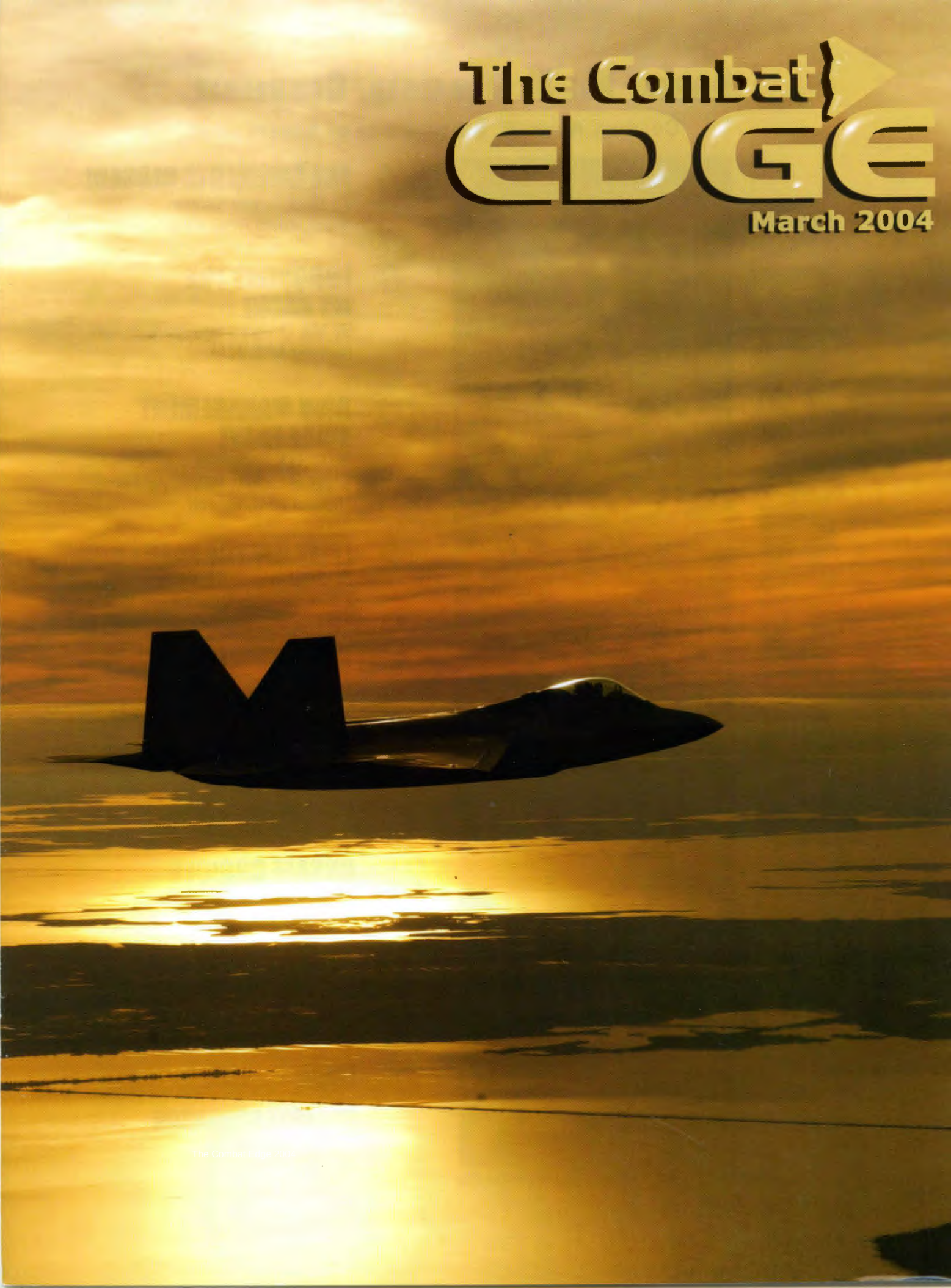
The Combat
EDGE
March 2004

The Combat Edge

General Hal M. Hornburg, Commander

Colonel Kevin W. Smith, Chief of Safety

Photo by TSgt Justin d. Pyle

Photo by TSgt Lance Cheung

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Departments

Volume 12 Issue 10,
ACC SP 91-1

Visit us on the web @ www2.acc.af.mil/combat-edge

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

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

ANNUAL SUBSCRIPTIONS: Available to non-DoD readers for $51.00 ($71.40 outside the U.S.) from the Superintendent of Documents, PO Box 371954, Pittsburgh PA 15250-7954. All subscription service correspondence should be directed to the Superintendent, not HQ ACC/SEM.

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The editors reserve the right to edit all manuscripts for readability and good taste.

Front Cover: *TSgt Ben Bloker*

ACCent on Safety

SAFETY IS CLEARLY EVERYONE'S RESPONSIBILITY

My time is up as Chief of Safety. Having the opportunity to serve as the command's safety lead has been truly an honor. During my 29 months, Air Combat Command has certainly led the way in the defense of our country. We should all be proud of our roles in defending the country, pursuing terrorism, and freeing both Iraq and Afghanistan.

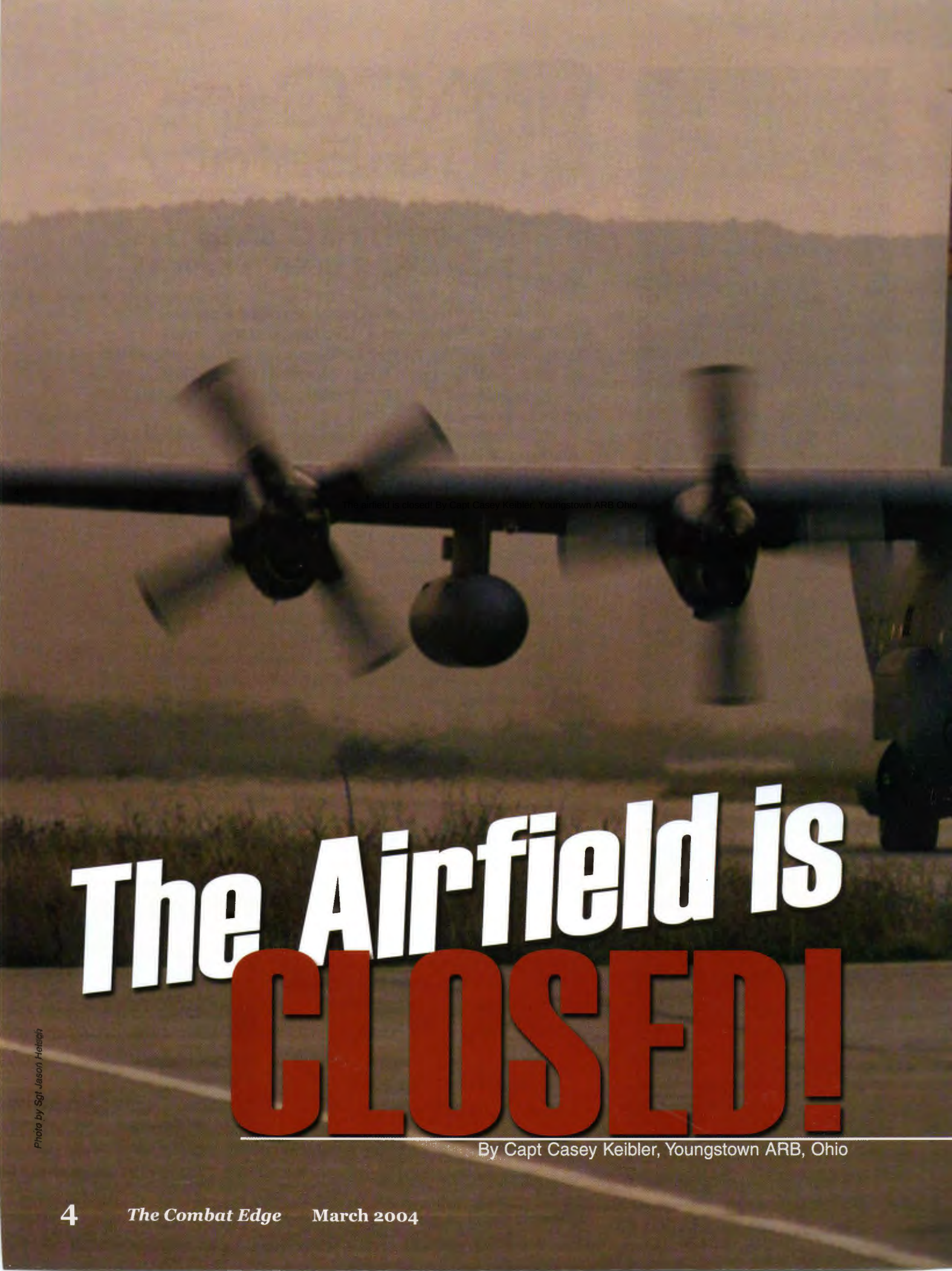
While addressing safety issues is challenging, safety is just, noble work. It makes a difference in the lives and well being of the men & women of Air Combat Command. The disheartening aspect of the job has been the all too frequent preventable mishaps. About every 15 days I get the word of another young airman who killed themself by exceeding their limits. It has not been our risky business that kills or permanently maims our airman, but inadequate risk management and the fundamental breakdown in discipline, conduct, and behavior. It manifests itself in speeding, driving all night, inappropriate and excessive alcohol use, reckless driving, and simply not using seat belts.

It has been a turbulent time and there has been a lot of uncertainty in the force. Many supervisors have been deployed or occupied by force protection duties, so others have had to pick up the reins. But it has been peer leadership that has fallen short most often. This occurs when we let our peers do things that endanger themselves or others without saying anything. While we are all airmen 24/7 and ultimately responsible for our actions, we can still do a lot to mentor and ingrain the proper habits and right kinds of behavior in our teammates and subordinates. Don't let the little things slide, because it is those good habits that protect us when we are faced with something new.

As an engaged Air Combat Command leader, you won't know if your actions and words save a life … but the reverse is too often the case. So as COMACC says, "don't miss an opportunity to stress safety." To all the men and women of Air Combat Command, I salute what you do for America day-in and day-out!

Colonel Kevin W. Smith
ACC Chief of Safety

Photo by SSgt Christopher Mathews



The Airfield is CLOSED!

By Capt Casey Keibler, Youngstown ARB, Ohio

Photo by Sgt Jason Heisch

The skid mark told the tale of where we touched down .

I've always read the "there I was ..." first hand accounts of mishaps with a sort of distant reverence for the mishap writer, never thinking I might be writing the next edition. But, things can turn ugly fast, illustrating the need for constant vigilance on the flight deck and at all crew positions when flying a plane.

So here's my story. There I was, sitting in the right seat of my favorite airplane, the mighty Herc, on my first combat mission in the Stans. Tonight was the real deal; everything I'd trained for was coming to fruition, complete with tracer fire and maybe a few rockets being launched down there in the dark void of Afghanistan.

We left the comforts of home exactly a week prior, and it's possible some of us were suffering some remnants of jet lag. We definitely had a few nervous jitters brought on by the unknown of what or who was down there waiting for us to fly overhead.

Our first stop was Kandahar for normal download/upload of cargo and then on to Bagram. We'd been briefed on the condition of the runway at Kandahar as being "the worst runway you'll ever land on." It was, but they don't call it the Hercules for nothing. Our mission, after all, is beans and bullets to the guys at the front. You call; we haul anytime, anywhere! The landing part wasn't so bad, and as we slowed down, the runway seemed to smooth out.

The takeoff, however, was a different story. As we got to rotate speed, the bumps were worse than I'd ever experienced, and I've been on a departure from the snow packed ski-way at the South Pole.

We all felt a significant bump as we rotated, and the shimmy of the gear in the wells was more pronounced than what we were all used to. We put the gear in the wells, the fillings popped back in our teeth, and we began the spiral up to altitude.

After we got to altitude, we prepped for the descent into Bagram, where the runway was supposedly a lot smoother. We were on night vision goggles, and the pilot briefed the descent and landing profile, just like we practiced back home for such an occasion. The pilot descended on a normal glide path, normal sink rate, and touched down about 800 feet past brick one.

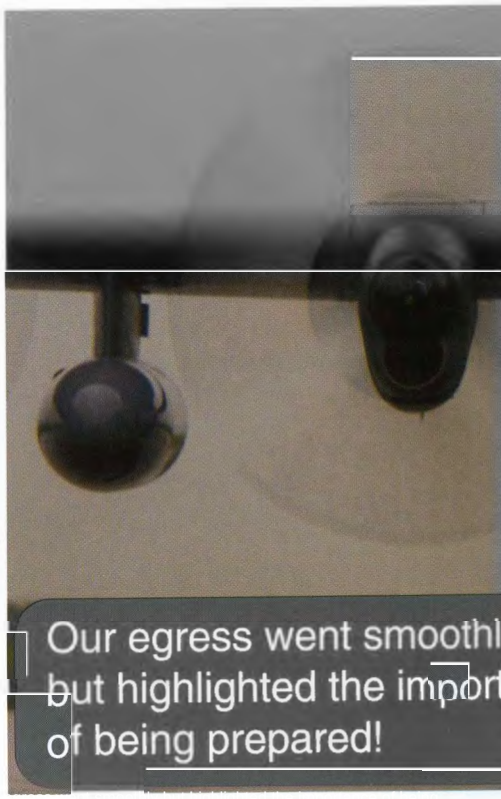
As a testament to the pilot's skill, I never felt a pull to the left or anything else that would indicate anything but a normal touchdown. When we passed through about 100 knots, as per normal procedure, I took the yoke, and the pilot pulled the throttles into the ground range. Immediately, the plane started to pull to the left. At 90 knots we heard an expletive over the interphone. Simultaneously, around 80 knots, an Electronic Locator Beacon (ELT) began chirping in our ears. Another expletive was followed by the pilot stating we had a blown tire on the left and the Loadmaster (LM) saying he saw something hanging from the right trailing edge of the wing.

We continued working in a coordinated effort to bring the airplane safely to a stop on the runway so we could get out of it. Using the brakes on the right side and nose wheel steering, the pilot brought our C-130 to a stop on centerline about 3,500 feet from where we touched down.

Here's where one of the most important lessons I learned in pilot training came into play. A lesson learned from Ol' Cap'n Shenk back in Columbus, when he asked me who was more important to aviation: Bernouli or Marconi? The lesson being aviate first and then communicate later.

I got in what seemed to be a 10-minute, highly contested conversation with tower over our current situation. They wanted us to clear at Echo, and I told them we were unable on account of us not having any tires on the left side of the airplane anymore. I told tower we were shutting down on the runway, and they told us to clear the runway.

Tower asked if we were requesting a progressive taxi, and I replied in the negative that we had to shut down on the runway. They proceeded to clear us again to taxiway Echo, and I pulled out the trump card I should've played immediately upon the airplane grinding to a halt. I declared the emergency, told them the nature of the emergency, and asked them to roll the fire trucks.



At this point I had to go back to aviating, and I feathered all four engines, the pilot sounded the alarm bell, the Nav grabbed the fire extinguisher and a first aid kit, the Flight Engineer executed his duties, and the LMs led our two passengers out the crew entrance door. The plane was listing to the left as we all raced out like it was a burning building. The passengers headed straight for the grass, and we quickly got them back on the pavement because we didn't know if they had swept the infield for mines. We rallied up 300 feet off the nose as briefed before takeoff, watched out for the emergency equipment, counted noses, and began discussing what had happened. As the fire trucks were rolling, the night DO got there at about the same time to see what we had done to shut his runway down.

The skid marks told the tale of where we touched down, when the tire blew, and how well the pilot maintained centerline. The airplane sat for about 16 hours and effectively shut down operations until we got it fixed, a conundrum if there ever was one. We couldn't get it moved until parts could be

Photo by TSgt Justin D. Pyle

lating to the tower the nature of our plight. This illustrated yet another lesson, the need to heed basic Crew Resource Management training: speak clearly and concisely and make affirmative statements all the time.

The egress went smoothly but highlighted the importance of being prepared. We should've briefed the passengers, and the crew for that matter, not to depart the paved surface should the need arise to egress. We should have thought more fully about where we were going and emphasized what we might need to do differently than normal.

flown in, and parts couldn't be flown in until it was moved.

The lessons learned in our little escapade are that things can go to hell in a hand basket real quick. And, it's not just bad guys and bullets that you need to be wary of. Just because you're in a war zone doesn't mean the airplane miraculously stops breaking. We hadn't been shot, which was the first thing that popped into my mind when I felt the airplane snaking its way back and forth over the centerline and hearing the LM saying he saw something hanging off the right side. Rather, the tire had a mechanical failure.

We were all geared up for the anti-aircraft artillery and Manned Portable Anti-Aircraft Defense threats on the ground, and each of us breathed a little sigh of relief and let our guard down when we felt the gear touch down. The blown tires and subsequent ELT (which was ours and we can't figure out why) was the wake-up call that brought us all right back in the game.

Another lesson I learned was once the airplane stops, the emergency isn't magically over. I was still pumped full of adrenaline and had a hard time articu-

The final lesson is, if space allows, throw an extra pair of underwear, a toothbrush, and a few overnight amenities in your flight kit before leaving the home 'drome. You never know when you'll get stuck out on the road.

This entire situation reminded me of the words of wisdom my dad imparted on me years earlier. Back in the 70s flying off carriers in Vietnam he said they had far more operational casualties than any the bad guys inflicted upon them. Sometimes, we can be our own worst enemy.

I brought the Jet back!

By Maj Gregory Newman, Kirtland AFB, N.M.

Photo by SSgt Andy Dunaway

"Just bring the jet back." Those were the words I got from my Instructor Pilot (IP), a quirky Brit and great stick, as I headed out the door for my initial area solo in the "Mighty Tweet."

"Just bring the jet back." I still think about those words from time to time because I almost didn't "bring the jet back."

There I was (isn't that how all great stories are supposed to start), strolling out to the Euro-NATO Joint Jet Pilot Training Program flightline in early fall of 1990 to get into the T-37 and go to the Military Operating Areas (MOAs) all by myself. Oh yeah, I was supposed to practice my basic acrobatic work: loops, rolls, and all that jazz, but what I really wanted to do was "pull Gs!" I mean, come on, I wanted to be a fighter pilot so what better place to "pull Gs" than on my first area solo?!? Does this sound like a mishap waiting to happen? It should!

Now, if you remember back to Undergraduate Pilot Training, the "limits" for the T-37 are G-Limits: -2.67 to +6.67; Max Allowable Airspeed: 275 KIAS (due to longitudinal instability & rudder flutter); Structural Limit Airspeed: 382 KIAS.

My plan that day was to get into the airspace and pull the maximum G that the Tweet allowed me to pull. I was going to implement my plan by entering a slight dive, accelerate to around 320-330 KIAS, and then pull on the stick. Sounds simple and I figured I was perfectly OK to do this. I mean, 320-330 KIAS isn't anywhere near the 382 KIAS Structural Airspeed Limit, so what's the problem? This is what we call poor Operational Risk Management (ORM).

It was a beautiful day. I got established in the MOA and accelerated beyond 300 KIAS. I then proceeded to plant the stick in my lap ... and everything went black ... immediately. What do I do now I thought? I can distinctly remember hearing everything going on around me. The wind noise was loud, other flights were making radio calls, you know, the usual stuff, but I had no vision whatsoever. Complete tunnel vision.

After what seemed like an eternity, but in reality what was probably only a few seconds, I remember thinking to myself, "Am I going to be able to find the ejection handle without being able to see it?" And, "How am I going to explain this one to my IP? All he told me was 'just bring the jet back.'"

"Just bring the jet back. Just bring the jet back. Just bring the jet back." I can remember hearing those words as I reached for the ejection handle. But, just before my hand got there, I regained my vision. After analyzing the situation, I put the throttles to idle, extended the speed brakes, and recovered my Tweet from a nose low dive out of the bottom of the airspace. And this was the first "maneuver" I'd performed in the MOA! Needless to say, after gangloading my regulator and climbing back into the airspace, I trimmed the aircraft out and flew straight and level, back and forth in the MOA until my area time was up. I then returned to base and did a successful overhead to a full-stop landing. No acrobatics in the MOA; no pattern work at home base. I figured since I couldn't get my legs to stop shaking by the time I did my first pattern, I had no business trying any more landings. All in all, it was a wasted training sortie. Or was it?

On that day almost 13 years ago, I made all the wrong decisions. I was wrong and yet for some reason, I'm still here. Looking back, I made three mistakes that day. Mistake number one was violating Technical Order (T.O.) guidance. Dash -1 limits are established for a reason ... most of them have been written in blood. They're not just good advice. They're the law! Mistake number two was thinking I was invincible. I was a big Tweet solo student gunning to be a fighter pilot! "There's nothing I can't handle," or so I thought. I was wrong. And mistake number three ... well, mistake number three was not telling my story about this until now. Besides being an integrity issue, in my current job, that of a mishap investigator for the AF Safety Center (AFSC), I too often see the results of T.O. noncompliance, bad decisions, breaches of flight discipline, and poor ORM to name a few. If you're lucky, you only lose an aircraft. If you're not, you may lose your life or someone else's.

I was lucky that day. It's a sortie I've never forgotten. Believe me. I tell you all about it now in the hopes that some young, "dumb" pilot won't make the same mistakes I did way back when. I don't want to get the call at AFSC that we've had a mishap. And I really don't want to be notified that I'm the AFSC representative on a fatality-involved mishap. Follow the T.O.s, know your Dash -1, listen to your IP and flight leads, and only do what is briefed. And if you're an IP, don't be afraid to share your scary stories with young pilots. They can learn from your past buffoonery. These are only a few of the foundations which will help you "just bring the jet back." ▶

I planted the stick in my lap and everything went black ...

Risk management made easy!

By Col D. J. Jowers, Chief of Safety,
Pacific Air Forces, Hickam AFB, Hawaii

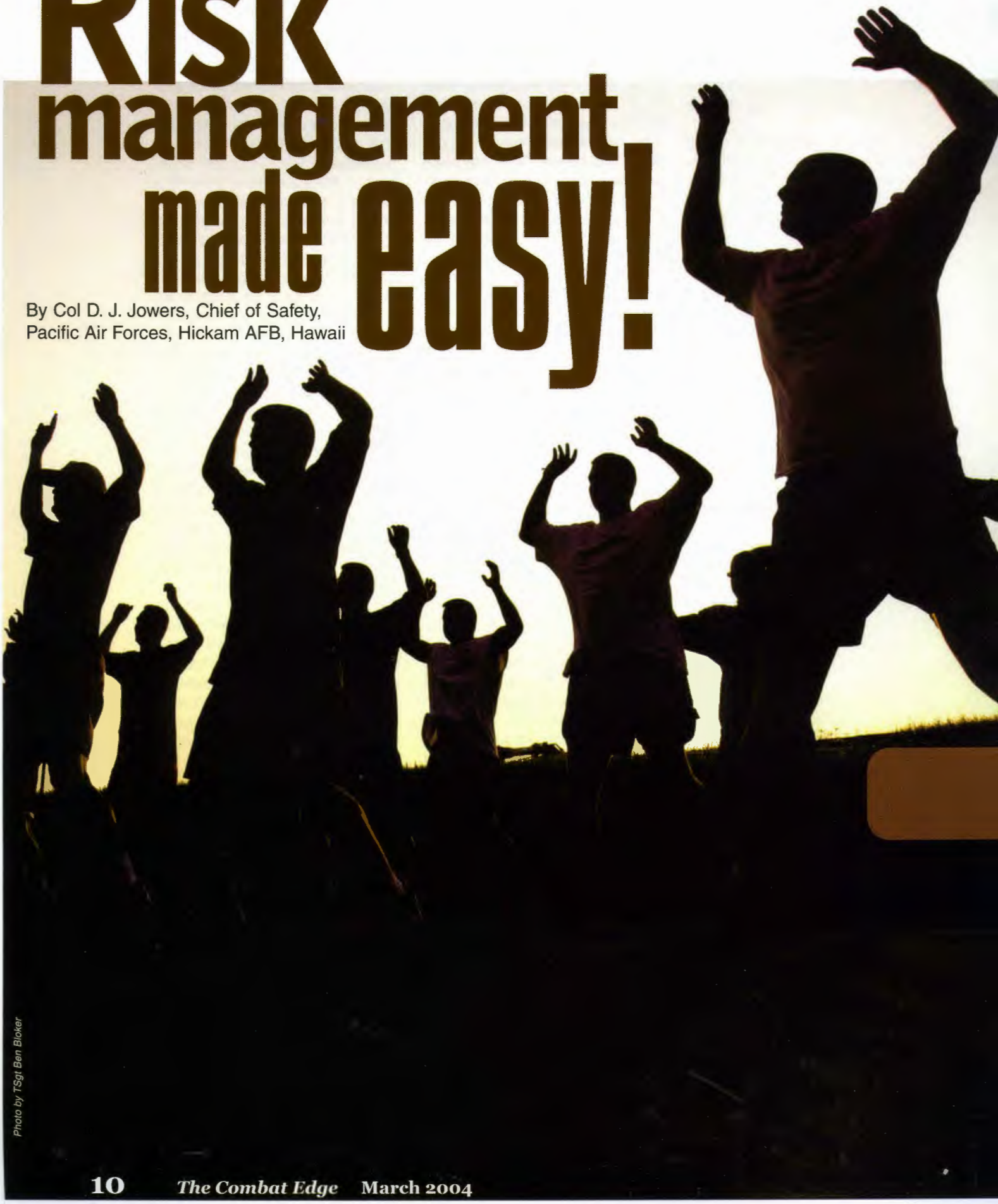


Photo by TSgt Ben Bloker

With operations tempo at an all time high, finding time to workout can be difficult. Time to workout has to be carved out of an otherwise busy day. In Pacific Air Forces, there are a lot of people using their few spare minutes to exercise, and that's great — just make sure it's done safely.

Here are some points to keep in mind when you exercise. When you jog, do you jog on the road with your back to the traffic? Do you jog at night in dark clothes? Do you jog with headsets on? Do you ride a motorcycle in a short sleeve shirt? Do you drive faster than 15 mph in base housing?

If you answered yes to any of the questions above, then you need to read further about personal risk management. I have actually seen people (many people) jogging at night, in dark clothing, on the road, with their back to traffic, some while wearing headsets. It is obvious these people have not applied risk management principles to their daily lives.

You may have heard about ORM — Operational Risk Management — and assumed it only applied to you at work. Risk management is not just for on duty. If you are not thinking about risk management and how it applies to you off duty, then you are risking injury to yourself and those people around you.

Until now, most safety rules for joggers and pedestrians were limited to the common sense rules your parents taught you as a child. AFI 91-207 (1 Oct 95), *The US Air Force Traffic Safety Program*, deals mostly with motorcycle and automobile safety.

Jogging at night is dangerous enough when you have trouble seeing obstacles in your running path. When you jog at night in dark clothes, you now have cars traveling much faster than you who can't see you. If the automobile driver who can't see you is blinded by an oncoming vehicle and doesn't avoid you (because they can't see you), you end up the loser.

Wear reflective clothing at night, so automobile drivers will see you easier and sooner. If you must jog on the road, instead of a jogging path, jog facing the traffic so you will be able to avoid a car who is not going to avoid you.

It would also be a good idea to leave the headsets and music at home if you will be jogging on the road. That way you will hear oncoming vehicles early enough to take evasive action if needed.

You can apply the same thought process to make sure you do other pedestrian activities safely. Wear helmets and protective pads for skateboards, rollerblading, etc. Use off-road paths where available. Don't do these activities in high traffic roadways. Wear bright/reflective clothing if you will be in or near automobile traffic. If you need to cross roadways, use crosswalks. And remember, many drivers you think see you — may not. Whenever you are near roads, watch out for the inattentive drivers. They could ruin your day.

For those of you who drive motorcycles (and motor scooters or mopeds), you have a double dilemma. You travel fast enough to be a threat to all the pedestrians, but you are small enough that any four-wheel vehicle is a threat to you. Always wear approved safety gear — helmets, goggles or full-face shield, long sleeves, long trousers, gloves, and sturdy footwear.

This required safety gear serves to help protect your body from serious injury if an accident is unavoidable. If you think you are immune from an accident, think again. This past fiscal year, PACAF experienced six Class C two-wheeled mishaps, one Class B two-wheeled permanent partial disability, and one Class A two-wheeled fatality. In the previous fiscal year, PACAF had two motorcycle fatalities, and PACAF's Class C two-wheeled injuries were up to 17.

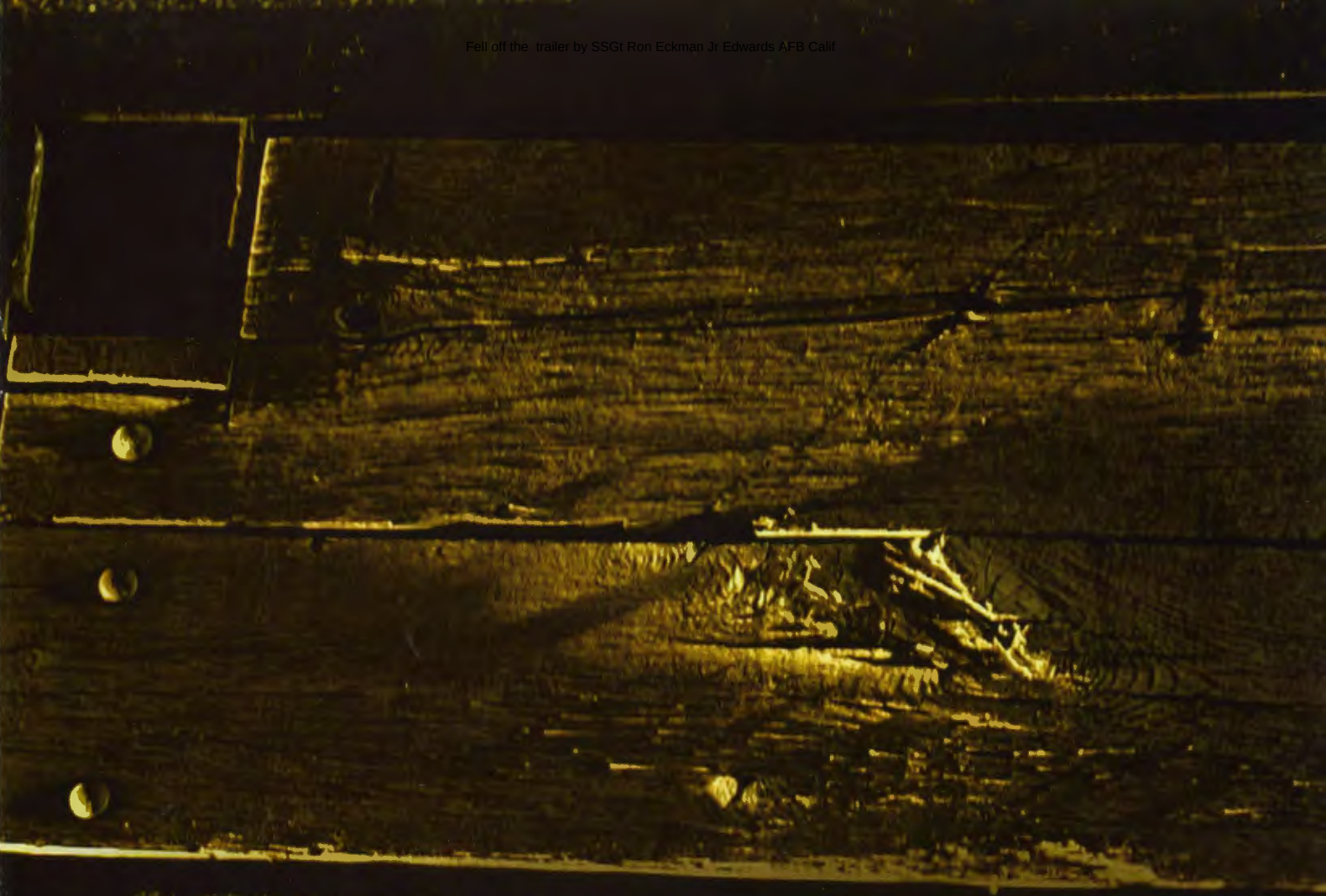
As a motorcycle rider myself, when I read the reports, the only things that kept a lot of the Class C motorcycle accidents (injury and lost duty time) from being Class A accidents (death or paralysis) were luck and the fact that most people were wearing their protective gear. Using common sense and personal risk management will help make you more visible to the automobiles on the road and protect your body in case of an accident.

Personal risk management is important because — You Are Important! Your family wants you safe and healthy. There are enough tragedies in our day-to-day lives without adding some due to our own personal negligence. Second, the Air Force needs you healthy and ready to respond at a moment's notice. Last, you are a role model. The example you set will let others know the correct way to react to personal risk management. Besides your friends and coworkers, there are a lot of children watching you. The things they see you do in an on-base environment, they will try in an off-base environment.

So, those common sense rules your parents taught you as a child still apply. Think of personal risk management as using common sense. You can apply it to any activities you participate in. Remember this — Mission First, Safety Always. ▶

If you are not thinking about risk management and how it applies to you 24/7, then you are risking injury to yourself and people around you

Photo by TSgt Ben Bloker



Fell Off the trailer

By SSgt Ron Eckman, Jr., Edwards AFB, Calif.

My 3 1/2-year tour with the Air Force Thunderbirds was drawing to a close. I had only 2 months left on the team before my family and I moved on. My time on the Thunderbirds was the highlight of my career thus far — who wouldn't want to go out with a bang? Well, nothing prepared me for the bang I got. In my 11-year career, I had been fortunate as an aircraft electro-environmental systems craftsman to never be seriously injured.

Sure, what electrician hasn't gotten a lesson-teaching 28-volt jolt? What aircraft maintenance person hasn't bumped their head on these F-16 multi-million dollar beauties?

My bang began when, due to a maintenance problem we had been experiencing on newly modified jet engines, Thunderbird #2 had to make a precautionary landing at Indian Springs AFAF, about 60 miles away from Nellis. That day, I was on swing shift and received a call at home shortly before I was leaving for work. They needed to send a crew up to Indian Springs to remove the suspect engine. They wanted me to go.

It wasn't uncommon to visit The Springs, because the Thunderbirds had been training there for years. The drive was an hour each way, so I knew it would be a long night, and I would miss our 7th wedding anniversary. I kissed the kids goodbye and told my wife sorry, we would have to celebrate late.

A lot of things went through my mind as we drove to "The Springs." I was excited about my new assignment at Edwards AFB, sad to leave the Thunderbirds, and disappointed that I wouldn't be home for dinner on my anniversary.

Once we arrived, the night went well. We removed the engine and completed every operational check to help out the dayshift crew who would be arriving the next morning with the new engine.

When we finished, it was around 1 a.m., and the Desert night chill was starting to get to us. Since the new engine would be driven in from Nellis on a flatbed truck, our last task of the

Photo by SSgt Sam Bendet

night was to load the bad engine on a flatbed for the trip to Nellis. The truck driver was waiting at the loading dock.

After getting the engine on the truck, we decided to help the driver by strapping it down and covering it. An engine mechanic and I got onto the rails of the engine trailer to unroll a tarp over it. We carefully walked along the rails unrolling as we went. As we approached the end, we needed just one more flip of the tarp to cover the whole exhaust.

Not being aware enough of my location on the trailer, I took one more step. One very short step right off the rail of the engine trailer.

In a second, I felt my head smack the dirt in a gravel parking lot. I jumped up, not quite sure what had just happened and said, "I'm alright."

My supervisor and coworkers had seen the fall and insisted I sit down. I realized then that my head was bleeding. They called emergency personnel, and I was transported by ambulance back to the hospital at Nellis AFB. The pain wasn't only on the left side of my head but my left shoulder as well.

After replaying the incident in my mind and talking to coworkers, I realized my shoulder hit the ground first. I ended up in a lot of pain with a broken scapula (shoulder blade), a concussion, and lacerations to the head requiring nine staples.

I was restricted to administrative duties and went through physical therapy. The doctors say that my pain might stop in about 8 weeks, or I could have pain in that shoulder for life; only time will tell. Not quite the bang I had wanted to cap off a 3 1/2-year tour with the Thunderbirds.

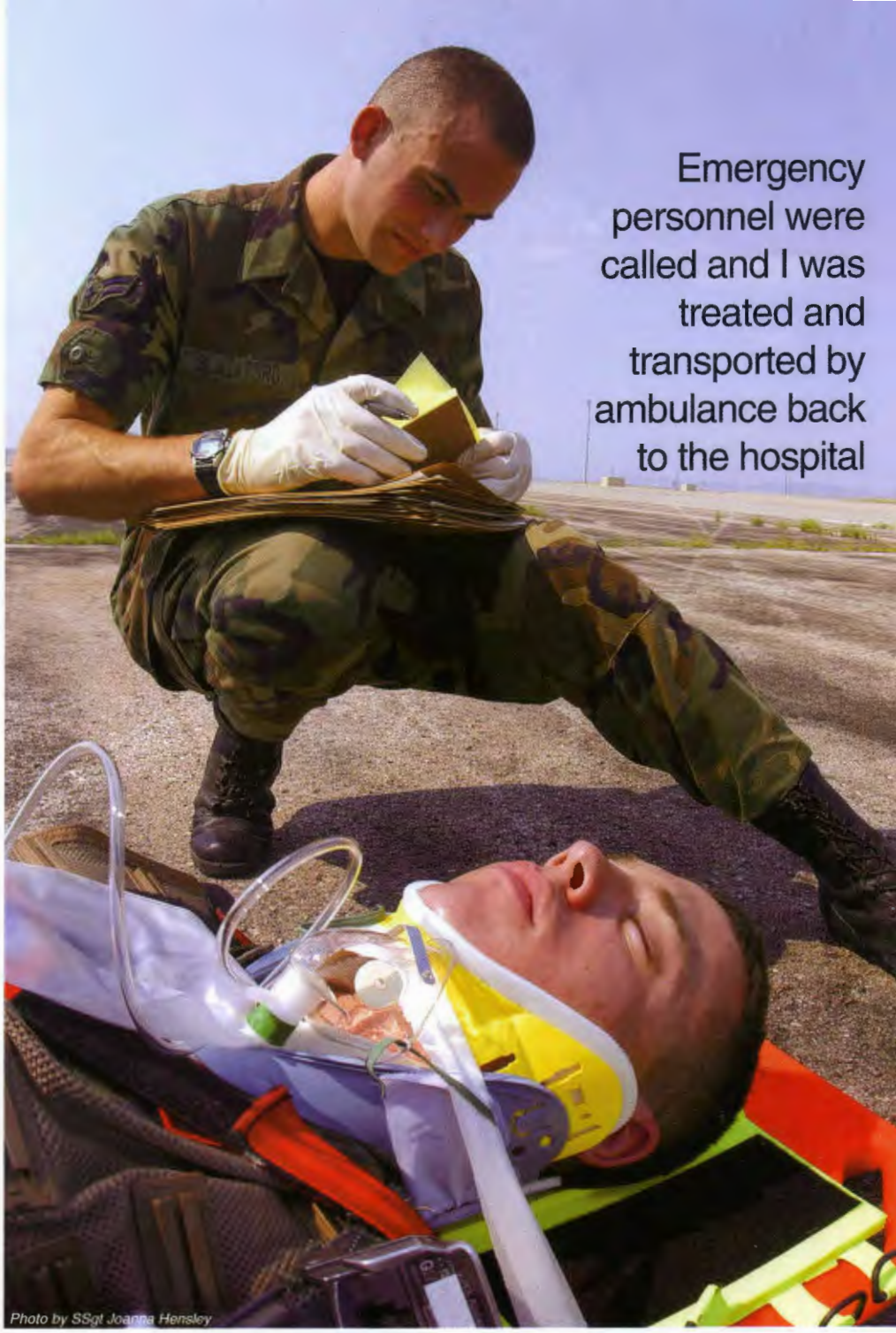


Photo by SSgt Joanna Hensley

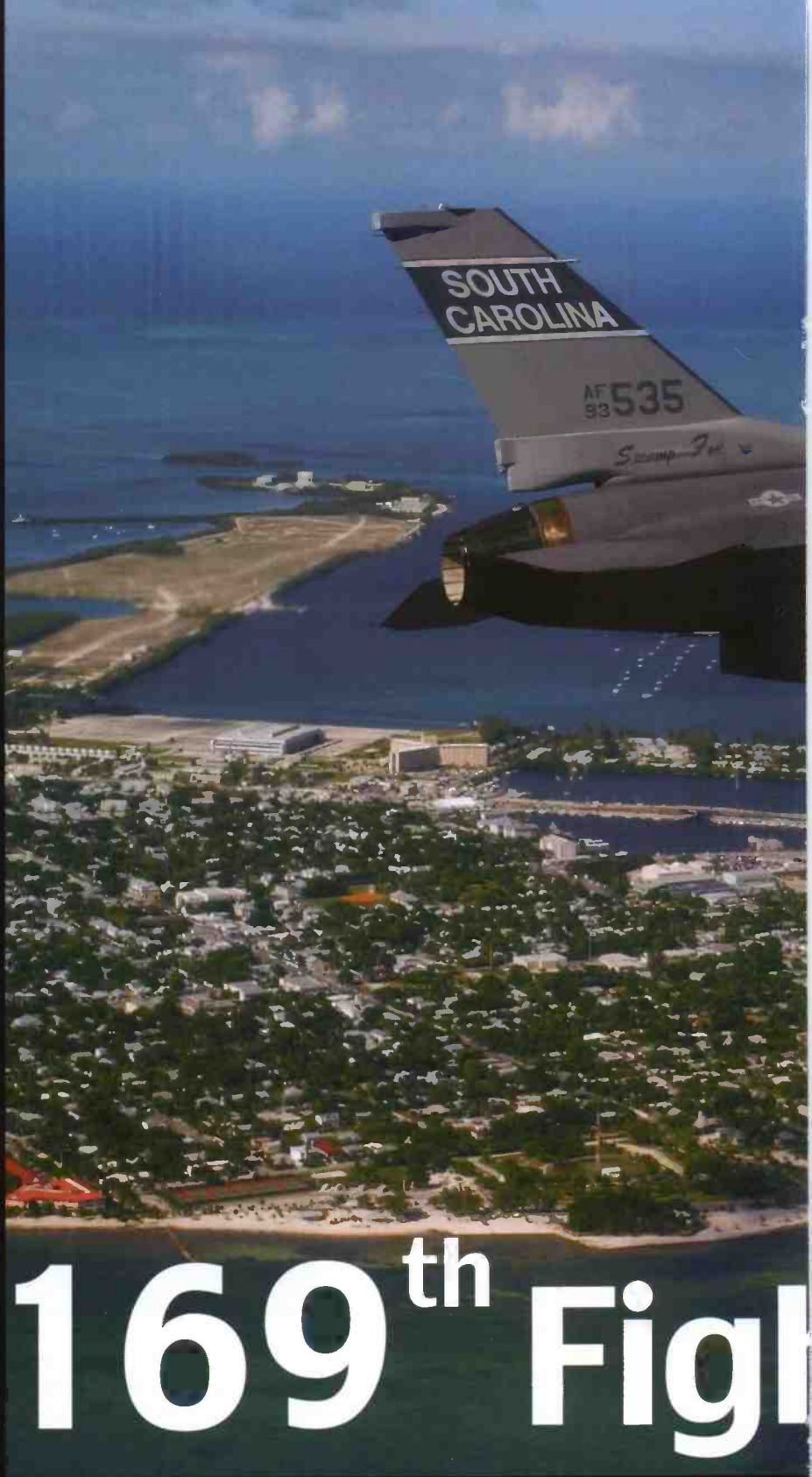
In retrospect, I think that if I had just slowed down, or stopped and looked at my position, I could have prevented the accident. I was tired and in a hurry to get done, and so I fell. I did not consider my Personal Risk Management (PRM) checklist or factors. The safer thing to do would have been to get down from the trailer and take a few seconds to find another way to reach the tarp. So, the next time you're in a hurry because it's cold, or you're thinking about things that happened the day before, or if you're excited about a PCS, take a few seconds to concentrate on the task at hand. Use good PRM, you'll be glad you did! ▶

McEntire ANGB, S.C.

Established:
169th Fighter Wing,
on December 9, 1946
Organized:
December 9, 1946

The South Carolina Air National Guard has been called to active military service for five major contingency deployments in its 55-year history. Most recently in February 2003, 400 members of the 169th FW and its F-16s were mobilized and deployed to Southwest Asia as a part of Operation IRAQI FREEDOM.

169th fighter wing

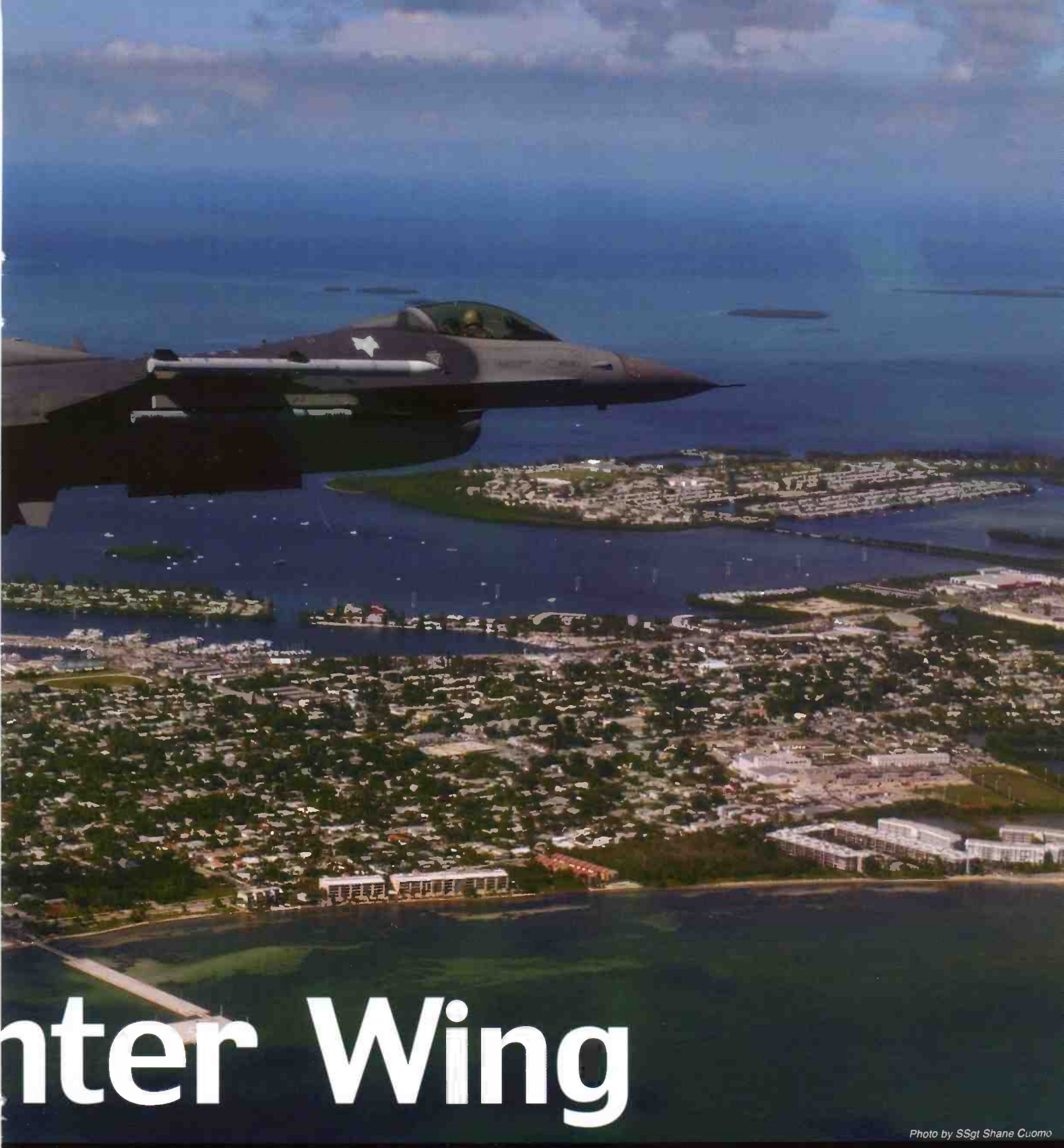


169th Figl

General Characteristics:

Primary Function: Multirole fighter **Contractor:** Lockheed Mar
F110-GE-100/129 **Thrust:** F-16C/D, 27,000 pounds **Length:** 4
50,000 feet **Maximum Takeoff Weight:** 37,500 pounds **Range:**
external stations can carry up to six air-to-air missiles, conventiona
one or two **Unit Cost:** $18.8 million (fiscal 98 constant dollars)

Photo of F-16



nter Wing

Photo by SSgt Shane Cuomo

in Corp. **Power Plant:** F-16C/D: one Pratt and Whitney F100-PW-200/220/229 or General Electric
feet, 5 inches **Height:** 16 feet **Wingspan:** 32 feet, 8 inches **Speed:** 1,500 mph **Ceiling:** Above
More than 2,000 miles ferry range **Armament:** 20mm multibarrel cannon with 500 rounds;
al air-to-air and air-to-surface munitions and electronic countermeasure pods **Crew:** F-16C, one; F-16D,

MONTHLY AWARD WINNERS

Aircrew Safety
Award of Distinction

While recovering his F-16 from a night Red Flag sortie, Maj Jansons encountered a gear problem during his approach to Nellis AFB. One normally gets a red light in the gear handle while the gear are in transit and three green indications without a red light in the handle when the gear are down and locked. In Maj Jansons' case, he had a red light and no gear position indications. He correctly analyzed the problem as a serious gear malfunction and coordinated with air traffic control for a block of altitude and holding airspace 15 miles north of base. With little room for error due to his low fuel state, Maj Jansons' situation was complicated by the impending return of over 60 Red Flag aircraft. He declared an in-flight emergency and then asked for a Night Vision Goggle (NVG) equipped pilot to look over his aircraft. Maj Jansons also coordinated with squadron supervision and the Supervisor of Flying (SOF) for assistance in determining the best course of action. The SOF initiated a conference call to get Lockheed engineering assistance. Meanwhile, Capt Simmons, flying an F-16 from the 160 FS, skillfully rejoined to Maj Jansons' wing and used his NVGs t determine that Maj Jansons had three gears out of the gear wells Subsequently, the SOF directed Maj Jansons to raise the gear i accordance with instructions from Lockheed engineers. Upon rais ing the gear, Capt Simmons reported that the gear did not move IAW the technical order and knowing that there was a potential fo the gear to collapse upon touchdown, Maj Jansons put the gear handle back down and then prepared for a night, visual approach-end arrestment to the non-instrument runway at Nellis. While an approach-end arrestment is difficult because it is infrequently executed, Maj Jansons night attempt was even more difficult due to the lack of normal airspeed, angle of attack instrument references for landing, a landing light to illuminate the runway and approach-end cable, and because he could not go around and reattempt the approach due to his fuel state. Despite these challenges, Maj Jansons successfully landed his aircraft and engaged the approach-end cable without incident. Maj Jansons' flawless airmanship and decision making, coupled with the superb airmanship and assistance of Capt Simmons, saved a 25 million dollar Air Force asset.

Maj Juris L. Jansons, 64th Agressors, 57th Wing, Nellis AFB, Nevada, and Capt Travolis A. Simmons, 160th Fighter Sqdn., 187th Fighter Wing, Montgomery, Alabama

Flightline Safety
Award of Distinction

On 04 November, a maintenance team performed an operational checkout (retraction) on the main landing gear (MLG) of F-15E aircraft 89-0474. During the checkout, Amn Sawtelle discovered the left strut anti-skid harness showing signs of potential chaffing. He informed all personnel to postpone further checks to allow additional investigation. He then discovered the scissor linkage on the left strut, used to prevent overextension of the inner strut assembly, was installed inverted. Amn Sawtelle immediately notified his expediter of this discrepancy, which led to coordination between maintenance organizations to correct the fault. The identification of this discrepancy prevented severe damage to the left MLG actuator, rigid link, upper and lower jury links, anti-skid electrical wiring harness, and a possible catastrophic landing gear strut or brake failure. Amn Sawtelle's exceptional actions displayed his alertness, technical prowess, and strong commitment to the 4 FW mission. He eliminated any possible damage to the $216,000 strut assembly, and quite possibly, he prevented a $44 million F-15E aircraft mishap and injury to the aircrew.

Amn Shawn D. Sawtelle, 4th Aircraft Maintenance Sqdn., 4th Fighter Wing, Seymour Johnson AFB, North Carolina

Ground Safety
Award of Distinction

TSgt Campbell was observing Aft Optical Bench (AOB) maintenance in the Airborne Laser clean room. After noticing that current wire wrapping did not appear to meet Air Force and contractor standards, he researched and suggested implementation of Air Force Instruction standards. The contractor reviewed the procedures and concluded that TSgt Campbell was correct and implemented a change on the spot. TSgt Campbell's consistent attention to detail not only reduced foreign object damage potential and electrical wire chaffing in the $5 million AOB, but also, if left undiscovered, could have caused equipment damage and put the flight crew in harm's way. He followed up on corrective actions to ensure they were incorporated into the engineering drawings and met FAA certifications. Ultimately TSgt Campbell's discovery saved more than 300 man-hours of rework to the AOB and the safety hazard associated with it. Additionally, while training five subcontractors on Hydraulic Test Stand operations, he performed a prior-to-use inspection on the test stand as part of the training operation, revealing loose and malfunctioning equipment control knobs. He repaired the knobs and was able to continue the operation, only to discover a leaking fuel line which he also repaired. His quick thinking and swift action resulted in the correction of a dangerous fuel leak and permitted the training of the subcontractors despite the equipment's condition. In addition, TSgt Campbell inspected a chiller unit slated for use in the Systems Integration Lab. A thorough inspection led to the identification of incorrect weld and solder joints, the installation of incorrect hardware, an electrical system that was not isolated from possible water contact, a broken wire, and unsupported wiring harnesses. TSgt Campbell's identification of these problems as well as the hydraulic test stand problems were immediately elevated to senior leadership for long-term fixes and to prevent further equipment damage or program delays.

TSgt James L. Campbell, Jr.,
31st Test and Evaluation Sqdn., Edwards AFB, California

Pilot Safety
Award of Distinction

The sortie was briefed as an instrument check, with Lt Col Holdaway as the Flight Examiner. Ground ops, takeoff, and the initial portion of the check ride were uneventful. During the final instrument pattern at a nearby Navy airfield with Col Holdaway flying in the chase position, the Master Caution, Hydraulic, and Utility B warning lights illuminated. Col Holdaway requested that the other aircraft do a visual inspection of his jet while coordinating an immediate Return to Base (RTB) to Langley. The chase aircraft did not observe any hydraulic leaks, but during the RTB, the left and right Pump lights started to flicker, and the utility hydraulic pressure gauge indicated a drop in pressure of the utility hydraulic system. Col Holdaway slowed and configured the jet before losing complete utility hydraulic pressure. A short time later, the right generator also failed which automatically activated the emergency generator and fuel boost pump. As the utility pressure continued to decrease to zero, Col Holdaway lost power to the control stick boost pitch compensator due to a failure in the hydraulic switchover valve. This failure placed the hydro-mechanical flight control system into its emergency settings for both roll and pitch ratios. The emergency generator also failed at this time due to complete loss of utility hydraulic pressure, so Col Holdaway reduced the electrical load to the minimum practical and pulled power on the right engine to idle, suspecting an imminent failure of the right airframe mounted accessory drive. Col Holdaway continued his approach, successfully completing a single-engine approach-end arrestment with degraded flight controls, complete failure of his utility hydraulic system, and a single generator. Lt Col Holdaway's quick actions, extensive systems knowledge, and smart decision making allowed him to safely recover a severely crippled aircraft and preserve a valuable combat asset.

Lt Col Jonathan A. Holdaway,
1st Fighter Wing, Langley AFB, Virginia

Weapons Safety
Award of Distinction

SSgt Goodermont, SSgt Buffell (AFMC), and SrA Leonguerrero demonstrated sustained technical expertise and professionalism and applied superb weapons safety knowledge while supporting the F/A-22 Developmental and Operational Test and Evaluation during weekend duty. SSgt Buffell's crew was tasked to troubleshoot an elusive malfunction on the right main weapons bay door of F/A-22, 9011. After extensive wire and component continuity checks, SSgt Goodermont's flawless attention to detail led to the discovery of a damaged pin on the difficult to access door safety panel. The crew immediately ordered, removed, and replaced the damaged component. They then performed functional checks on the door safety system, returning the aircraft to fully mission capable status in a truly remarkable 1.5 hours. The decisive actions of SSgt Goodermont, SSgt Buffell, and SrA Leonguerrero enabled Raptor 9011 to successfully complete the next scheduled $250 thousand vital flight test mission and prevented a disastrous mishap due to potential failure of a weapons bay door safety feature. SSgt Buffell's crew was called upon once again to perform a critical Technical Order Validation/Verification task on the Common Organizational Level Tester. While performing this labor-intensive task, SrA Leonguerrero noticed substantial chaff residue, including an RR-170 end cap in the AMMO container bay area. He immediately informed SSgt Buffell, who quickly initiated a more thorough Foreign Object Damage (FOD) inspection. During this inspection, they discovered a significant amount of FOD, including chaff residue in the gun bay, a 2-inch plastic dust cover, and pieces of masking tape. Additionally, the crew's comprehensive inspection revealed a loose wire bundle tie-down post in the gun barrel area. SSgt Buffell and SSgt Goodermont instantly requested disposition through the Combined Test Force Production Superintendent on duty. This action led to further exhaustive investigation and inspection of the aircraft Auxiliary Power Unit (APU) area which also revealed damaging chaff migration in the APU area. The superior attention to detail and decisive action of these individuals prevented a $240 thousand catastrophic gun failure and the potential total loss of a $2.1 billion aircraft. Their dedication and selfless efforts absolutely epitomizes the Air Force Safety Center's number one goal "to maintain a zero-mishap culture which permeates the Air Force."

SSgt Michael Goodermont,
SSgt Jason Buffell, and SrA Jonathan Leonguerrero,
31st Test and Evaluation Sqdn., Edwards AFB, California

ACC Safety Salutes Superior Performance

TSgt James W. Blevins,
Chief, Airfield Management Operations,
2 OSS, 2 BW
Barksdale AFB, LA

A1C Bradley W. Raines,
Dedicated Crew Chief,
46 AMXS
Eglin AFB, FL

Anger meets Mailbox

By MSgt Gregory Rolfe, Lakenheath AB, UK

Photo by SSgt Sam Bendet

It was a dry, sunny day in England, a rare occurrence. I had just finished a Class A argument with my wife which, of course, I lost. Not one to admit defeat, I decided that the best way to display my displeasure was to roar out of the driveway on my motorcycle, slinging gravel and throwing dust in the air. After all, that's what Marlon Brando would've done. I even had a "Rebel Without a Cause" motorcycle, a '72 BSA Victor 500. That would show her!

Funny thing about those older bikes, they aren't always completely reliable when it comes to things mechanical.

Besides being hard to start, the old 'Beezers' had drum brakes, front and rear. This means you have to start trying to stop the bike long before you want the bike to stop. This isn't that much of a problem, until you add a 30-year-old carburetor. There's a reason no one uses those old carbs anymore. As they wear, the throttle slide tends to stick. Especially if you crank it open ... hard!

Well, I left the driveway in a triumphant cloud of dust, hit the pavement, and worked her up into third gear. We live in the country, and our road is narrow and winding. As I approached the 15 mph corner just past our neighbors' house, the warning voice in my head sounded, "You're doing 35 mph ... time to start braking!" I let off the wide-open throttle, and it stayed that way, wide open.

Now an old 500cc Beezer isn't the fastest bike in the world, which is why I was amazed at how much acceleration took place during the time it took for my brain to register the problem, send the message to my extremities to grab the clutch and brakes, and actually start slowing the bike down. I distinctly remember looking at the speedometer needle reading "60 mph" just as I entered the corner.

Of course, I didn't make the corner. I took it out on my neighbor's mailbox. To my relief, as I picked myself up, I checked the condition of my bike and miraculously a broken rear turn signal was the extent of her injuries. I stood her up, kicked over the engine, and she fired right up. Now came my second thought: I've got to ride home and explain this to my wife. Oh boy. Well, on the bright side, at least I didn't get hurt!

As I pulled into the garage and parked the bike, my mind was working fast. How was I going to explain this one? When I pulled off my right glove, my mind stopped. How did my wrist get so big? At that point, the adrenaline began wearing off, and the pain began. With the pain came the expletives. With the expletives came my wife wondering what happened.

She didn't use any expletives. I wish she had. She just calmly drove me on a very silent ride to the emergency room.

The orthopedist knew me. Our sons play on the high school varsity basketball team together. I'm thinking he was glad he wasn't me just then, and not because of the broken wrist, which had broken in five places, and required a 3-hour surgery and two screws to put it back together. Now let's see, why did this happen? Oh yeah, I got mad and decided to do something stupid to express my anger.

On the bright side, I managed to learn some lessons from all this:

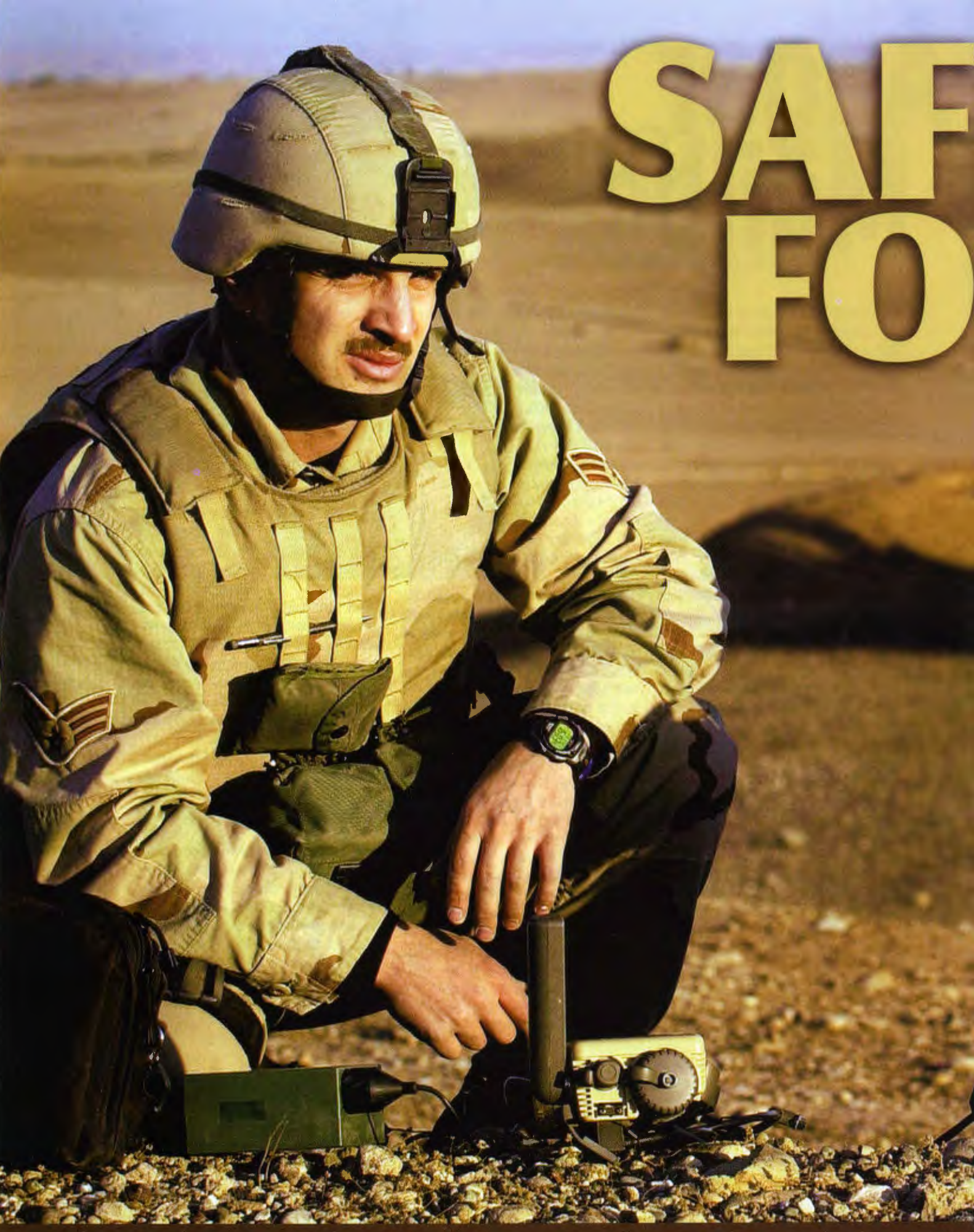
Acting in anger is bad. Doing something stupid out of anger is worse.

Motorcycle safety gear works! I was wearing a helmet, boots, leather jacket, and gloves. I stepped off my bike at 60 mph, and managed to walk away. After seeing the divot that got taken out of my helmet by the mailbox post, I was definitely glad I was wearing it.

Mailboxes don't move, even if you signal and honk at them. Well, OK, they move some when you run into them.

If you think your wife is mad after the minor argument you just had, wait until you walk in the house with a stupid injury.

Editor's note: *Reprinted Courtesy of Naval Safety Center*

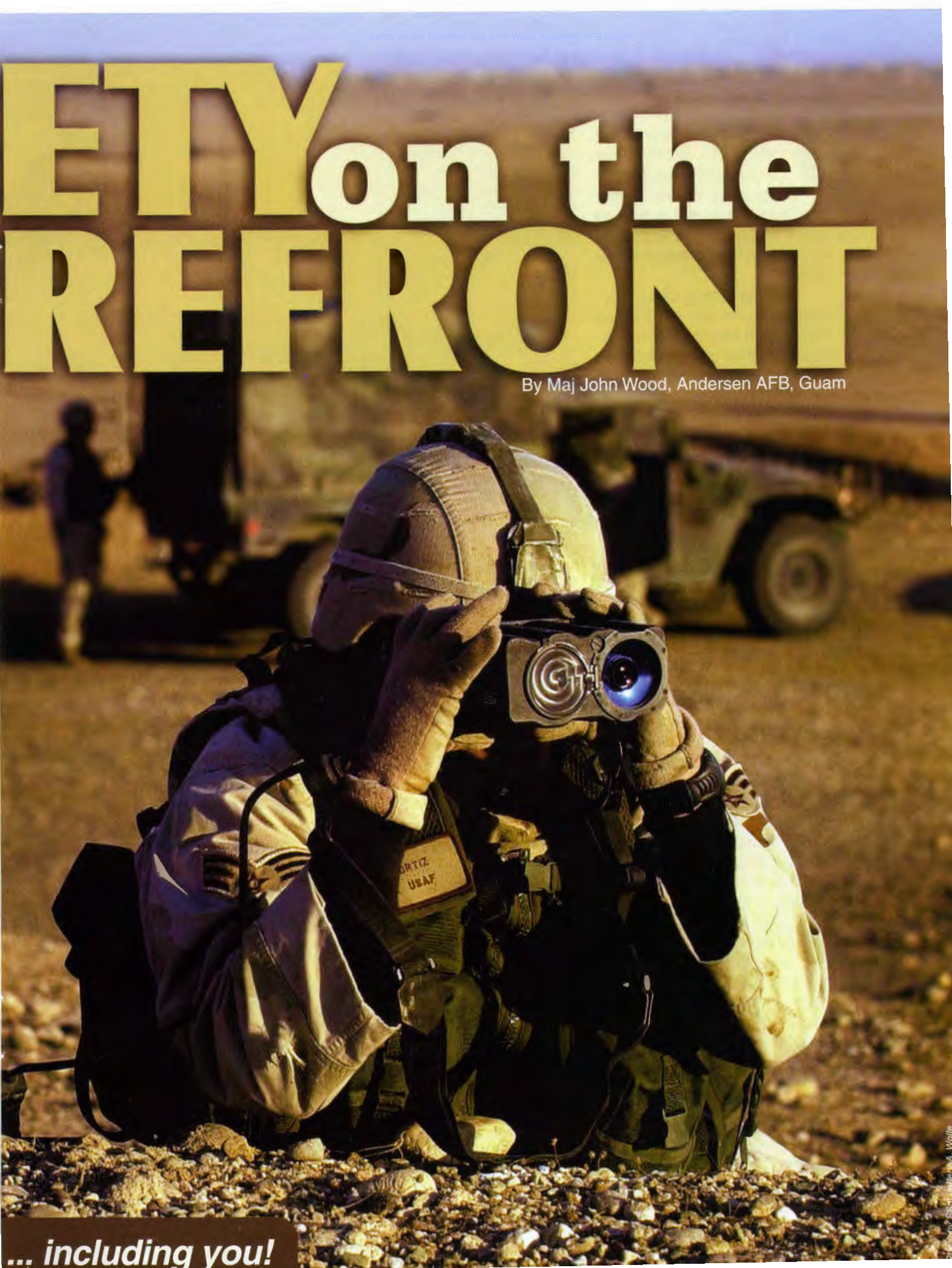


SAF
FO

Safety standards are developed for protection of our assets

ETY on the REFRONT

By Maj John Wood, Andersen AFB, Guam



... including you!

During this time of heightened activity, and in our efforts to protect our bases and prepare for what may come, some may feel this is not a time to follow all the safety precautions developed for protection of our assets.

In fact, some safety personnel in Pacific Air Forces have heard from their wing personnel, *"This is real world! I didn't have time to worry about safety — that would have slowed me down!"*

I would have to argue safety is now more important than during normal operations. We must be prepared to "run the marathon" for as long as it takes to ensure we are ready if called upon.

We all must be ready. Ready for what you might ask? Whatever we are called upon to do would be my answer and that would mean having the maximum amount of resources, both people and equipment, ready to go to accomplish the mission. We must remain as ready as possible to meet the needs of our nation. Safety precautions and guidance exist solely for the purpose of preserving our personnel and equipment resources. The last thing we can afford to happen is to lose some of our personnel to injuries or damage some of our equipment. The resources we have on-hand now may be all we have when called upon to do more — no matter when that time comes.

Lastly, there has been no direction or guidance issued deleting the requirement to follow established safety requirements and procedures. It is important, now more than ever, for everyone to work together smartly and safely. Our deployed composition includes members of many different services, active duty, Reserve and Guard members, and both permanently assigned and temporary duty personnel. Also, don't forget about our civilian employees and contractors.

One quick look around your command and you'll notice there are as many civilians and contractors displaying American flags and other symbols of America on their vehicles and other symbols of America as active duty members. Their sense of patriotism, commitment to our country, and dedication to duty runs just as deeply as those of us in uniform.

We all must look out for one another and ensure we are working smartly and getting the rest we need to sustain a long-term operation involving increased tempo.

We must also pause and take the time to say "thanks" and offer words of encouragement to our coworkers and other fellow members of our team. A pat on the back or word of thanks for a job well done goes a long way in providing all of us the energy we need to continue "running the marathon."

Be Safe … Be Ready. ▶

We all must look out for one another and e
and getting the rest we need to sustain the

sure we are working smartly
ight for the long-term ...

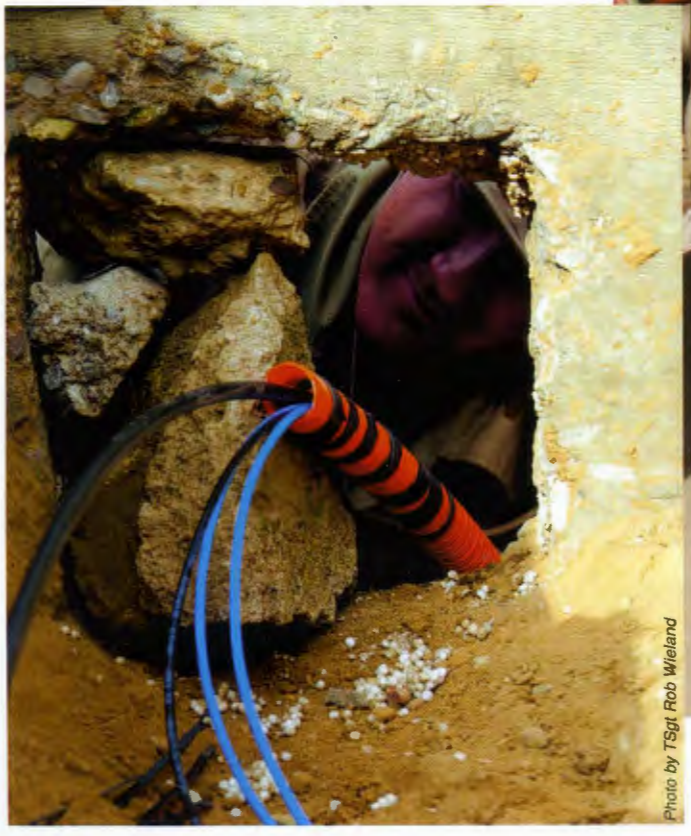


Photo by TSgt Rob Wieland

... use ORM in everything you do!

Their vehicle drifted across the roadway and crashed head-o

Unsafe Choices

into a tree ...

Story by Erich Ziehmer, Ramstein AB, Germany
Photos by SSgt Sam Bendet

People may think "it's not going to happen to me." But they need to think again. No one is immune; preventable vehicle crashes happen all the time. Automobile crashes do not mean just cuts, bruises, and broken bones. They can mean permanent disfigurement or worse — and they can mean death, as in the recent case of two airmen.

A typical night of fun for the victims was to go to a local bar and play pool. After the bar closed, they would go to a nightclub to further socialize until it closed the next morning. Then they would go to breakfast and return home to sleep.

Not long ago on one particular weekend, one of the airmen went out on a Friday night to play pool and socialize. After sleeping a short time Saturday morning, he went back out with friends the next day and repeated these activities. After 2 days of "fun," the driver and another airman, traveling as a passenger, were returning home when their vehicle drifted across the roadway and crashed head-on into a tree. Both died.

The driver was found to have a blood alcohol content of .21; the passenger's BAC was .24. Both readings were more than twice the legal limit. This mishap was not only preventable, it was predictable.

Safety office files are full of mishaps involving people with high-risk lifestyles. Despite the fact that major command and Air Force safety offices repeatedly publicize the dangers of fatigue, impaired driving, speeding, traffic conditions, and environmental factors that lead to accidents, some Air Force people are not learning from the mistakes of others.

Although airmen are on call 24 hours a day, they are free to choose, with very few limits, how they spend off-duty time. A person's lifestyle influences other facets of their life, such as operating a vehicle. This influence directly affects the likelihood of being involved in a vehicle accident.

For example, when someone decides not to drive while impaired or fatigued, that reduces their mishap potential. When people take unnecessary risks such as drinking and driving, it increases the chances of being involved in a crash and endangering others.

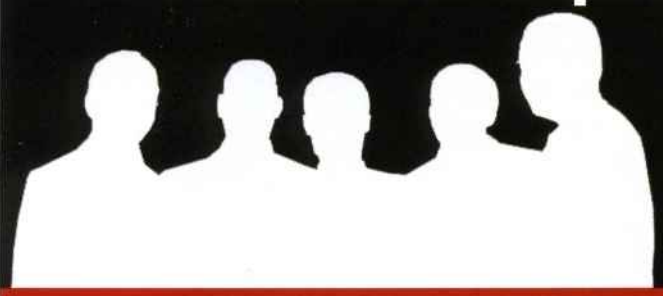
So, if you are one of those who hasn't heeded the advice of many and learned from others' mistakes, here again are some ways to reduce your chances of being in a vehicle crash:

- ***Practice safe behaviors.*** Do not drink and drive, take a taxi, use a designated driver, or use the Airmen Against Drunk Driving program.
- ***Do not speed.*** Obey traffic laws. Adjust for road and weather conditions. Allow enough time and leave an appropriate stopping distance between vehicles.
- ***Do not drive aggressively.*** Be courteous to other drivers. Don't assume the other drivers are as proficient as you are.
- ***Do not drive while tired.*** When traveling long distances, plan the trip to include rest stops and breaks. Stop when needed and avoid marathon driving.
- ***Do not drive distracted.*** Leave the cell phone and other gadgets alone. Focus on driving.
- ***Use personal protective equipment.*** Buckle up and use proper child safety seats, booster seats or restraints. Always wear motorcycle protective equipment.
- ***Drive defensively*** by watching out for the other guy. If one driver can cause a crash, then one driver can prevent one.
- ***Practice risk management*** in planning and executing the trip. If someone thinks it is unsafe, then it probably is unsafe.

Driving requires concentration, perception and judgment. Do not compromise safety for a moment. Before the key goes into the ignition, before the gear goes into drive, make sure you weigh all the risks. ▶

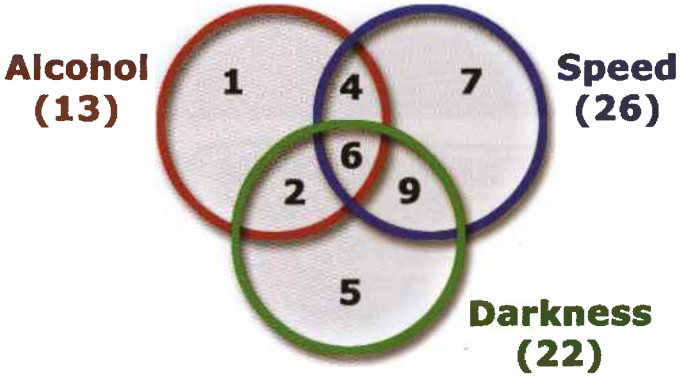

Fleagle
SURE IS A LOT OF STRANGE FACES ABOUT.
MAYBE A NEW BUNCH CUM IN I DON'T KNOW 'BOUT.
TINY, WHAT'S WITH ALL TH' NEW FOLKS?
THAT'S A LOCAL GUARD UNIT. THEY WERE JUST ACTIVATED.
GREAT! ALL WE NEED. ANOTHER CROWD OF GREENIES TO TEACH.
WHOA! I CAN SEE YOU IS ONE OF THE UNINFORMED. THESE GUYS AN' GALS COME TO US WELL QUALIFIED TO DO THEIR JOBS.
©STAN HARRISON 2004
MOST OF THEM LEAVIN' GOOD AN' WELL-PAYING JOBS TO STEP UP AN' SERVE WHEN CALLED.
I DIDN'T REALIZE.
I THINK I'LL BAK'EM SOME COOKIES.
PLEASE DON'T. I'VE EATEN YOUR COOKIES.
HARRISON

The ACC Lost Squadron



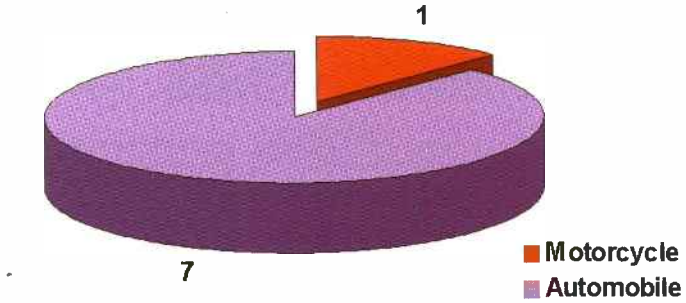
Injuries to Date	Deaths to Date
136	8

Fatal PMV4 Mishap Factors FY03



Alcohol, Speed, and Darkness

ACC Deaths as of January 31, 2004



A Few of the Mishaps

Nov 15, 2003: Off-Duty automobile fatality of a 21 year-old SrA who was traveling on a steep, mountainous highway in a vehicle. For a yet undetermined reason, the vehicle exited the left side of the roadway, traveled down a dry ravine, and impacted a large slab of granite. The airman survived the initial impact, crawled up the ravine, and was discovered by a passing cyclist the next day. Upon the arrival of emergency service personnel, the airman was transported to a local hospital and placed on life support. Four days later, life support was removed and the airman expired. Seat belts were used and alcohol was not a factor. Investigation is ongoing, but it was noted that the vehicle's tires were well worn.

Dec 2, 2003: Off-Duty motorcycle fatality, of a 28 year-old TSgt who was conducting a local conditions familiarization ride for a new unit motorcycle operator. For an undetermined reason the TSgt accelerated beyond the visual distance of the new rider and lost control of his motorcycle. The sergeant lost control of his motorcycle and slid approximately 150 feet directly into the path of a pickup truck traveling in the opposite direction. The TSgt was pronounced dead at the scene.

Dec 26, 2003: Off-Duty automobile fatality of a 26 year-old SSgt, who was operating his vehicle illegally at a high rate of speed. The SSgt lost control of his vehicle while in a curve and struck a highway directional sign. He was ejected from the vehicle and the vehicle rolled over him. Seat belts were not worn.

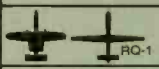
Dec 26, 2003: Off-Duty automobile fatality of a 22 year-old SrA who was traveling at an undetermined rate of speed on the wrong side of the roadway. The SrA lost control of his vehicle and impacted a vehicle operated by another military member head-on. Seat belt was not used by the SrA. Seat belts were used by the other military member who was treated and released from the hospital the same day.

Dec 30, 2003: Off-Duty automobile fatality of a 25 year-old 1Lt who was attempting to make a left turn onto a two-lane divided highway. The lieutenant was struck on the passenger side of her vehicle by a tractor-trailer truck. The truck driver was cited for "misdemeanor death and failure to stop for a red light."

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

FY04 Aircraft

As of January 31, 2004

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

FY04 Ground

As of January 31, 2004

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

FY04 Weapons

As of January 31, 2004

	Class A	Class B
8 AF	0	0
9 AF	0	0
12 AF	0	0
AWFC	0	1

Aircraft Notes

Again, Well Done! No Class As in January. Let's talk about regulations/instructions. Does anyone in the unit know the Instructions better than you? Yes. Why? Granted there's a fair amount that has not changed, and probably won't. But some things have, and more importantly, will change. Try this ... take an hour and surf the AF pubs website (www.e-publishing.af.mil). Read a reg/instruction you use every day as if you were going to test the "know-it-all" we talked about earlier. As a reminder to all, the General Flight Rules stuff is now in AFI 11-202 Vol 3, the Training Rules are in AFI 11-214 and the SOF supervision stuff is in AFI 11-418. Yes, I had to look them up. Check yourself before you wreck yourself. Fly Safe!

Ground Notes

There were no Class A or B mishaps in Jan 04. This year's total of eight Class A fatalities, all PMV mishaps, is two less than FY03 total of 10 fatalities for the same period. While this is an improvement, it is not a statistic we can be proud of yet.

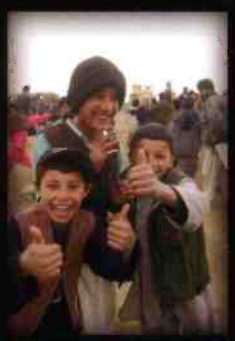
Weapons Notes

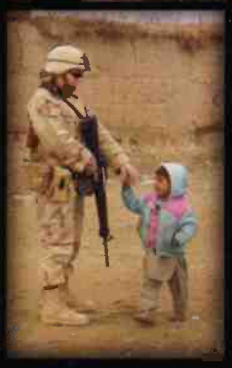
Looks like personal error has reared its ugly head again. We had an AGM-65 slide off a trailer exceeding the drop criteria with over $27,000 of damage creating a Class C mishap. We also had a missile wing damaged resulting in a Class D. Always take the time to follow all written instructions.

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





The Combat Edge

The Air National Guard and Air Force Reserve play a large role in taking the fight to the enemy. Nearly 20,000 Guardsmen and Reservists are currently serving on active duty to support the global war on terrorism. They serve in every capacity from flying combat aircraft to assisting host nations rebuild infrastructure. In an era of Total Force, they are an invaluable part of the team.