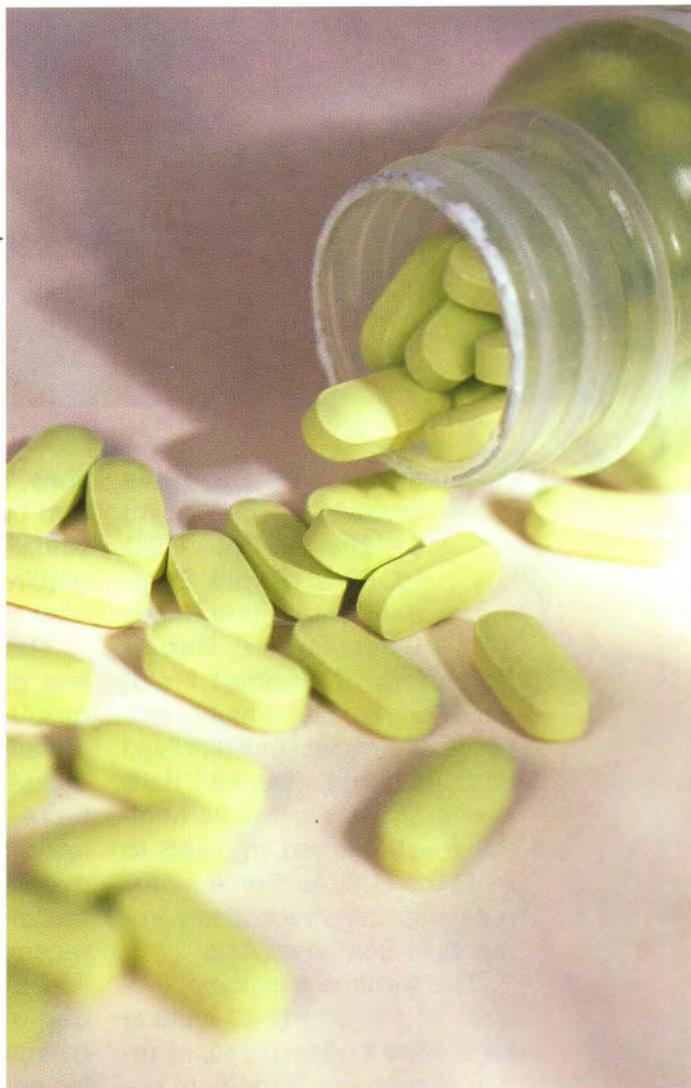
Of concern are the supplements containing Ma Huang or Ephedra, which is a naturally occurring form of the drug Ephedrine. Ephedra and Ephedrine are powerful stimulants to the heart, our metabolism, and the central nervous system. Ephedra also interferes with the body's temperature-regulating mechanism, predisposing users to heat-related injuries. Guarana, an-

other stimulant, is a naturally occurring caffeine-like substance. Both Ma Huang or Guarana, either alone or in combination, can induce fatal heart rhythms under the right conditions. According to the *American Family Physician* and the *Journal of American Medical Association*, clinical studies have shown that this combination significantly increases heart rate, body core temperature, and blood pressure; a potentially dangerous combination. They have been associated with a number of deaths, including a Fort Hood soldier several years ago.

Use of these supplements under any circumstances should be strongly discouraged. They absolutely should not be used during strenuous activity and/or in elevated heat conditions. The combination could be fatal. Contact your medical personnel or visit www.familydoctor.org for further information

related to supplements. The best approach to physical conditioning is the old fashioned way — hard and supervised physical readiness training with no artificial stimulants or enhancers. ▶

Editor's Note: This information was taken from a letter written by the Commander of Headquarters III Corps at Fort Hood, Texas, Lt Gen B. B. Bell.



Performance enhancers and fat burners can contain dangerous ingredients ... may result in permanent injury or death!



Combat HORSE

By TSgt Jeffrey A. Brown, Hurlburt Field, Fla.

Photo by SSgt Michael Gaddis

Combat Horse By TSgt Jeffrey A. Brown, Hurlburt Field, Fla.

“**C**an Do, Will Do, Have Done” is the motto of the 823rd RED HORSE (Rapid Engineer Deployable Heavy Operations Repair Squadron) at Hurlburt Field, Fla. For years, this highly mobile, self-sufficient unit has lived up to its billing. The 823 RHS is one of five such units originally established in 1965 to meet the U.S. Air Force heavy repair and construction requirements in Southeast Asia.

The wartime mission objectives of the 823 RHS include bare base beddown, rapid repair of runways, expedient engineering methods, airfield lighting and arresting barrier installations, revetment erections, well-drilling, demolition, concrete and asphalt opera-

tions, automated building system construction, as well as virtually any heavy construction requirement of the air component commander.

The 823 RHS has a reputation of consistently providing quality construction work, ahead of schedule and under budget. Because of this, they have routinely been called upon to support every major overseas campaign from Operation DESERT STORM to the recent Operation ENDURING FREEDOM. Horsemen also deploy to many third-world countries to support humanitarian operations like NEW HORI-

ZONS where they help improve basic living conditions of impoverished communities by constructing schools, medical facilities, roads, and drilling freshwater wells.

Horsemen are often placed in dangerous environments. The 823 RHS operates as an independent, self-sufficient unit, usually in austere and often hostile locations. We are comprised mostly of civil engineers, but also have medical, services, supply, logistics, and vehicle maintenance personnel. The 823 RHS is also the only RED HORSE unit to have a detachment dedicated to the readiness

... a poorly trained individual can jeopardize the mission and potentially threaten not only the

certification of Engineer, Services, and, recently, Mission Support personnel.

Assuring the well being of the men and women that make up the unit becomes a constant challenge, but one that is necessary and vital in meeting mission objectives. Each person assigned is an essential element of the team because there are no "replacement" forces. Protection of personnel is a number one priority and is done through training, following proper procedures, and strong leadership.

Training is the most essential element in the prevention of mishaps. It provides individuals the skills and, more importantly, confidence needed to perform a task correctly. It also provides the ability to recognize an unsafe act. The many specialized tasks horsemen do, such as heavy equipment operation, power production, airfield lighting installation or demolition, are high risk. Having a poorly trained individual can jeopardize the safety of the operation and potentially threaten not only his life, but also the life of others.

All the training in the world is ineffective if proper procedures are not followed. Sometimes in an eagerness to get the job done quickly, even the most experienced worker can become over-confident in his or her skills, get complacent, and take unnecessary short cuts. This point was made all too evident when an 823 RHS electrician was fatally injured working on airfield lighting during a de-

ployment to Prince Sultan Air Base, Saudi Arabia. Although highly skilled, with a number of years of experience, his failure to follow procedure ultimately cost him his life. The lesson learned served as a wake-up call to us all.

Finally, the leadership element of the 823 RHS is also critical in preventing mishaps. The commander or "head jockey" promotes a safety culture within the squadron through policies and guidance. He or she also ensures risk management principles are incorporated in all operations. Both requirements are seen as complementary. Every Horseman lost to an accident is one less Horseman to get the job done, so this is just as important as preventing losses to enemy action. Safety gear is combat gear in RED HORSE.

It is equally important that the commander's safety philosophy reverberates through each flight chief and supervisor down to each individual assigned. The supervisors are the ones who must daily instill and reinforce safety standards and procedures, ensure workers are wearing proper protective equipment, and correct unsafe acts and behaviors when encountered. Every

deployment also has a deployed safety representative whose responsibilities are to enforce safety standards and conduct worksite inspections and safety briefings.

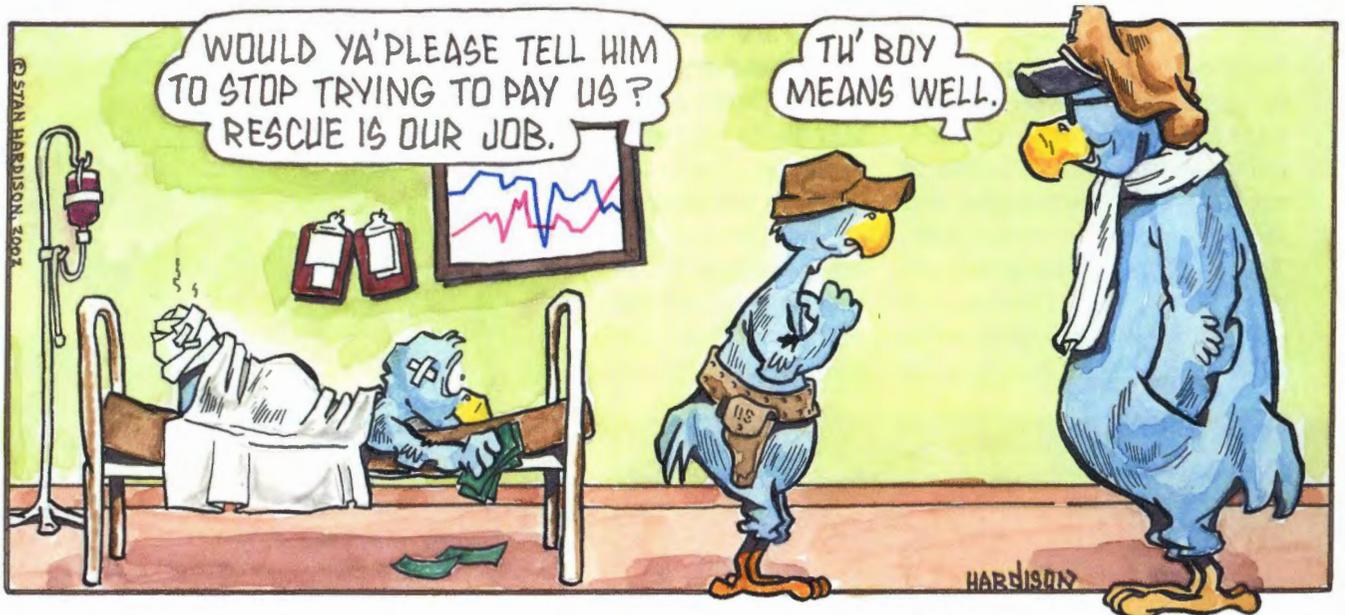
Safety is crucial to the success of RED HORSE. That is why we place so much emphasis on our three-tiered approach to safety. Because of that emphasis, the men and women of the 823 RHS are able to walk with pride and confidence. They meet every challenge head on and know they can be counted on to consistently get the job done quickly, professionally, and safely. ▶



Photo by TSgt Deborah Alvarado

rdize the safety of the operation
r life, but also the lives of others.

Fleagle



FY03 Aircraft

As of November 30, 2002

	Fatal	Class A
8 AF		
9 AF		
12 AF		
AWFC		 
ANG (ACC-gained)		
AFRC (ACC-gained)		

FY03 Ground

As of November 30, 2002

	Fatal	Class A	Class B
8 AF		0	0
9 AF		2	0
12 AF		3	0
AWFC		0	0

FY03 Weapons

As of November 30, 2002

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

Aircraft Notes

November was a tough month for ACC. We were recovering from three Class A mishaps in October when another terrible loss occurred. An F-16 from the 419 FW at Hill AFB lost an F-16 and its pilot. Last month the 388 FW at Hill AFB lost two aircraft and a pilot—a tough time for the Hill community. Human factors continue to be the primary cause in our mishaps. As aviators, we all need to take some time to stop and reflect on how we execute our mission. Using ACC's abbreviated ORM acronym, A.C.T., we can all take a closer look at ourselves and how we do business. **Assess** how you fly. Do you take unnecessary risks during a training mission to satisfy your ego? Are your priorities right for each phase of flight? **Consider** ways to make sure you are ready and focused for every mission. **Take** action. Adjust your flying behavior to make sure each sortie returns with the maximum training allowed without over taxing yourself. If you aren't 100% ready, let someone else fly or cancel the sortie. Taking some time now to reflect may help you live to become a grandparent.

Ground Notes

There have been five Class A mishaps so far this Fiscal Year, resulting in the deaths of six airmen. All have been motor vehicle related. Five PMV4 and one PMV2. This represents a 25% increase in mishaps over the same period last year and a 50% increase in the number of deaths.

Weapons Notes

Weapons Safety continues on a positive note but stay aware as the weather could impact operations. Continue to track and trend those events just below the surface of reportable. These events are the catalysis to reportable mishaps. If quality assurance reports show a trend in Technical Order (T.O.) violations, this could be the prescription to the next reportable mishap. Stay focused, as reportable mishaps remain low.

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

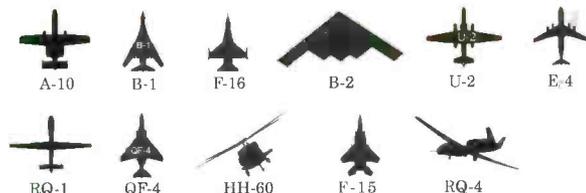




Photo by TSgt Jack Braten

The Combat Edge salutes all those who risk
their lives to save others.

