

A man and a woman are riding bicycles on a paved path. The woman is in the foreground, wearing a purple t-shirt, khaki shorts, white socks, and white sneakers. She is smiling and looking towards the camera. The man is behind her, wearing a yellow t-shirt, khaki shorts, white socks, and white sneakers. He is also smiling and looking towards the camera. Both are wearing white helmets. The background is a sun-dappled path with trees and foliage.

# The Combat EDGE

May 2003

**101**  
Days  
of  
Summer



# The Combat EDGE

Volume 11 Issue 12, ACC SP 91-1

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COLONEL KEVIN W. SMITH, CHIEF OF SAFETY

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Photo by SSgt Greg Davis

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# ACCent on Safety



## TRUST BUT VERIFY

As a young pup, I was taught that you never left anything to chance when it comes to aviation. Your life and those you fly with may depend upon it. That meant in a gunnery pattern you always had the aircraft ahead of you in sight and absolutely knew where every aircraft was in the pattern. Flying air-to-air I was taught never to execute a role exchange unless I positively had the engaged aircraft in sight and deconfliction was assured. Essentially, I was taught to "trust but verify" and not to leave things to chance because aviation errors can have disastrous consequences.

I applied this trust but verify mantra in all aspects of my flying. That meant not committing on a turn into my wingman until I knew they were reacting properly to the initiation of the maneuver. It meant knowing precisely where my wingman was before I cleared them for a role exchange. It meant having my wingmen in sight coming off a target. It meant monitoring my wingmen on rejoins and not giving them a frequency change during a critical phase of the rejoin. It meant checking to see if I was aligned properly with the runway on a wing formation landing. I am not sure that we are ingraining this kind of trust but verification in our aircrew today.

I am concerned that we are drifting into a culture where it is acceptable to operate on assumptions. Do we assume our wingman is watching us in formation? Do we assume #2 called visual on the correct aircraft? Do we assume #2 has the correct aircraft in sight when they call engaged? Do we assume #2 is turning the correct direction in a g-warm up? Do we assume that we have sufficient deconfliction? I have seen all of these assumptions made incorrectly in the air in just the last few months. It is these kinds of assumptions that have led ACC to five midairs this year! We cannot afford to let aviation operations slip into a culture of assumptions. We must maintain an aviation culture of trust but verify, because if you assume wrong in aviation, it could mean your life and the lives of others.

*Colonel Kevin W. Smith,  
ACC Chief of Safety*



Photo by SSgt Christopher Mathews



# Operation Cover

## Towing the Line on Core Values

By Geoffrey B. Cox, Nellis AFB, Nev.

With “101 Critical Days” of summer starting this month, I want to talk to you about the big one that got away. No, I’m not talking about the fish. I’m talking about the reportable mishaps that were never reported to the Safety Office at your base. Need examples?

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I’ll let you determine if these unreported losses are isolated situations: How about the individual who was pushing a pallet off of the 40K loader onto the flightline, fell through a hole that had a broken roller removed and broke his leg (\$3,340 after surgery); the F-15 Stabilator that was damaged by a stand (\$52,117); or the Air Crew Step Van that was started up, left unattended, and caught fire (\$23,103). Who did you share this information with? No one...because of fear of embarrassment or disciplinary action? You have now just caused another chain of events that affects everyone around you and for people that you will never know or meet.

With damaged property, i.e., removed from the scene of the mishap, being repaired, telling investigators a different story of how you were injured, or reporting the accident days later after you have sobered up from an accident, you have put the Safety office into a situation called, “Losing the Investigation.”

This is not a safety culture that has been instilled into the Air Force. This is an act of individual choice that reflects upon the individuals themselves and notably has some long-term effects toward the Air Force, whether it is the base or organization coughing up the money for repairs or skewing the reportable mishap as

—Up







to the underlying root cause. Had you lost a hand or someone been killed, then everyone would have learned from the tragedy. Waiting for people to die so we can learn a lesson from the death is simply unacceptable.

Over the years, the Air Force has stressed the importance of Core Values: INTEGRITY FIRST, SERVICE BEFORE SELF, and EXCELLENCE IN EVERYTHING WE DO. These values contain a number of subsets: People, Su-

pervision, Policy, Training, Discipline; and when they all work together in harmony, things end up going in the right direction.

Our charter within the safety community is the protection of Air Force combat assets/resources; primarily people and equipment, to ensure you are readily available to take the fight to the enemy!

Now you ask, what difference can any of this possibly make? The potential to make a real impact on the combat capability and mission

success of the Air Force exists every time you report a mishap. Your mishap reporting can make a significant impact on the way we do business.

MSgt Keith Rogers, instructor for Air Combat Command Ground Safety Program Management Course states, "Integrity First" plays a role in who is responsible for the mishap. Integrity plays a role in individuals stepping up to the plate and doing the right thing by calling your Safety office. When a mishap occurs, you should never be too preoccupied with your work or personal life that you forget your Air Force Core Values. The very essence of our core values should exist not only in the profession of our duties, but also prevalent in our private lives. Over, and over, and over again, we see where people are admitted to the hospital and treated for some type of injury, but the Safety office was never informed of the mishap by the local mishap reporting procedures or contacted in any other manner.

Now Service before Self. You get injured, and know you're accountable to a unit that's part of a mission. Without your accountability to your unit, the mission would be hindered. So you always keep service before self in the forefront. When you put service first, it causes you to think about whether you want to participate in that particular activity or not.

When we take the third core value, which is Excellence in All we do, and put that in the forefront of what we do, then asking people to go through a checklist of things to prevent a mishap from occurring while they're off, as well as on duty, shouldn't be too much to ask for. But we still find people going beyond their area of expertise in their home



and at work, because they think “they can do it all.

Take a moment and look again at our core values and let’s ask ourselves, “Am I living up to these values, and if I do slip away from one of them, would this change my personal life or would it change my position within the Air Force that could affect the mission.”

In the past, there has been a tendency to want to blame the machine rather than the man. Yet, in a lot of our mishaps, the man has been just as responsible as the machine, if not more. It’s a known fact that human errors occur and will continue to occur. Fear of criticism in close calls and near misses seems to preclude rational analysis of possible injury, and the opportunity for constructive mishap prevention. This same ethic is also being applied to damage of government property or personal injury, whether it’s a pin-hole punched through the aircraft skin or a broken ankle on the football field.

There will come a time when you will be tempted to “look the other way,” when you cannot stand to face the reality of a mishap due to hidden agendas, special interests, or personal issues. That should never be considered before core values. Core values are paramount to any mishap. If all mishap causes could

be corrected “in-house” without airing our dirty laundry, then why did the mishap occur in the first place? Additionally, if this mishap could happen in your organization, why couldn’t the same condition/situation exist in similar units?

Have you ever heard of the “CNN effect” where we pay more attention to major mishaps because they now attract more attention? The fact that nearly three-fourths of mishaps have a human error factor doesn’t necessarily mean that the human caused the problem. At some point the human could have or should have intervened to change the course of events. Getting airmen to consider risk carefully, however, is far different from asking them to avoid it.

People must be accountable to ensure that things are being done right. When things are not done properly, they need to be addressed and in a timely manner, not

because of consequences but because of deviation from policy.

The Air Force Core Values are very real. These are values that you take home and go to work with. This is also true with workplace safety incidents. Most injuries and accidents are preventable. In order to be ethical and professional, recognize the reason behind the implementation of the Air Force Core Values. Take one of these away, and disaster is sure to result. Preventing problems is easy. It all starts with you reporting any mishap occurring any time, any place, on or off duty. Are the core values inherent in you in all that you do, both on duty and off duty?

Remember this, if nothing you read grabbed you: ***Integrity is doing the right thing when there is no one around to hold you accountable.*** ►



Photo by SSgt. Jeremy T. Lock



# Poor Choices

By SrA John Hill, Beale AFB, Calif.

**T**he story I am telling is both tragic and true, but more importantly preventable. This is the story of a childhood friend of mine named Jason.

Jason's life was cut short this past summer because of the choices he made — or for that matter, didn't make.

If you take anything from this story I hope it is the fact that you need to be prepared for anything that might be thrown at you. A fitting quote that I was told once is "Failure to prepare, is preparing to fail," and this story is a perfect example of that.

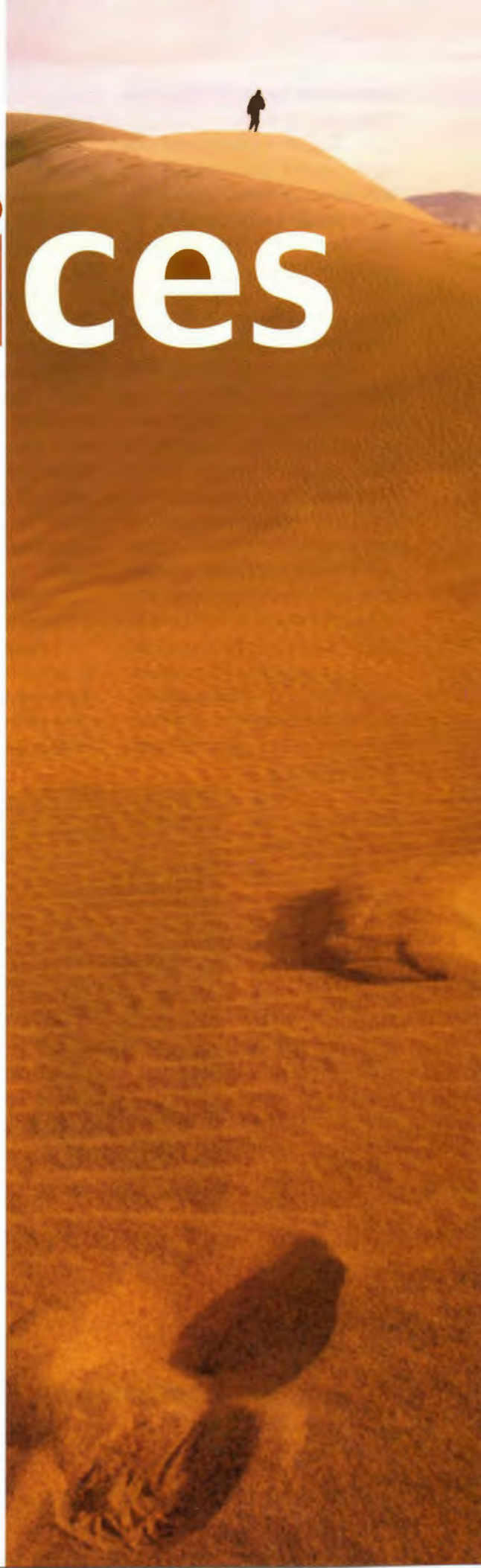
Jason was 30 years old, married with two kids, a 10-month-old and a 2-month-old. One day last summer Jason and his 29-year-old cousin Mark decided they wanted to go riding motorcycles in their favorite location. This was nothing out of the ordinary for the two because they had been doing this for years now.

They loaded up their motorcycles in the back of Mark's truck, packed two sandwiches and a 12-pack of beer, and headed to the desert. The spot they loved to ride was in the middle of nowhere, 55 miles east of Phoenix. In hopes of avoiding the midday heat, they arrived at their desired location at approximately 6 a.m.

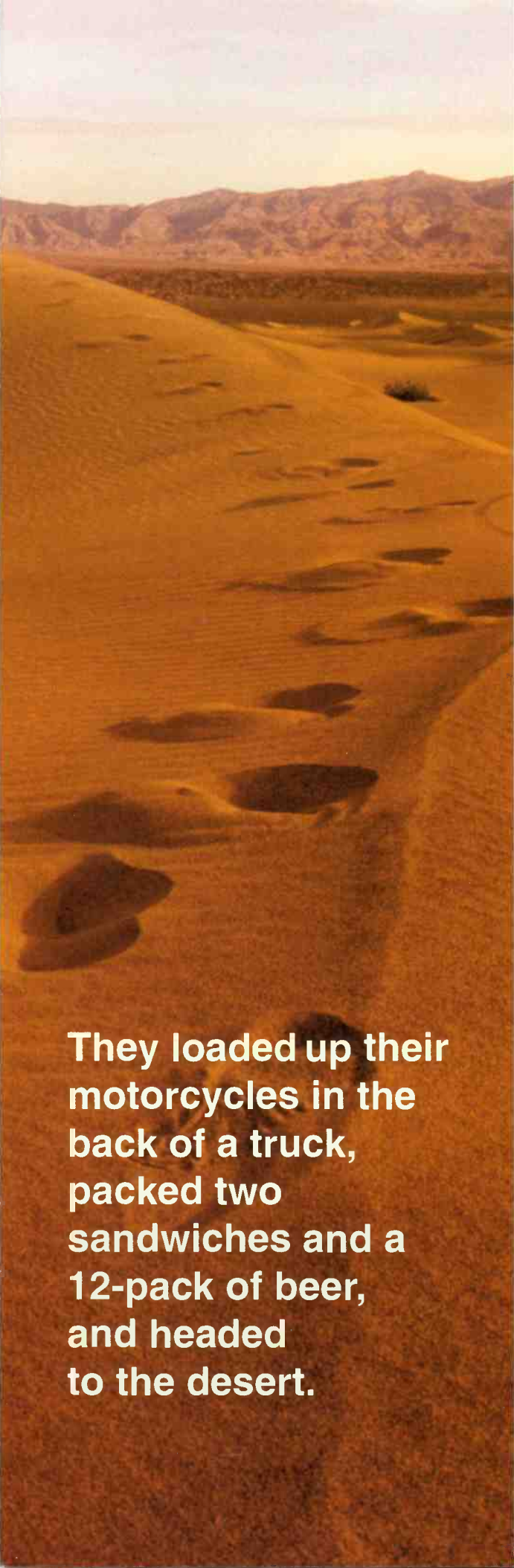
They rode until about 10 a.m. when they decided to return to the truck to eat lunch. After about an hour, they returned to their riding. They rode for several more hours.

At about 4 p.m. they decided to leave. After finishing up the last beer from the 12-pack, they loaded up the motorcycles and headed home. They didn't get far. Their truck got stuck in the sand and after 2 hours of trying to dig the truck out, they were both exhausted and frustrated. Figuring there was nothing more they could do, they made the decision to walk to a ranch house that was about 10 miles away.

Two miles into their walk, Jason could no longer continue. He was vomiting, extremely dehydrated, and beginning to cramp se-







**They loaded up their motorcycles in the back of a truck, packed two sandwiches and a 12-pack of beer, and headed to the desert.**

verely. Mark decided to carry Jason back to the truck and leave him there with the air conditioning on. Mark headed out as the sun went down. He too was dehydrated and very disoriented.

Arriving at the ranch house at around 1 a.m., Mark informed the residents of his situation and they contacted the local sheriff. The sheriff's department sent out a helicopter to look for the truck. However, due to a severe dust storm, they were not able to find the vehicle. The search was stopped for 5 hours while the storm passed. Once it was over, they left the ranch and went to look for Jason and the vehicle. When they arrived at the vehicle, Jason was already dead.

They found him lying in the seat with large black lesions all over his face and body. The coroner

determined that Jason didn't die from heat stroke or dehydration like they initially thought. It was determined he died of carbon monoxide poisoning. You see, some time during the storm, the muffler became buried by sand, which did not allow for the exhaust of the truck to properly ventilate, which in turn killed Jason.

This tragedy could have been avoided if they would have brought a few simple items. For example: several gallons of water, maps, Global Positioning System, food, a cell phone, radios, and/or a small shovel. These items cost around \$300. Instead they brought beer and two sandwiches. They also failed to notify anyone of where they were going and did not bother to check the weather report which had forecasted a large storm for that day.

The moral of the story is that \$300 worth of gear and the 15 minutes of time that it would have taken to inform someone of their location and plans could have saved Jason's life. Just because you're familiar and comfortable with the location doesn't mean you don't need to prepare for the worst case scenario. There is no such thing as being over prepared. The alternative is death and death is final. ►

*For more information on Dehydration, Heat Stroke, or Carbon Monoxide Poisoning please visit: <http://www.rice.edu/~jenky/sports/dehydration.html> or <http://www.epa.gov/iaq/pubs/coftsht.html>*







# Picture This

By TSgt Steve Borton, Shaw AFB, S.C.

**I**magine this ... You are on vacation with your wife and 5-year-old son. You are in Florida visiting friends who you haven't seen in years. The children are all playing in the swimming pool. You and the couple you are visiting are poolside at the shallow end watching the kids.

Your friend's 11-year-old son wants everyone to watch as he retrieves dive sticks from the bottom of the pool. Everyone looks down the length of the pool and congratulates him when he surfaces 15 to 20 seconds later with all the sticks. Suddenly, you realize someone's voice is missing ... where's the voice of your child!

You search the pool and see him floating face down, nearly motionless. Without hesitation, you dive into the water fully clothed to rescue your son. He is conscious, but not breathing, as he looks deep into your eyes with terror on his face. Instinctively, you remember your Cardiopulmonary Resuscitation (CPR) training and begin administering the help he needs. With your child still in your arms, you perform a few abdominal thrusts that expel the water from his

lungs. He gasps and begins to cry. What a beautiful sound!

Can you imagine the terrified feeling this father went through during this ordeal? The truth of the matter is I don't have to imagine ... I lived it. I wanted to share this experience for a few different reasons. First, I realized that it only takes a few seconds for a tragedy to happen. Even with three adults — that's three sets of eyes — supervising a group of children, it still happened within 15 feet of us.

Second, I gained a new appreciation for the Air Force training I had received ... training that helped me deal with this situation ... training that saved my son's life. I hope my story impresses upon everyone the importance of knowing self-aid/buddy care and CPR training. Please take it seriously! If you haven't received this training, I recommend you take advantage of it as soon as you can. This wasn't the first time I had to use this training, but it was the first time I used it on a loved one.

Finally, I thank the Lord for letting me be there. I hate to imagine what the outcome might have been if no one had been there to help.

Reprinted Courtesy of *Air Scoop*, May-June 1999

**"He is conscious, but not breathing..."**






# A Big Aircraft Little Sky!

By Capt Susan Gutierrez, Hill AFB, Utah and  
Maj David Von Brock, Davis-Montham AFB, Ariz.





**T**here I was, a brand new mission-ready wingman flying a mighty A-10 Warthog 12 days into Operation DESERT STORM. Most of the Close Air Support (CAS) assets, including our flight of two A-10s, were diverted to Khafji that night to counter a coordinated armored offensive from the world's fourth largest army ...

Photo by SSgt Steve Thurrow





While the first two-ship of A-10s on scene obliterated an Iraqi battalion below the clouds, our flight waited patiently to get into the fight. We were holding in the weather at medium altitude just south of the border lights on with a 1,000 foot vertical stack between the flights.

My lead had worked out an off-the-cuff aircraft separation plan with other CAS assets on our working frequency, but unfortunately they weren't the only aircraft in the area and not everyone was in contact with the same controlling agency. Suddenly, my instru-

ment cross-check was distracted by a strange light reflecting off the surrounding clouds. Off my right shoulder was the glowing flight deck of a C-130. Silhouetted between the heads of pilot and copilot was a great view of the navigator sitting at his crew position (*yes, he was awake*). A few expletives, some evasive maneuvering, and one unusual attitude recovery later, I came to the conclusion that the *big sky—little aircraft* concept of aircraft separation had its shortcomings.

In a peacetime training environment this situation would never

be an issue — simply pick up an Instrument Flight Rules (IFR) clearance or go home because the weather violates training rules. That night neither was an option. I'm a firm believer in the adage "*Train Like you Fight*" but this was a scenario I had never trained for. So how can you provide positive aircraft separation to non-radar-equipped aircraft in Instrument Meteorological Conditions (IMC) during operational contingencies? The answer — the Control and Reporting Center (CRC) — something all pilots should know about and under-



stand how to use to help keep them safe in wartime conditions.

The CRC is a critical, albeit lesser-known, element of the Theater Air-Control System (TACS). A CRC brings to the fight a complement of communications and data systems capable of full-service air battle management. Each CRC is composed of a long-range/three-dimensional RADAR, operations modules, and various support equipment. Three hundred seventy warriors strong, CRCs are self-sustaining combat units that deploy to any location with little or no support. In addition to its combat role, each CRC provides its own ground security, power generation, food services, and transportation. Unlike its airborne counterparts, the E-3 (AWACS) and E-8 (Joint STARS), the CRC is a ground-based, surveillance and weapons control platform that also packs a powerful punch. Just like AWACS, the CRC has five primary missions:

- Perform airspace management and control within its area of responsibility
- Detect air traffic
- Track and identify friendly and hostile
- Perform data link management
- Manage air defense activities (i.e., air refueling, close air support, counter-air/counterland operations, etc.)

When the proverbial crap hits the fan as it did for me that night — (*IMC conditions, night, and major ATO changes in response to a surprise enemy offensive*), controller work load and frequency saturation increase

exponentially. Quality time with AWACS may not be an option.

Another key feature of a CRC that can help, particularly in marginal or bad weather, is its radar, the AN/TPS-75. The radar's ability to work through inclement weather conditions and extract non-moving targets can benefit radar and non-radar-equipped aircraft. With a god's-eye-view, CRCs are able to assist friendly airborne assets by pointing out factor traffic and thus preventing midair collisions. A CRC has the personnel, equipment, and training to provide positive separation of friendly aircraft during situations such as the one described above. Each combat crew at a CRC can be tailored to the exact number of personnel who possess the required qualifications necessary for the specific mission. CRCs operate 24 hours/7 days per week and are ready to deploy at a moment's notice. Recent deployments have seen CRCs filling the role of aircraft detection, air refueling, airspace traffic deconfliction, and relaying their air picture to the Air Operations Center.

Once, more than 50 Air Control Squadrons (ACS) were located throughout the world, today there are six active duty CRCs. The 607 ACS at Luke AFB, Ariz., serves as the

field training unit and conducts formal initial qualification training for CRC operations crew personnel in tactics, techniques, and procedures.

Back to that night when I had a close up and personal with a C-130, I learned that a CRC is a godsend. Take it from a battle-hardened wingman! *Big sky — little aircraft* doesn't work! Be safe, train hard, fight hard, and learn how to use one of the TACS' best kept secrets — CRC. ▶

**Editor's note:** To learn more about CRCs, go to <https://totn.acc.af.mil>

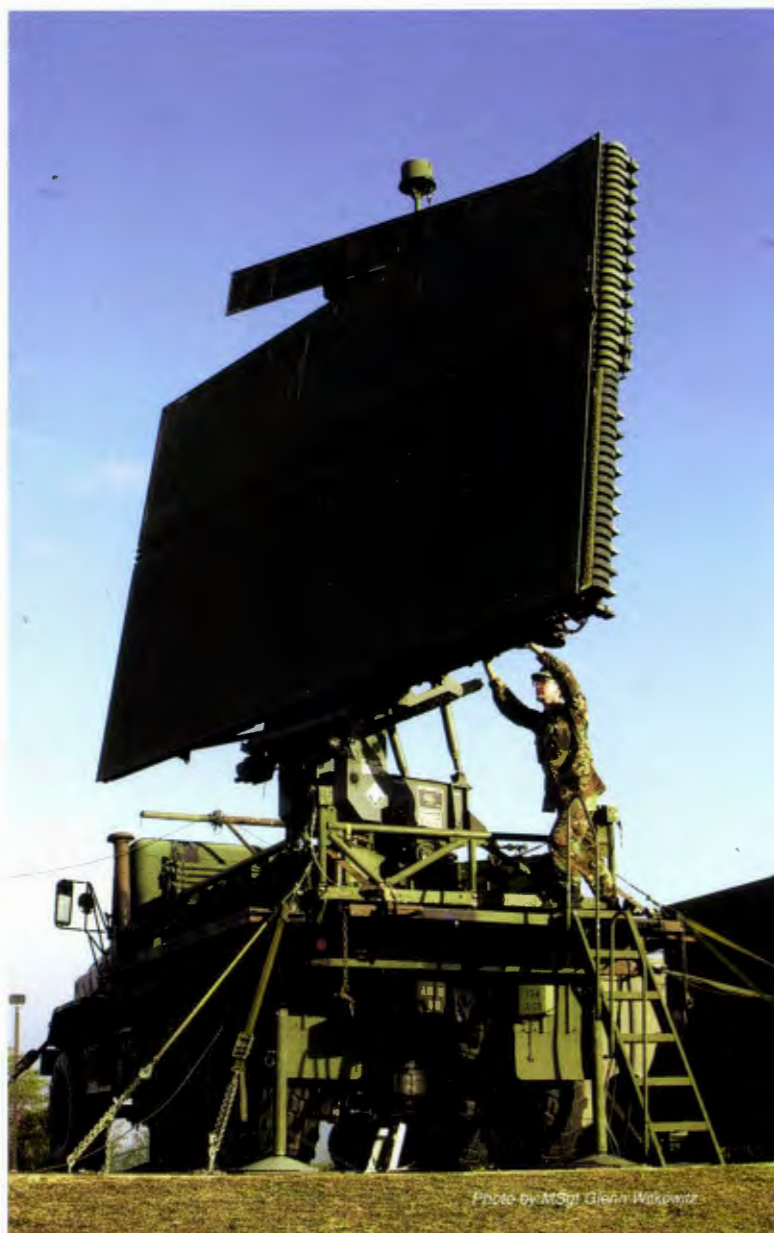


Photo by MSgt Glenn Wolkwitz



# Shaw AFB, S.C.



## Lineage

Established:

20th Fighter Wing on July 28, 1947

Organized: August 15, 1947

Redesignated:

- 20th Fighter-Bomber Wing on January 20, 1950
- 20th Tactical Fighter Wing on July 8, 1958
- 20th Fighter Wing on October 1, 1991



# 20th Fighter Wing

## General Characteristics:

**Primary Function:** Multirole fighter **Builder:** Lockheed Martin  
**Length:** 49 feet, 5 inches  
**Thrust:** F-16C/D, 27,000 pounds  
**Ceiling:** Above 50,000 feet  
**Maximum Takeoff Weight:** 37,500  
500 rounds; external stations can carry up to six air-to-air missiles  
**Date Deployed:** January 1979  
**Inventory:** F-16D, one or two





Photo by SSgt Greg Davis

ng  
Corp. **Power Plant:** F-16C/D; one Pratt and Whitney F100-PW-200/220/229 or General Electric F110-GE-100/  
**Height:** 16 feet **Wingspan:** 32 feet, 8 inches **Speed:** 1,500 mph (Mach 2 at altitude)  
pounds **Range:** More than 2,000 miles ferry range **Armament:** One M-61A1 20mm multibarrel cannon with  
s, conventional air-to-air and air-to-surface munitions and electronic countermeasure pods **Crew:** F-16C, one;  
Active force, 732; Reserve, 70; and ANG, 579

*The Combat Edge*





## Weapons Safety Award of Distinction

**O**n Jan. 28, 2003, TSgt Smith, along with personnel from the 347th Rescue Wing's Safety and Legal Office were dispatched by the Command Post to investigate a cylindrical object, believed to be military in origin, which had crashed through a woman's roof in Flowerville, Georgia. Upon arrival, TSgt Smith surveyed the impact area and the suspect object. He quickly determined that it was a type of parachute-assisted signaling flare used by many branches of the military. The parachute had not properly deployed, so the pyrotechnic material was still live and highly combustible. The failure of the parachute is also the reason the flare went through the roof at a high rate of speed upon return to earth. TSgt Smith consulted technical procedures to render this type of flare safe to handle. He also kept all non-essential personnel a safe distance from the area. He then properly secured the device for safe transport to Moody AFB. TSgt Smith also noticed that the flare had been handled prior to his arrival, so he took the opportunity to educate the property owner about never

handling suspect objects. The item was subsequently determined to be a Ground Illumination Signal: White Star Parachute M127A, capable of traveling about 650-700 feet in the air and developing 50,000 candle-watt power for 36 seconds as it descends at 10 to 15 feet per second. Left unchecked, this flare could have started a massive fire with loss of property and personnel injuries. TSgt Smith's confidence, superb munitions knowledge, and exemplary professionalism ensured that this dangerous recovery operation was a complete success.



TSgt Robert L. Smith  
347th Civil  
Engineer Squadron  
347th Rescue Wing  
Moody AFB, Ga

## Flightline Safety Award of Distinction

**D**uring an Operational Readiness Exercise, A1C Williams was performing fire guard duties for aircraft 90-0246 as it returned to chocks after a sortie. Two F-15E aircraft were to be parked, one on each parking spot at the Mountain Home Live Ordnance Loading Area, and A1C Williams was directed to watch clearance between the wingtip of 90-0246 and the aircraft already parked on the spot. The crew chief for the parked aircraft was also observing the wingtip clearance and continued to signal to the marshaller that all was clear, giving a thumbs-up. A1C Williams saw that the taxiing aircraft was coming way too close to the parked one and that the person marshalling was still directing the aircraft forward. She gave the signal to halt the taxiing aircraft, finally hav-

ing to wave her arms before the person marshalling saw her signaling. The person marshalling signaled the aircrew to halt and they did, with 90-0246's wingtip within 1 foot of the parked aircraft. A1C Williams' attentiveness and quick action prevented serious damage to two combat-ready F-15Es and potential injury to personnel.



A1C Tracy L. Williams  
366th Aircraft  
Maintenance Squadron  
366th Fighter Wing  
Mt. Home AFB, Idaho





## Ground Safety Award of Distinction

**S** Sgt Swede personifies the adage "Safety First." During the month of January, he provided safety oversight for 30 radar maintenance personnel who inventoried, palletized, and mobilized a tactical air traffic control system in support of the continuing Global War on Terrorism. His team was comprised of personnel from three different squadrons working various shifts to complete the time-critical mobilization process. SSgt Swede ensured that each team brought proper protective equipment, to include steel-toed boots, work gloves, and hard hats for building towering cargo pallets. SSgt Swede set up exterior lights to increase illumination in outdoor work areas, which reduced trip-hazard potential, as crews often worked through the night. He worked with squadron supply to ensure extra reflective belts were available and worn by flightline personnel during hours of limited visibility. He instituted work-rest cycles, preventing prolonged exposure to the biting Oklahoma wind, which made nighttime temperatures feel below negative 10-degrees Celsius. Through his efforts, over

71 tons of tactical communication equipment, support items, and tents were ready to deploy worldwide at a moment's notice. In all, 19 increments of cargo, consisting of 8 pieces of rolling stock, 6 generators, and 5 pallets were built. He also oversaw facility chiefs prepare 12 hazardous cargo declarations to ensure aircraft loadmasters were aware of potentially dangerous materials. The careful attention to safety exhibited by SSgt Swede ensured the equipment was prepared on time and in the safest manner possible.



SSgt Gregory J. Swede  
32nd Combat Comm Squadron  
3rd Combat Comm Group  
Tinker AFB, Okla.

## Aircrew Safety Award of Distinction

**O**n Jan. 25, 2003, Fever 11 had just completed a difficult low altitude, poor-weather helicopter air refueling during an attempted rescue mission when the crew noticed low oil quantity on #1 engine and subsequent fluctuating high gearbox oil pressure. Rather than attempting to further troubleshoot the indications, the crew decided to immediately shut down the engine. After shutdown, they flew on three engines for the hour-and-a-quarter return to JBAD, where they executed a textbook three-engine landing to recover the aircraft safely. Upon inspection of the engine and gearbox, maintenance determined that the gearbox scavenge pump had failed, preventing return flow of oil from the sump to the oil system, and dumping oil out the back of the gearbox. Had the crew not quickly shut down the engine, the gearbox could have experienced oil starvation and subsequent catastrophic failure, with unpredictable, unpleasant consequences. By rapidly assessing the situation and taking action, and by skill-

ful handling of the three-engine condition for the remainder of the flight, Capt Endlich and the crew minimized damage to their aircraft and prevented a potentially catastrophic in-flight emergency.



Capt Roark Endlich, Phil Suffridge,  
and Joe Sapere, 1Lt Richard Moores,  
TSgt Marshal Todman, SSgts Kerry Gay  
and Kevin Rolle, SrA Jason Fitzpatrick  
71st Expeditionary Rescue Squadron  
Jacobabad, Pakistan



## Unit Safety Award of Distinction

*728th Air Control Squadron  
33rd Fighter Wing  
Eglin AFB, Fla.*

**T**he 728 ACS conducted convoy training in support of unit Exercise DEMON DARE 03-01. The 728 ACS is a ground-based radar unit designed to be operationally self-sufficient at a deployed location. Its operational requirements encompass a large and wide variety of materials, supplies, equipment, and vehicles. The movement of an entire ACS requires detailed planning, coordination, and practical usage of Operational Risk Management (ORM) procedures to produce a safe operating environment. Squadron Security Forces (SSF) and convoy commanders incorporated ORM principles during the convoy route development and execution resulting in a realistic training scenario. SSF personnel developed a convoy route that met training requirements, while lessening the impact of safety hazards. SSF contacted Air Force Range Patrol and

Okaloosa/Walton County Sheriff Offices to inform and coordinate the usage of these respective agencies' roadways. SSF obtained information on specific hazards associated with each roadway and developed a plan to limit or eliminate them. For instance, county sheriff offices provided road guards and convoy escorts ensuring the safe movement through dangerous intersections and congested areas. SSF personnel also provided convoy commanders traffic flow information to guarantee an appropriate time to transgress roadways in order to lessen the chance of a mishap, which is the practical use of ORM. Convoy commanders lessened the chance of a mishap by giving explicit instructions for convoy employment. They gave a detailed briefing on convoy route hazards such as congested areas, dangerous intersections, and impaired roads. In addition, safety precautions concerning convoy spacing, driving speeds, driving techniques, hot brake checks, vehicle breakdown, and accident procedures were briefed prior to the start of every convoy. Convoy commanders also ensured all vehicles were inspected prior to departure and all personnel wore proper personal protective equipment, i.e., seat belts and hearing protection. The SSF and convoy commanders' usage of ORM procedures resulted in zero mishaps and breakdowns for a convoy operation consisting of 44 vehicles with 38 tows covering a distance of 72 miles.

## ACC Safety is Proud of All Award Nominees

### **Capt Alan W. Edwards**

F-15E Operational Test Pilot  
422nd Test and Evaluation Squadron  
Nellis AFB, Nev.

### **Maj Jeffrey B. Hubbell**

F-15E Operational Test WSO  
Det 1, 28th Test Squadron  
Nellis AFB, Nev.

### **Lt Col Philip Smith, Acft Commander**

**1Lt Bradford Coolidge, Copilot**

**1Lt Jacob Jeffords, Navigator**

**MSgt Vernon Turner, Flight Engineer**

960th Airborne Air Control Squadron  
552nd Air Control Wing  
Tinker AFB, Okla.

### **TSgt Bernard H. Woods**

A-10 Acft Mechanic

### **TSgt Alan W. Horn**

Jet Engine Mechanic  
717th Aircraft Maintenance Squadron  
917th Wing  
Barksdale AFB, La.

### **TSgt Juan F. Aleman III**

Assistant NCOIC, Pass and ID  
376th Air Expeditionary Wing  
Peter J. Ganci AB, Kryzstan







## Air Force Annual Awards

### Nuclear Surety Plaque

**4th Fighter Wing**  
Seymour Johnson AFB, N.C.  
**509th Bomb Wing**  
Whiteman AFB, Mo.

### Aero Club Safety Certificate

Offutt AFB, Neb.

### Flight Safety Plaque

**2nd Bomb Wing**  
Barksdale AFB, La.  
**4th Fighter Wing**  
Seymour Johnson AFB, N.C.  
**23rd Fighter Group**  
Pope AFB, N.C.  
**49th Test and Evaluation Squadron**  
Barksdale AFB, La.  
**56th Rescue Squadron**  
Keflavik NAS, Iceland  
**66th Rescue Squadron**  
Nellis AFB, Nev.

### Koren Kolligian, Jr., Trophy

**Major Jeffrey G. Olesen**  
1st Reconnaissance Squadron  
9th Reconnaissance Wing, Beale AFB, Calif.

### Explosives Safety Plaque

**2nd Bomb Wing**  
Barksdale AFB, La.  
**23rd Fighter Group**  
Pope AFB, N.C.

### Air Force Nuclear Surety Outstanding Achievement Award

**SMSgt Martin E. Sawyer**  
Headquarters Air Combat Command  
Langley AFB, Va.

## National Safety Council Awards

### Award of Honor

**1st Fighter Wing**  
Langley AFB, Va.  
**2nd Bomb Wing**  
Barksdale AFB, La.  
**4th Fighter Wing**  
Seymour Johnson AFB, N.C.  
**7th Bomb Wing**  
Dyess AFB, Texas  
**27th Fighter Wing**  
Cannon AFB, N.M.  
**28th Bomb Wing**  
Barksdale AFB, La.  
**55th Wing**  
Offutt AFB, Neb.  
**93rd Air Control Wing (now 116 ACW)**  
Robins AFB, Ga.  
**Headquarters Air Combat Command**  
Langley AFB, Va.  
**Headquarters, Ninth Air Force**  
Shaw AFB, S.C.  
**Headquarters, Air Warfare Center**  
Nellis AFB, Nev.

### Award of Merit

**543rd Intelligence Group**  
San Antonio, Texas  
**509th Bomb Wing**  
Whiteman AFB, Mo.

### President's Award Letter

**820th Red Horse Squadron**  
Nellis AFB, Nev.

### Award of Commendation

**3rd Combat Communications Group**  
Tinker AFB, Okla.  
**Headquarters, Eighth Air Force**  
Barksdale AFB, La.  
**Headquarters, Twelfth Air Force**  
Davis-Monthan AFB, Ariz.





# What Do You Mean.

## *the Gear's Not Attached?*

By Lt Col Edward H. Jarrett, Davis-Monthan AFB, Ariz.

**W**

e were about 3 weeks into a 6-week deployment supporting Operation NORTHERN WATCH at Incirlik Air Base, Turkey. Our deployed tanker squadron of six KC-135 aircraft and seven crews had easily melded into a smoothly operating unit supporting the daily air tasking orders. I was the detachment commander and was monitoring flying operations the day it happened.

It was afternoon and our folks were returning from their missions when one of our crews reported gear problems following a touch-

and-go landing. One of the main gears had detached in some fashion. Well, that's a fairly serious issue for a tanker. I counted my blessings that we had a good mix of experience among our group and some excellent Instructor Pilots (IPs) available on the ground.

After a few radio calls and a low approach by the crew, we determined that this was indeed something we needed help to resolve. For some reason, the main aircraft strut had separated, but was still attached to the main truck, hanging by the two side braces only. In this configuration, the aircraft would likely experience extensive

damage if not a ground breakup during landing — that is if the gear truck didn't fall off first.

Although our operations had an In-Flight Emergency (IFE) checklist and procedures to follow, this particular situation didn't lend itself to a normal IFE recovery. We had to get some technical help, so we phone-patched through to the command post of another tanker unit, the 100th Air Refueling Wing located at Mildenhall Air Base, United Kingdom. We asked them to bring Boeing Aircraft engineering technical support on-line along with our home station command post. I had worked with Mildenhall dur-





to expect when the gear collapsed.

One of the decisions we made early on was where to land. We needed a soft surface like a dry lake-bed to minimize damage to the airframe and engines during touch down and stopping. But we did not have the options we would have had if we had been in the continental U.S. There was only one viable alternate airfield with a slightly longer runway about 2 hours away. While the crew initially wanted to bolt to that alternate, we managed to convince them that staying at Incirlik was a safer bet. Some of the factors that went into that call included our known U.S. Air Force fire crash and recovery capability, our ability to maintain radio connectivity with the phone-patch, and medical personnel availability in case things didn't go well. These factors helped to alleviate their concerns and strengthened their confidence in the aircraft's ability to safely recover under these conditions.

The left seat pilot, a newly minted aircraft commander, along with an experienced copilot prepared for the final approach. After one low approach, they commenced what I consider one of the best stable precision approaches I've seen from an outside observer. The IFE we had coordinated with our local command post cleared everyone within a 1,000-yard cordon from the active runway except for responding vehicles. One of my flight superintendents had seen folks injured in an earlier mishap when the landing gear truck on a B-52 separated.

As the aircraft approached touchdown, I hoped for the best, feared for the worst, and quietly, crossed my fingers. The aircraft touched down well past my vantage point, but somehow seemed to be moving solidly on rollout. Miraculously, the exceptional approach and touchdown had coincided with the strut actually realigning with the gear sleeve and then settling into its normal configuration.

The aircraft commander brought the aircraft to a stop at the end of the runway and the crew used aircraft ropes to aggressively egress. As I watched, I saw something fall out of the pilot's window. Unfortunately, it was the pilot. He had grabbed the rope and jumped, not realizing that the rope was much longer than the distance to the ground. He hit hard and collapsed. He broke his collarbone and got a few scrapes, but these were the only injuries sustained during this emergency.

As I look back on this mishap, I feel blessed to have had such good folks working for me. We provided the best support for our crew. This is especially important when tackling an emergency that isn't outlined in any Dash 1 guidance and there is a high potential for deadly failure. The professionalism of the crew, despite their serious reservations about the airframe's integrity on recovery, was truly heart warming and indicative of the high standards we have come to expect from our aviators. Because I engaged my local chain of command well after we had figured out our plan of attack, I cannot say that this was a textbook coordination exercise on my part. However, our team rose to the occasion and did a phenomenal job recovering this badly damaged KC-135. ►

ing the previous 3 weeks and because of their exceptional leadership in supporting our maintenance issues, I felt confident they would provide the best IFE support. I asked one of my two experienced IPs to man the tower and the other to help me communicate and provide decision options to the crew. During the next 45 minutes to an hour, we covered all possibilities and gave the crew details about what

...we covered all possibilities and gave the crew details about what to expect when the gear collapsed.



# Scooter

## Scares

By Lt Col David A. Hagginbothom, Langley AFB, Va.

**W**hat could be more relaxing than a scenic drive around a Caribbean island on a rented motor scooter? Then again, what could be scarier than seriously injuring yourself, your wife, and daughters in an accident on a tourist island hundreds of miles from quality health care? Both thoughts crossed my mind during a recent Caribbean cruise vacation.

When we debarked from our cruise ship for a day of fun, we were surrounded by vendors of local wares along with transportation and tour services. Being the savvy travelers we were, we pushed our way through the crowd and sought out the nearest scooter rental operation with shiny new machines parked out front. After the expected ritual of negotiating a price for two, 2-hour rentals, we

block. Instead, I rationalized away my concerns when both bikes started up without hesitation. After all, the scooters did come equipped with several safety enhancing features: mandatory helmets for driver and passenger, rear view mirrors, turn signals, rear brake light, and horn. Although our previous moped experience had been during our honeymoon a mere 16 years ago, my wife and I felt comfortable after reacquainting ourselves with the basic operations, receiving a tourist map, and being reminded to drive on the left side of the road in this former British colony.

After carefully securing helmets on our daughters and ourselves, we navigated to the outskirts of town and got onto a road that wrapped around the perim-

wheel) brake lever. Although my Personal Risk Management (PRM) warning alarm sounded for a second time, I again dismissed my concerns because I never expected or anticipated ever having to rapidly decelerate anyway.

About 45 minutes into our self-guided tour — after several stops for pictures and market bartering — we approached yet another town's traffic circle. Having mentally mastered the clockwise traffic flow from several others before, I approached with confidence and possibly a little more speed. The difference was that the truck in front of me had properly yielded right-of-way to a vehicle in the circle.

Reacting quickly, I attempted to squeeze the left brake lever. Unfortunately, the combination of sunscreen, sweat, and

**...the safest vehicle cannot completely protect a driver who is ignorant, arrogant, complacent, or impaired.**

waited for our two-wheeled tourist terrors to be driven around from out back.

The two "rode hard" rides that showed up were quite different from the two new ones out front. My (safety) "spider sense" started to tingle as I assessed the personal risks of the situation. We should have insisted on better quality equipment or walked to the next rental shop down the

eter of the island. Now, without much traffic to worry about, I began to examine in better detail all of my scooter's accessory equipment. The first thing I noted was that my speedometer was inoperative — no real worries there since we would be traveling at tourist speeds. Approaching the first stop sign, I was somewhat annoyed to discover that my bike only had half of its left (rear

only half a lever caused me to lose my grip and the lever popped out of my hand. With the distance between the truck and us closing rapidly, my right hand reflexively grabbed the right (front wheel) brake lever and began to squeeze. I felt the rear end getting lighter, but could not mentally will my right hand to relax as momentum propelled us towards the big rear bumper.



I helplessly watched my 50-pound daughter fly, in slow motion, over my right shoulder with the rear end of the scooter following close behind. I finally let go of the handlebars just in time to break my fall and prevent my own face plant on the asphalt. The scooter came to rest on both of our legs. Graciously, neither the engine nor hot exhaust pipe touched any exposed skin. Despite a badly bruised ego, I only had a superficial scrape on my knee. My daughter had a minor cut on the back of her leg, which we washed out with our bottled water. We then fashioned a compress bandage from a spare handkerchief — all those hours of first aid training finally paid off! I apologized profusely, but reality set in when my daughter asked if she could ride back to the ship with my wife and other daughter.

Of course, there simply was no room for her to do that. We assured both girls that we would take extra time and care during our ride back. The traumatic experience was nearly forgotten by the time we reached town. Unfortunately, due to our unfamiliarity with the area and a series of one-way streets, we couldn't seem to get back to the ship from where we were. I turned down a hill onto one street and immediately realized I was going the wrong way on a one-way road! Luckily, there was no oncoming traffic so I performed a quick U-turn, coming precariously close to the curb on the other side of the street. My wife and other daughter quickly recognized my tactical jink and attempted to perform the same 180-degree maneuver.

As I checked six from my "safe" position up the hill, I helplessly watched again as my wife and daughter arced too wide, ran over the curb, and ricocheted off of an adjacent chain-link fence.



My wife escaped with a scraped ankle, and my completely unscathed daughter announced that she was now going to walk the rest of the way. Within minutes we were all back at the drop-off point, "safely" returning the scooters on time.

Back on ship, we washed and sterilized our wounds, then applied ointment and Band-Aids — "semper paratus" as the Boy Scouts say. Yet, no amount of salve could treat my conscience. Under just slightly different circumstances, any one of my family members or myself could have been seriously injured, permanently crippled, or potentially killed. All during an innocent excursion where the only intentions were to sightsee and have fun!

I still thank God for watching over us.

Even the safest vehicle cannot completely protect a driver who is ignorant, arrogant, complacent, or impaired. But when the safety features or equipment on a vehicle are degraded or disabled, the operator is exposing him or herself to significantly great risk of bodily harm. Deliberate PRM is vital because motor vehicle accidents can occur anytime — on duty, off duty, even on vacation far away from work and home. If a situation doesn't look or feel right, go with your initial assessment of the situation. Do not be too quick to dismiss concerns you might have. Always drive smartly and safely — don't take any unnecessary risks. ►



# Sleep

## Makes All the Difference

By 1Lt Jason K. Perez, Hanscom AFB, Mass.

**A**ccording to the National Sleep Foundation (NSF), only about one-third of American adults say they get at least the recommended 8 hours or more of sleep per night during the week.

Most people don't see a lack of sleep as a safety issue, but since so many people commute to work, perhaps it is an issue worth discussing.

Possibly you do get the proper amount of sleep. However, since the NSF also says about half of people interviewed reported that they have driven while drowsy, maybe it's not worth honking at the person

who's slowing up traffic on the way to work because this person may not be conscious enough to hear you.

According to the spring 2002 edition of the Air Force Journal of Occupational, Recreational and Driving Safety, you might be sleepy if:

- Your eyes close or go out of focus
- You have trouble keeping your head up
- You can't stop yawning
- You have wandering, disconnected thoughts

- You drift between lanes, tailgate, or miss traffic signs
- You keep jerking the car back into the lane
- You have drifted off the road and narrowly missed crashes

Chewing gum, rolling down your windows, and turning up highly annoying music won't save you. The average adult needs 8 hours of sleep a night, but the average American sleeps only 7 hours a night. Not only does it affect your work, but it's unsafe on the road so, get plenty of sleep! ►



# Needless Deaths

By Maj. Steven Price, Minot AFB, N.D.

**W**hen I was 12-years-old, my father moved our family to Hawaii. While staying in temporary lodging downtown, I saw a young girl drown. I found her while swimming in the hotel pool with several other people, including the girl's family. The girl couldn't swim and got into the deep end of the pool. She was only out of her mother's view for a second.

Funny how something like that can stay with you for years. I can still see her body being pulled from the pool and the vain attempts to clear her airways and resuscitate her. I remember the guttural howling from the girl's mother. It only took a second.

After I joined the Air Force and was assigned to Davis-Monthan Air Force Base, Ariz., I was selected to serve as a summary court officer for a young staff sergeant killed in a traffic accident. He was home on leave visiting his wife's family on Christmas day. After visiting his family, he drove across town to his own home where he crossed the centerline and struck another car head-on. He was killed on impact because he wasn't wearing a seat belt.

It only took a second for him to cross the line and hit the other car. It only takes a second to buckle a seat belt. The other driver was wearing a seat belt and had minor injuries. I still remember securing, cataloging, and inventorying every single item in his house, including his dirty laundry. The pic-

tures of his 9-month-old daughter prominently displayed everywhere made it the worst job I've ever performed.

Each of these tragic events left me asking, "Why?" For the matter of a second, people have died and continue to do so. I'm sure we all have had tragedies visit our lives, but what have we

learned from them? It only takes a second for a tragedy to occur. Let me steal some of the base safety office's thunder and ask you to do me a personal favor. Slow down and watch out for yourselves and your families. Do what you can to stay safe and spare teaching someone else these lessons of life. ►





# Combat Boot Basketball

By SSgt Charles Frye, Jr., Beale AFB, Calif.

**T**here I was supporting Operation SOUTHERN WATCH at Prince Sultan Air Base in sunny Saudi Arabia. As you can imagine, things can get a little boring after doing the same thing day after day. So I took it upon myself to raise my morale and challenge Maintenance to a friendly game of basketball. When the flights were off and work was completed for the day, it was time for basketball. Almost immediately the trash talk started and it was on.

Everyone got their game faces on and we started playing. About halfway through the game I went to block a shot and ended up coming down on the side of my ankle, I tried to get up but I wasn't going anywhere. My whole leg froze up and even with my adrenaline flowing, I immediately knew something was wrong. Being behind at the time, everyone thought I was faking my injury and was trying to delay or forfeit the game. I knew there was no way I could take my boot

my leg, gave me some Motrin, and I was on my way. During the whole cast fitting process I received a very long lecture on the proper exercise and sports attire to wear in the future. I didn't really think of all the injuries that I could get when all the trash was being talked prior to the game. When I had some time to think about it later, it was pretty dumb of me to try and play basketball in my desert combat boots and desert cammies (DCUs).

I would almost guarantee that if I had on the proper sports attire my injury would not have happened. In fact we would have won, maybe. Being at a base where there was a chemical threat, there was no way I could stay with a cast on my leg, as strange as it may seem I really wanted to. My commander did what he had to and I was on the first rotator back home.

If you have ever flown right after you've broken a leg, then you know it's nothing but pain, I had to get both sides of the cast cut from my knee to my foot and then re-wrapped because of the swelling on the long flight. After four flights, carrying two suitcases and a C-3 bag, I finally arrived safely at home.

To this day I can't even touch a basketball and my ankle tells me when there's going to be rain. That will always be a constant reminder to me why it is always important to wear proper sports attire or safety gear during strenuous activities, because you never know when you might land wrong. ►







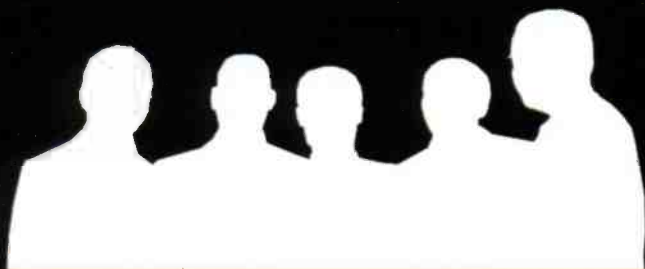


# The ACC Lost Squadron

Injuries to Date

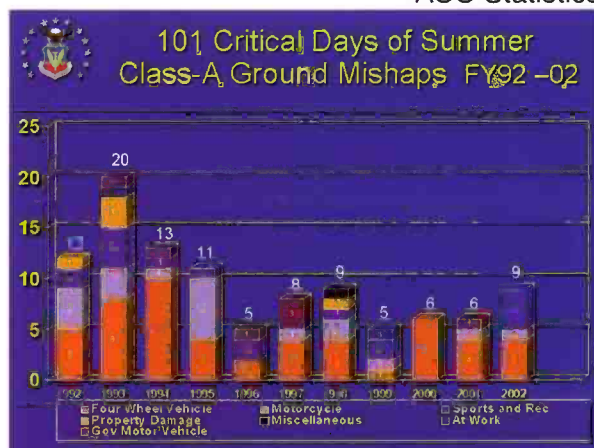
Deaths to Date

248 22

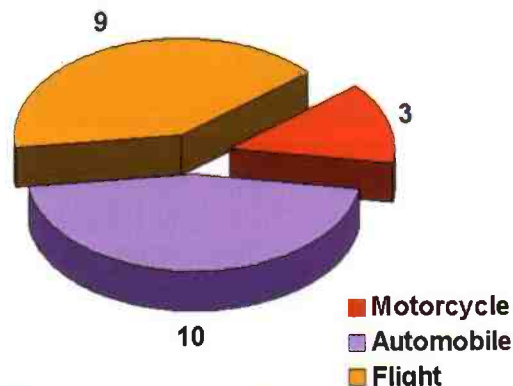


FY03 current as of March 31, 2003

ACC Statistics



## How the 22 Died



### A Few of the Mishaps

**October 19, 2002:** A 28-year-old SrA was driving his 1997 Ford F150 while under the influence of alcohol. He was traveling on a dark interstate road with a 75 MPH posted speed limit. He lost control in a curve and departed the paved surface onto the gravel shoulder. As he attempted to correct back onto the paved surface, the tires dug into the gravel shoulder and the vehicle began to roll in a cartwheel/end-over-end motion. At some point during the roll, the SrA's head was pinned or struck the ground producing fatal injuries. Alcohol was a factor (.16) in this mishap. The lap belt was used and the shoulder harness was worn incorrectly behind the back and the shoulder of the member. He would have survived if the shoulder harness had been worn correctly.

**November 3, 2002:** A 21-year-old A1C was the passenger in a 1988 Ford Mustang being operated by another A1C. While driving at a high rate of speed, the A1C operator lost control of the vehicle. He entered the grassy medium, became airborne, and collided with a large oak tree directly on the passenger's side of the vehicle resulting in fatal injuries to the A1C passenger. The A1C operator was seen drag racing with another vehicle, and there were reports that both vehicles ran a red traffic signal at a high rate of speed. A toxicology test was administered by the local police and the hospital on the A1C operator with negative results. Seat belts were worn by the operator but not the passenger.

**November 18, 2002:** A 20-year-old A1C was driving her leased 2000 Dodge Neon on a four-lane undivided highway when she lost control in a curve. She crossed the center line and traveled to the outside lane of opposing traffic. As she attempted to recover to the correct lane of traffic, she collided head-on with a 1997 Ford 350 1-ton pickup going in the opposite direction. The A1C sustained multiple injuries and died at the scene of the mishap. The A1C elected to drive a night returning from leave.

**March 15, 2003:** A 19-year-old, AB was walking along a roadway at 4:00 a.m., when he and another Air Force member were struck from behind by a vehicle operated by a non-USAF civilian. The driver was under the influence of alcohol. The AB suffered a punctured heart and died 3 days later.









**March 15, 2003:** A 19-year-old AB died in a one-car accident. The AB and two other airmen were traveling to Las Vegas when the operator lost control of his jeep-type vehicle and crashed into a cliff wall. The operator and front seat passenger were seat belted and received minor injuries. The AB, sitting in the back seat and not wearing a seat belt, was ejected from the vehicle through the front windshield and the car landed on top of her — killing her.

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







## FY03 Aircraft

As of March 31, 2003

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

## FY03 Ground

As of March 31, 2003

	Fatal	Class A	Class B
8 AF		2	2
9 AF		4	1
12 AF		6	0
DRU's		3	0

## FY03 Weapons

As of March 31, 2003

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

### 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

### Aircraft Notes

ACC experienced five Class A mishaps during March. The first was the loss of a T-38 companion trainer from Holloman which occurred at Eglin AFB. The second was a midair between two F-15Cs with one aircraft destroyed and one returning with minor damage. Most tragic was the loss of an HH-60 with six crewmembers killed in Afghanistan. Fourth was an engine on a test run that had problems and the fifth was a problem with a B-1 in support of Operation IRAQI FREEDOM. These mishaps have driven ACC's continuous mishap rate to the highest it has been since Jul 1998. Again, pilot actions and decision making are breaking down resulting in tragic consequences and loss of combat, training assets, and lives. Avoid complacency, know the mission, and know your limits and those around you.

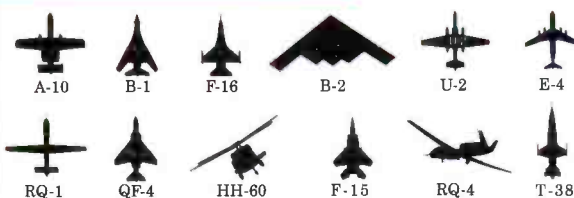
### Ground Notes

Class A mishaps total 15 for FY03, 1 more than in FY02. Fatalities total 13, 3 less than in FY02. Class B mishaps stand at 3, 1 less than FY02, and Class C mishaps sit at 246, 14 less than FY02. All fatalities have resulted from motor vehicle mishaps. Alcohol and lack of personal protective equipment (seat belts, helmets) were factors in 4 of the Class A mishaps involving motor vehicles.

### Weapons Notes

There have been seven mishaps so far this quarter. Two Class Bs were the result of parachute failure on a sub-scale unmanned aerial vehicle (UAV). There were three Class Ds, a sheared umbilical and two involving the transportation and tie-down of munitions. The other two were High Accident Potential (HAP) mishaps involving a bad lot of 7.62 ammo and an AIM-120 test flight malfunction. This quarter we developed a trend in mishaps dealing with tie-down procedures and transportation requirements not being followed to the letter. We cannot afford to lose valuable assets any time, especially in a time of war. Stay vigilant!

### Symbols for Mishap Aircraft



May 2003

The Combat Edge





Photo by MSgt Dave Nolan

Weapons loaders work through the night to ready B-52s for strike missions during Operation ENDURING FREEDOM.

