

# The Combat **EDGE**

October 2004

**Safety Posters!**  
This Issue: Flight Safety

# The Combat Edge

**GENERAL HAL M. HORNBERG, COMMANDER**  
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Courtesy Photo



Photo by Lt Col Robert Seaberg



Courtesy Photo



Photo by SSGT Tanika Bell

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## SAFETY FLIGHT PLAN FOR 2005

*The Goal* is 50 percent. Defense Secretary Donald Rumsfeld has charged the US Military Services with reducing accident rates by 50 percent across the board by October 2005. Starting this month we are 525,600 minutes away from that deadline, and time is slowly ticking away — we simply can't waste a minute of time spreading the "safety" word.

Within Air Combat Command our aim is zero — zero mishaps across the board for flight, ground, and weapons safety disciplines. The debate is whether zero is achievable or not, and you can continue that discussion at your next safety meeting. In the meantime, FY04 end-of-year stats show our FY04 Safety Flight Plan of leadership, training, and accountability has made a difference. The FY04 Class A flight mishap rate is nearly half of last year's and ground Class A mishaps have decreased by 30 percent. The command has gone 3 years without a weapons Class A mishap. Further, we've done this without resorting to banning or prohibiting activities; instead, we've chosen to rely on a program which stresses personal responsibility for one's actions and treating all personnel as professionals and adults.

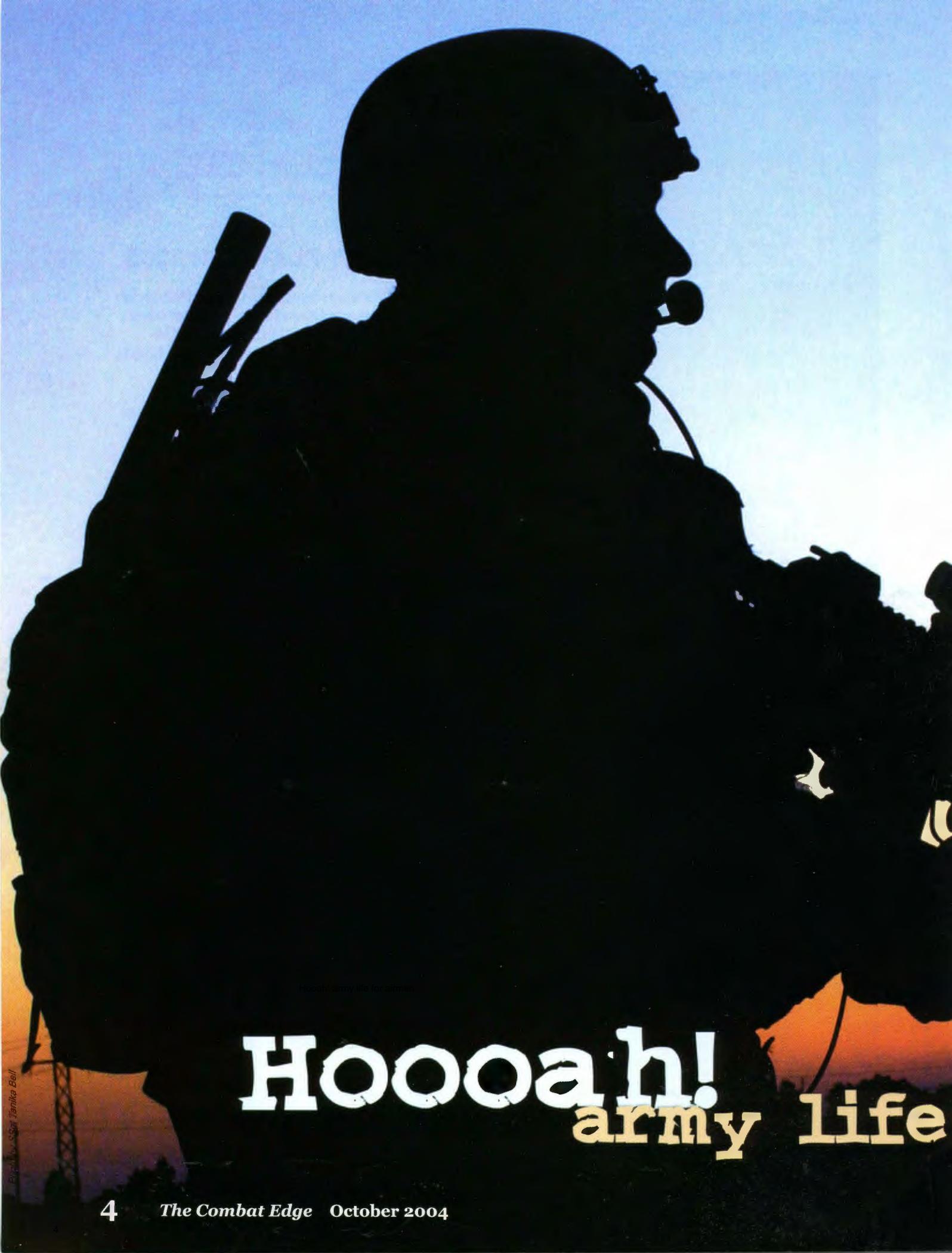
Building on the success of FY04, the **Safety Flight Plan for FY05** includes **leadership, training, and advocacy**. Safety is and remains a leadership issue. From the commander on down to the front-line supervisor, solid safety leadership is mandatory — leaders set the "safety" example. Safety is also a training issue. The Safety staffs provide the foundation training, but it's your responsibility to continue the training, even when "they" are not looking. Safety is a 24/7, on/off-duty way of life. Finally, we've added advocacy as one of our tenants to the safety flight plan. When you leave the front gate, don't leave your safety training behind — take it with you and share lessons learned with your coworkers and even family members at home. Become a safety advocate to increase awareness across the command and our Air Force. Help make safety proactive.

There's a war to fight, and a job out there that needs to be done and done safely. The clock's ticking; we have 1 year to reduce our accident rate, that's only 12 months ... time waits for no one, safety is required from everyone. Make **Safety** your Combat Edge!

*Colonel Creid K. Johnson,  
ACC Director of Safety*



Photo by 1 Sglt Ben Bloker



# Hooah!

army life

Photo by Sgt. Tanika Bell



# for airmen

Story and photos by Capt Justin Wieland, Deployed Location

**A**lthough not technically classified as such, there is perhaps no Air Force career field more “joint” than those assigned as Tactical Air Control Parties, or TACPs. Their mission is to provide terminal control of Close Air Support (CAS) platforms for the Army units they support. Although they work for Air Liaison Officers (ALOs) in an Air Support Operations Squadron (ASOS), their daily lives in a deployed environment revolve around the Army Brigade or Battalion that they support. In fact, TACPs train, work, live, and deploy with the Army.

Throughout a 4-month deployment to Iraq as an ALO with the 1st Infantry Division (1ID), I witnessed firsthand the dramatic differences between Army and Air Force operations. My experience, which at times was nothing less than comical, provides insight into the TACP world and food for thought with respect to maximizing safety in such a dangerous environment.

The deployment began with a C-17 flight from Ramstein AB to Iraq on February 9, 2004. Along with 32 soldiers and my single Air Force companion, we packed the aircraft to capacity with equipment required to establish the Division Tactical Command Center (DTAC). While the flight went off without a hitch, our first 24 hours in Iraq was a rude introduction to Army

break down that pallet the following morning and load the bags onto a flatbed truck in preparation for our convoy to “Forward Operating Base (FOB) Danger.” Following a convoy brief from the Sergeant Major in charge of our MP escort, I took my place in the back of a 5-ton open-air truck. Wood benches lined the side of the truck bed, so we sat on our bags

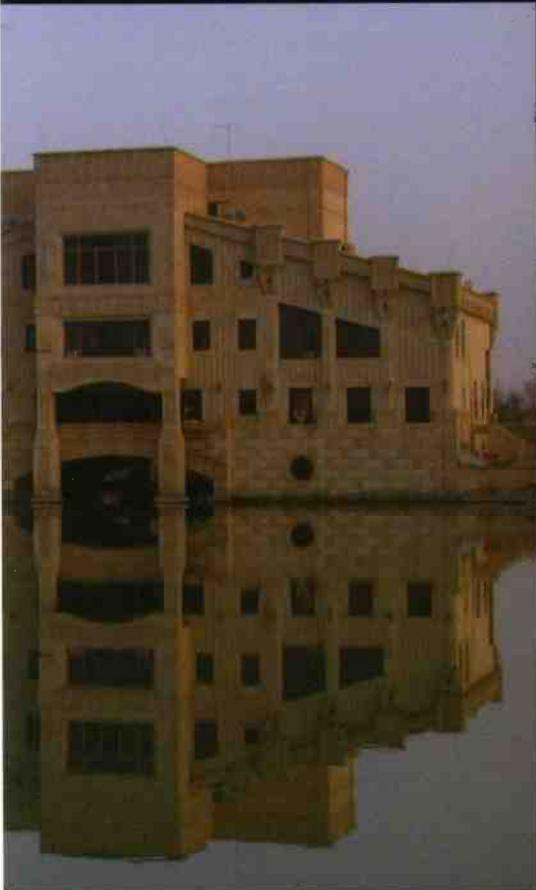


life. After 2 hours of waiting on the tarmac, we were escorted to tent city where we spent the coldest night I’ve experienced since survival training — sleeping on cots in a tent, without access to our sleeping bags, which were piled neatly on a pallet in front of the tent. Oblivious to the irony of his command, the DTAC commander directed us to

in order to face out and present an offensive posture to anyone who might engage the convoy. I loaded my M-4 in accordance with Army policy — round chambered, weapon on safe — and spent the next 3 hours on the road to “Danger,” eyeing every Iraqi pedestrian as a potential enemy whom I might have to kill and every piece of trash on the road as a potential Improvised Explosive Device (IED). The

convoy traveled at an average speed of 60 mph, and I was entertained by the thought of a safety officer preparing the ORM matrix for this journey: ride in the back of a truck, no seat belts, 60 mph, along a stretch of road affectionately known as Purple Heart Highway for the many American lives lost there to IEDs.

Luckily, we were not engaged in this convoy or killed by



a traffic accident, despite the concerted efforts of our driver. I was happy to arrive at FOB Danger, an Army post, and take possession of our squadron's armored HUMVEE, a somewhat safer mode of transportation than the back of an open-air truck. The base was well fortified, and we slept soundly in one of the dozens of palaces that house US soldiers on the base. A general sense of security and safety

seemed to prevail among soldiers on the FOB, though random attacks by insurgent enemy forces kept everyone on their toes. We received our first dose of these attacks just a few days later when two friends of mine were driving their HUMVEE to work. While still on the base, they were attacked by what was thought to be a rocket-propelled grenade. Two Iraqi civilians had fired the weapon from a civilian overpass that crosses the base (why that crossing was not closed altogether is beyond me), but the weapon impacted the ground and succeeded only in throwing mud on their vehicle. Intel later assessed the weapon not to be an RPG, but an SA-7! I really had not expected to face a surface-to-air missile threat until returning to the cockpit.

The events of that first week were followed by countless wartime experiences for the airmen in my squadron. In the 4 months we were deployed, our TACPs controlled hundreds of CAS

sorties for troops in contact situations, counter-mortar missions, convoy support missions, and route security. They went out on patrols, participated in raids on enemy safe houses, controlled dozens of missions dropping live ordnance, and were involved in a few firefights. The bases we were stationed at received multiple mortar and rocket attacks, along with the occasional SA-7, as noted earlier. The 11D DTAC, where I worked along with 3 TACPs, relocated four times in 16 weeks. Every move involved a large convoy (or two)

of up to 35 vehicles, traveling hundreds of miles through hostile territory. Not unexpectedly, we experienced every possible problem on these movements: vehicle breakdowns, enemy contact, RPGs, IEDs, and an occasional wrong turn. On one particularly entertaining afternoon, an Army vehicle in our convoy ran out of gas in the middle of "RPG Alley," a short stretch of road so named for its high concentration of enemy attacks. Though we were fortunate to escape the typical RPG attack normally associated with a stop in RPG alley, that incident highlighted a persistent challenge for ASOS commanders: their airmen are at risk not only from enemy activity, but also from miscalculations, over which they have no control and little influence.

Despite the risks, a deployment as a TACP can certainly be approached with confidence if you prepare ahead of

**"Our convoy ran out of gas in the middle of RPG ally ..."**

time. Indeed, our experience turned out well, without a single injury sus-

tained during our 4-month tenure. Fortunately, our commander took the initiative to equip and train us, two factors that play a large part in ensuring safety. Our squadron procured a fleet of armored vehicles as well as the full set of individual body armor (IBA) for all airmen deploying to Iraq. All airmen were issued M-4s and M-9s, and were required to qualify frequently on both weapons (unlike traditional Air Force career fields, which require qualification on the M-9 only once every 2 years). As part of a joint effort with 11D, we also completed a convoy



circumstances than we would normally be willing to tolerate. Soldiers go out on regular patrols, often knowing they will be engaged, and occasionally provoking enemy contact, which is a far cry from the fighter world, where pilots can avoid every Missile Engagement Zone and launch and leave on every engagement to ensure their risk is near zero. News reports also mention that Army forces in Iraq are stretched thin — many soldiers are working 12–14 hour shifts, 7 days a week, with nothing but a 2-week R&R scheduled for their 1-year tour in Iraq.

This highlights yet another safety issue for TACPs — determining which missions to accept. Due to the shortage, Army leaders may be inclined to view enlisted airmen as additional bodies to augment their operations. They often request and at times

live-fire training course before the deployment. This invaluable training event afforded the opportunity to become familiar with firing from vehicles, reacting to an ambush, dealing with casualties, and calling for medevac aircraft — skills that are unfortunately required for anyone who might have to drive somewhere in Iraq. As for controlling aircraft, TACPs must complete

robust training programs and maintain monthly currencies to ensure that they are experts in the safe and effective employment of CAS.

It is important to recognize that due to the nature of their business, Army leaders are required to accept more risk in certain

expect assistance from their Air Force counterparts. In many cases, those requests are entirely appropriate; TACPs should (and almost always do) enthusiastically participate in all missions where airpower can

**Due to the nature of their business, Army leaders are required to accept more risk in certain circumstances ...**

be integrated into the plan. When requests arise for participation in missions or activities that have no genuine need for a TACP (i.e., no plan or need for CAS), it may be prudent for TACPs to decline. Typical TACPs are as gung-ho as any Army Ranger and usually enjoy being at the very tip of the spear, but it's a bad allocation of scarce resources to send them on missions where their "Air Force skills" are not required.

A good tool for determining when and how to integrate TACPs into Army operations is a simple exercise in risk assessment. Indeed, Air Force leaders have mandated such considerations in Iraq. Because TACPs are at times deployed in teams of two — perhaps a junior NCO and an airman — it is critical that personnel at all levels understand how to make such an assessment and apply it effectively. All airmen must know and understand their roles and responsibilities for the unit with which they are deployed and be able to judge for themselves what risks are acceptable and which are not.

One danger, when considering an "acceptable" level of risk, is setting that level so low that we

sacrifice our ability to accomplish the mission and effectively support Army operations. Indeed, if force protection were the only consideration, soldiers would remain "inside the wire" at every base in Iraq for their entire tour. It is also important that ALOs and TACPs at all levels remain engaged with their Army counterparts. They must ensure airpower is integrated with Army operations whenever possible and where ever appropriate. Unnecessarily restricting airmen from participation in all missions in order to bring risk down to an unreasonably low level could in itself jeopardize a healthy work-

the Air Force is not part of the team and not reliable.

Though we were only deployed to Iraq for 4 months, Air Force and Army forces are sure to remain there for years to come. If TACPs continue to arrive with a robust training background and an effective plan to address and mitigate risk, then our past successes and positive safety record are sure to continue.

Finding the right balance between operational necessity and risk is the responsibility of Air Force leaders at all levels and a subject that must be reviewed and reconsidered regularly, based on changes to the mission as well as the threat en-



ing relationship with our Army counterparts. Hiding behind "risk assessment" to simply avoid doing work can quickly lead to the perception that

environment. Limiting exposure to unnecessary risks can, in the long-term, ensure that the very small numbers of TACPs embedded with Army forces are always available to safely and effectively bring Air Force capabilities to the Army's fight. ▶



# Afghan adventure

By Lt Col Robert Seaberg, Laughlin AFB, Texas

part two  
of three

Afghan adventure part two of three By Lt Col Robert Seaberg, Laughlin AFB, Texas



Courtesy Photo

**Editor's Note:** *This is the second part of a three-part series. When we left off last month, the author and his party were hunkered down, waiting for the 9-minute fuses to expire, demolishing what was left of a Predator, unmanned aerial vehicle, crash site. They are in the bottom of a ravine on a mountain side in Afghanistan near Kabul...*

Nine minutes passed and nothing ... 10 minutes ... nothing ... 20 and then kaboom! They had to have heard it in downtown Kabul. The boom echoed around the canyon walls, and I was waiting for the avalanche and shrapnel, but nothing fell. After 5 seconds, the

Lieutenant (Lt) told us we could take a look. Over the mountain top, a huge mushroom cloud of dust went up. The 10 of us looked at each other and broke into smiles and gave out high fives — mission accomplished. P.S. Thank you God, nothing came our way.

We climbed down the rest of the hill to the helo landing zone, picked up the Iridium phone, and called home to request a pickup. It was 1:30 p.m. local when JB (the safety officer) reached our boss who had new information. Headquarters (HQ)

wanted another box we hadn't brought out, and they wanted to ensure it was in our possession or destroyed. JB told our boss that in no uncertain terms the box was vaporized. Our boss' response was HQ wanted us to go back up and put eyeballs on the scene and confirm it was destroyed.

JB and I looked at each other as if to say, "You've gotta be kidding."

HQ added, oh by the way, be careful around the wreckage because burning composites may be carcinogenic. Great. I looked



jacket and thanked God for modern technologies as I started to warm up a bit. From the town below, we could hear the melodic "azan," the Islamic call to prayers sung or recorded and played from towers above the mosques. I had time to look around and noticed the ridgeline we sat on was above what appeared to be the Kabul Cemetery. It was in a valley, probably 1,000 acres, of nothing but graves. We watched as several Islamic funerals took place below us, and the Marine snipers observed them through their scopes. The funeral procession of men and the body, followed by all the women with their children, kind of spooked me. They looked like ghosts with the wind whipping around their abayas (robes covering the women from head to toe).

During the prayer time, I looked high above on the ridgeline and could barely make out the shape of someone getting up and kneeling. Hmm, wonder if he's Taliban? Soon afterwards, a

at my hands, and I had it all over me. Oh well, we figured just breathing the air in Afghanistan was going to take a year off of our lives.

JB told Sarg to stay put since his knee was messed up,

a few others to follow along with JB which was a good choice since JB was no spring chicken, and this was his second trip up the mountain.

I figured that if we got into a firefight it was a good idea to have a medic as my friend ...

and then turned to me and said, "Here's the phone, you look like you need to stay here too."

I was quite happy to stay put. The Lt told the medic and

As we waited, I realized that the temperature was dropping, and it felt close to freezing. I had on sweat-soaked clothes, and I started to shiver as the wind began to whip up to 15-20 mph. I pulled out my Gor-Tex

couple of kids came up the ridge. The snipers raised their weapons and yelled at them to leave. They didn't react, so one of the Marines yelled and one threw a rock at them. They finally got the point and left. Then two older men



Courtesy Photo

came toward us from a different angle. The Marines yelled at them too. They turned around, but then they came back towards us about a hundred yards away. One sniper yelled at them, and they stopped and just stood there in place. The sniper then aimed his rifle at them, but they just kept standing there for about 5 minutes more before leaving our area.

It was 3:30 p.m. when JB came back with a big grin on his face and said: "Gentlemen, I can

any reason for the Marines to stay either. HQ replied the wind might die down in an hour or so, and then a helicopter could get everyone.

We were on the eastern slope of the mountain and the sun slowly disappeared behind the western slope. Now it started to get really chilly. Several of the Marines stripped off their wet shirts and changed into their spares. My shirt was just about dry because I'd shivered so much. I then realized I

behind, just barren ridgeline. Besides a lack of privacy, there was a safety problem. Everyone had their guns pointed outside the group in a defensive firing position. To walk outside the group, meant to be in the machine gun line of fire. I told the guy nearest me what I was about to do and not to shoot. I went about 20 yards outside the perimeter, and with my back turned to the Marines, started to relieve myself. Only then did I realize that I was pointed towards all the funerals and village people 300 meters down in the valley. Even worse I realized the mourners could see me on top of the ridgeline. By then it was too late to stop, and I felt much better, but I wondered if I might have made some kind of cultural statement. In any



Courtesy Photo



Courtesy Photo

confirm that nothing is left of the crash site. It's gone, and the big rock that was next to it is split in half. Let's go home!"

JB used the Iridium phone to call back to HQ for a helicopter. Unfortunately, the winds were too bad at Bagram for helicopter operations, but HQ promised to send a helo out as soon as the airfield came off of weather hold.

"Great," I thought, "What else can happen?"

The Lt then reminded HQ that there was a Taliban firefight in our area the night before, and if there wasn't a need to guard the crash site, then there wasn't

had my fleece liner in my bag, and I put it on.

The medic asked me if supply gave out the desert flight gloves I had on because his gloves got trashed on a previous mission. I had a pair of thick gloves in my bag, so I told the medic to keep the flight gloves. I figured that if we got into a firefight, it was a good idea to have the medic as my friend.

About this time, I realized I had to relieve myself, and I was trying to figure out how to do it gracefully in a group of 50 Marines with no trees around. There wasn't even a rock to go

event I started a trend, because four or five other guys followed suit.

An hour after being told Bagram was under a weather hold, we called HQ back to get an update. They told us the weather was lifting, but the visibility was too low; so they decided to wait for a night pickup.

HQ added, "Moon illumination won't be good enough until approximately 10:00 p.m. to fly safely with Night Vision Goggles. Hunker down and wait."

It was 4:30 p.m., and I was having too much fun. ►



Courtesy Photo

*Blazing*



# Battle

*Photo by SMSgt Dennis Goff*





# Sky on Fire!

By Maj Anton Komatz, Langley AFB, Va.

Courtesy Photo

## October is fire safety month...

Once you have accounted for the fire threats inside your home (improperly stored flammable liquids, overloaded electrical circuits, unattended candles, and have replaced the batteries in your smoke detectors, and checked the pressure on your fire extinguishers), take a look outside and consider what can be done to reduce the threat to your life and property from grass and wildfires. Before you respond with "I live in the city, I don't have to worry about wildfires" and turn the page, consider the fact that many Air Force members recreate, travel through, train, and are sent TDY to bases or towns that are prone to wildfires. Being aware of your surroundings and what to do when wildfires threaten can mean the difference between being a survivor and a statistic.

The causes of home fires and wildfires are very similar: unattended cooking, careless smoking habits, lightning, electrical and or fireplace sparks, faulty equipment, children playing with fire, arson, etc., but the resulting damage is often more catastrophic and far reaching. According to calendar year 2000 statistics compiled by the National Interagency Fire Center, over 1.3 billion dollars were spent fighting 122,827 wildfires, which consumed over 8,422,237 million acres of inhabited and uninhabited forest area, and burned over 861 homes, businesses, and other structures. The threat of wildfires will only grow as more and more people move into woodland and rural areas around the country, but the threat can be reduced by practicing wildfire safety, doing some pre-planning during construction, routine home and grounds maintenance, landscaping improvements to existing homes and buildings, and knowing the proper actions to take when wildfires threaten.

Observe wildfire safety rules. People are the cause of most wildfires; therefore, the threat of wildfire can be significantly reduced by following several common sense practices. The American Red Cross recommends that home and landowners contact local fire, health and forestry offices for information on fire laws and to report hazardous conditions that could cause a wildfire. Homeowners should also make sure that fire vehicles can get to your home, and ensure all driveway entrances are clearly marked so they know your name and address. People should plan several escape routes away from your home by car and by foot as well as talking to your neighbors about wildfire safety. Plan how the neighborhood could work together after a wildfire. Make a list of your neighbors' skills, such as medical or technical. Consider how you could help neighbors who have special needs, such as elderly or disabled persons. Make plans to take care of children who may be on their own if parents can't get home.



Proper site planning, design, and construction of a new home in a rural or wildfire-prone setting can lessen the threat to property during an actual wildfire. The Colorado Forest Service ranks Larimar County, Colorado, as the most hazardous county in Colorado for wildfire dangers. To counter the threat, Larimar County offers the following guidelines for those planning to build homes in fire-prone areas. Evaluate the building site, and choose a site away from heavily vegetated area (trees and shrubs), choosing to build on the most level portion of the land. Avoid building near natural chimneys or draws, as they act as natural pathways during a fire and could draw heat and flames to your home, and set the home at least 30 feet back from any ridge or cliff; increase the distance to 75-100 feet if home will be higher than one story. A steep, narrow, or winding driveway access to your home may look architecturally appealing, but may make it impossible for large emergency vehicles to access your property. If a locked gate is installed, provide a key to your local fire agency. Placing driveways on the down hill side of the home or into the prevailing winds provides a natural firebreak.

A combustible roof is a structure's number one danger in wildfires; therefore, it becomes your home's first line of defense because they usually have the largest surface areas that are exposed to airborne sparks. Use Class A or B roofing materials, such as asphalt shingles, slate or clay tile, or metal. The foundation of a building is another area to come in contact with a spreading wildfire. Construct a closed foundation with concrete block, cement wall, or use other fire resistive materials. Siding should be constructed of fire resistive materials from the ground to the roof overhang. Use as fire-resistant or non-combustible like stone, brick, and stucco (considered Class III flame spread siding materials) whenever possible.

Windows are often overlooked as fire hazards, but can be a serious risk. Radiant heat can pass through them and set fire to curtains and furniture, so minimize the size and number of windows on the side of the house that would most likely be exposed to a fire. Double-pane glass and tempered glass are more effective than single-pane glass by reducing the amount of radiant heat; plastic sky lights can melt. To prevent

sparks from entering your home through vents, cover attic, soffit, and floor vents with wire mesh no larger than 1/8 of an inch, make sure eave and soffit vents are closer to the roof line than the wall. Take care to design decks so that they are not located at the top of a hill where they will be in direct line of a fire moving up slope. Landscape with fire resistive plants and incorporate walkways and retaining walls as man-made fuel breaks. Fire-resistant shrubs and trees (hardwood trees are less flammable than pine, evergreen, eucalyptus or fir trees) can help contain fire rather than fuel it.

Routine home and grounds maintenance can protect your home, and reduce the threat of your home starting a wildfire or succumbing to one. The American Red Cross provides the following guidelines for homeowners in general and those in wildfire-prone areas in particular. Clean gutters, eaves, and roofs regularly, and stack firewood uphill from or on the contour of your home (fire naturally travels uphill; therefore, fuel placed on the downhill side of your home will only feed a fire, whereas firewood placed uphill is less apt to burn). Inspect chimneys at least twice

a year. Clean them at least once a year, and keep the dampers in good working order. Equip chimneys and stovepipes with a spark arrester meeting National Fire Protection Association Code 211 (contact your local fire department for exact specifications). Keep a ladder that will reach the roof and other household items that can be used as fire tools: a rake, axe, hand-saw or chainsaw, bucket, and shovel.

Recommended wildfire preventative measures also include creating a 30 to 100-foot safety zone around your home. Clear all flammable vegetation by raking leaves, dead limbs, twigs, and rubbish from under structures and disposing of them properly. Create a 15-foot "clear space" between tree crowns, and remove limbs within 15 feet of the ground, as well as any dead branches that extend over roofs. Remove vines in contact with the home, prune tree branches and shrubs within 15 feet of a stovepipe or

## Your home's roof is your first line of defense against wildfire ...

chimney outlet, and ask the power company to clear branches from power lines. Clear a 10-foot area around propane tanks and barbecues. Also consider your water needs. Identify and maintain an adequate outside water source such as a small pond, cistern, well, swimming pool, or hydrant, and have a garden hose that is long enough to reach any area of the home and other structures. Consider obtaining a portable gasoline-powered pump in case electrical power is cut off.

In the event that a forest or wildfire begins to threaten your home and property, monitor radio and television broadcasts for fire movement, intensity, fire fighting efforts and any information directing an evacuation or escape route away from the danger area. Comply with all instructions of local fire and police officials, and time permitting, take the following actions:

- Back your car into the garage or park it in an open space facing the direction of escape. Shut doors and roll up windows.

- Leave the key in the ignition. Close garage windows and doors, but leave them unlocked. Disconnect automatic garage door openers.
- Confine pets to one room. Make plans to care for your pets in case you must evacuate.
- Arrange temporary housing at a friend or relative's home outside the threatened area.
- Close windows, vents, doors, Venetian blinds or non-combustible window coverings, and heavy drapes. Remove lightweight curtains.
- Shut off gas at the meter. Turn off pilot lights. Turn off propane tanks.
- Open fireplace damper. Close fireplace screens.
- Move flammable furniture into the center of the home away from windows and sliding-glass doors.
- Turn on a light in each room to increase the visibility of your home in heavy smoke.
- Seal attic and ground vents with pre-cut plywood or commercial seals.
- Place combustible patio furniture inside.
- Connect the garden hose to outside taps.
- Set up the portable gasoline-powered pump.
- Place lawn sprinklers on the roof and near above-ground fuel tanks. Wet the roof.
- Wet or remove shrubs within 15 feet of the home.

Once preparations are complete, continue to monitor the radio and television for evacuation orders or additional information. If you are ordered to evacuate, comply immediately, do

not delay your departure to complete pre-departure preparations. The Red Cross advises that you: wear protective clothing (sturdy shoes, cotton or woolen clothing, long pants, a long-sleeved shirt, gloves, and a handkerchief to protect your face), take a disaster supplies kit (see [http://www.redcross.org/services/disaster/0,1082,0\\_3\\_,00.html](http://www.redcross.org/services/disaster/0,1082,0_3_,00.html) for details), lock your home, advise someone of your departure time/destination and follow directed evacuation routes or one away from fire hazards if no route is specified.

Forest and wildfires are extremely unpredictable; they can race wildly through a forest during periods of dry weather and winds can blow and spread burning embers and sparks in many different directions making it difficult to escape its path. The following recommendations/actions are provided in the event you are caught in the path of a wildfire either during evacuation, while camping/hiking, taking part in other recreational activities (hunting, fishing, etc.), or just traveling through the local area. The Freemont County, Colorado, website and About.Com contain the following tips on personal survival during a wildfire.

If you are caught in a wildfire on the highway:

- Drive slowly with your lights on and be aware of other vehicles and pedestrians. If heavy smoke obscures your vision and prohibits further travel, pull over to the shoulder of the road as far as possible away from large sources of fuel if able and turn the engine off, but keep lights and emergency flashers on.
- Tightly close all windows and vents in your car, and remove clothes made from synthetic fibers (they may melt to your body due to the fire's radiant heat) and wrap yourself in a DRY cotton or wool blanket. Lie down on the floor boards of the vehicle and wet a corner of the blanket or a handkerchief to help protect your

lungs from smoke inhalation. Avoid panic and try to remain calm as the fire passes around or over your car. The car may be rocked from fire-induced winds, but remaining in the car provides your best chance for survival. The fire will pass over/around your car before the gas or diesel fuel contained in metal tanks will become hot enough to explode. Once the fire has passed, exit the car and stay away from it. If a fire extinguisher is carried, it can be used to extinguish small hot spots around or under the car to reduce the danger of a secondary fire igniting.

If you are caught in a wildfire out in the open while hiking, camping, etc.: Before heading out, check the fire danger level, and plan your trips

carefully to include providing a trip plan with someone and telling them when you expect to return.

Your senses may be your first warning of danger; be aware of your surroundings, look and smell for smoke, as well as listening for the sounds of a fire. If a fire is suspected or confirmed, leave the area immediately, traveling toward lower elevation as fire will travel up-slope. Avoid entering narrow valleys and steep slopes (travel near their edges) as they act as a natural chimney, funneling smoke and flames upward.

Just as with seeking shelter in an automobile, remove synthetic material away from your body and replace them with dry cotton or wool items or a blanket. Carry your backpack instead of wearing it so it doesn't catch on limbs or throw you off balance as you make your escape. Also, discard any flammable items such as

lamp or stove fuel, matches, or lighters.

If you become encircled and trapped by the fire, look for shelter in a body of water, amongst rocks, or a natural depression in the ground, void of burnable materials, in which to lie in. If none are available, clear a 10 to 20-foot circle around you of flammable materials and lie face down in the middle of it. If possible, cover yourself with dirt/soil to protect yourself from the radiant heat, always taking care to cover your head (breathe through a moistened cloth if available to avoid smoke inhalation). The fire will be consuming much of the available oxygen; however, oxygen levels will increase as the fire passes.

In a last-ditch attempt at survival, your only consideration may be to run into the fire to reduce your exposure time and increase your chances for survival. If you elect this avenue of escape, ensure your skin and hair are covered by dry cotton or wool and run into/toward a burned area or where the flames are less than 4 feet in height.

As more and more people build homes and take up residence in rural, wilderness areas, the threat of wildfires will increase as well. Take time to become familiar with the fire danger where you live, and take steps to lessen your home's exposure to fire by taking precautions to design and build "firewise" homes, to properly landscaping and maintaining your home. There is a wealth of information through government and commercial sources on wildfire prevention and preparation. Below is a list of websites consulted in the compilation of this article, and others to provide ready reference information to help you prepare. ▶

**National Interagency Fire Center**  
at: <http://www.nifc.gov/>

**National Red Cross** at: [http://www.redcross.org/services/disaster/01082\\_0594\\_00.html](http://www.redcross.org/services/disaster/01082_0594_00.html)

**Larimer County, Colorado,**  
website at: [http://www.co.larimer.co.us/wildfire/Residential\\_handout.htm](http://www.co.larimer.co.us/wildfire/Residential_handout.htm)

**About Adventure Travel** at: <http://adventuretravel.about.com/cs/backpacking/ht/WildfireSafety.htm>

**Federal Emergency Management Agency**  
at: <http://www.fema.gov/fimal/how2001.shtm>

**Freemont County, Colorado,**  
website at: [http://www.freemontcounty.org/wildfire\\_information.htm](http://www.freemontcounty.org/wildfire_information.htm)



Courtesy Photo

**A** decision I made at a traffic accident 11 years ago sealed the fate of two, but saved others. My family and I were approaching a controlled intersection on a four-lane divided highway in a small city in Wisconsin when it happened. A small red sports car, traveling in the opposite direction, had already stopped for a red light when it was hit from behind by an Oldsmobile traveling at approximately 45 to 50 miles per hour. The force of the impact pushed it through the intersection (across four lanes of crossing traffic) and came to rest on the other side of the intersection in the right hand lane, with the Oldsmobile coming to rest about 10 feet behind. The impact crushed the rear of the sports car, rupturing its fuel tank and igniting the fuel that was spilling from it. Thick oily smoke rose from the fireball, and the flames completely engulfed the sports car before it had even rolled to a stop near the curb.

I immediately pulled my van to the side of the road, put my emergency flashers on, and ran toward the now burning sports car. In the seconds that it took me

## Accident Triage

to exit my vehicle and cover the 40 yards or so to the accident scene, the fire had spread below and around the sports car and had turned the windows black with soot from the inside. I instinctively reached for the door handle, but the wind switched and I was forced back by the heat and flames. As I was about to make my second attempt, a rubber fuel hose came free from under the vehicle and began to whip back and forth like an angry snake, spitting burning fuel from side to side like a flame thrower. Just as the fuel line broke free, several other drivers arrived offering help, one of them carrying a small fire extinguisher. The "flame thrower" kept us from approaching the sports car, while simultaneously spreading the fire toward the Oldsmobile, setting its engine compartment on fire. The driver's door of the Oldsmobile was jammed closed, and the driver was conscious, but pinned under the steering wheel and began yelling when the flames began to appear from under the hood.

The driver with the fire extinguisher pulled the pin on his extinguisher and was about to use it on the now completely engulfed sports car when I made a split-second evaluation of the situation, and stopped him. "Get the Olds, you can't put this out with that" was all I told him. In that split second I determined that the small fire extinguisher would not make a dent in the fire that engulfed the sports car, but it might be enough to fight the fire in the Oldsmobile's engine compartment until the fire department arrived. The small extinguisher didn't put out the fire in the Oldsmobile's compartment, but it did knock it down a bit and kept it from igniting that car's fuel line. Two truckers then arrived on the scene with fire extinguishers and put out the Oldsmobile's fire and kept the fire at bay until the fire department arrived. Once the police and fire departments arrived, we were ushered away from the area while they fought the fire and extracted the Oldsmobile's driver from the car. The sports car had burned so hotly that the aluminum wheels had melted from the suspension and had to be pulled from the asphalt, leaving silver-colored impressions to mark the spot.

It has been said that triage is never perfect, democratic, or pleasant but it gives the best outcome. That day, in that situation, I determined that there was nothing I could do to help the driver or passengers in the sports car. I was concerned that it might explode and injure the "rescuers" and wasting the small fire extinguisher on it may have resulted in the fiery death of the Oldsmobile's driver. The other lesson I learned was that a fire extinguisher in your car might not be effective against a catastrophic fire, but it can buy you precious escape time, or put out secondary fires before they can spread out of control.

An internet search for "auto fire extinguishers" returned results for several different disposable and refillable fire extinguishers suitable for automotive use, ranging in price from \$20 to \$80 or more. Prices usually relate to features or the amount of extinguishing agent in the extinguisher and not the extinguisher's capability to put out a fire. Fire extinguishers are rated either A, B, C, or D to describe what class of fire they are intended to be used on.

Class A rated extinguishers are used on wood and paper; Class B extinguishers are for flammable liquids; Class C fires are for energized electrical fires, while Class D extinguishers are intended for use against combustible metals. Most automotive extinguishers are rated Class "B and C," as flammable liquids and electrical shortages are typically the causes for automotive fires. Fire extinguishers rated for Class A fires (wood and paper) should not be used on automotive fires as these extinguishers normally use water as their agent and can actually spread a gas or grease fire. A Class A B C rated fire extinguisher will normally contain a dry chemical, halon, or carbon dioxide agent and is suitable for use on automobile fires.

To keep a fire extinguisher from becoming an automotive safety hazard, it should be mounted in a secure, readily accessible location to keep it from rolling under the foot pedals or becoming airborne in an accident. Before going out and buying the largest extinguisher available, consider where it can be mounted so that it is accessible from the driver's seat, while not creating blind spots or making it difficult to operate vehicle controls. Avoid purchasing a large extinguisher that can only be carried in your car's trunk as it may not be available to you in an emergency. Like most products, more expensive doesn't necessarily mean a better product. Less expensive disposable extinguishers are available which are just as effective when it comes to saving a life and/or property (as the chrome-plated extinguishers from the "Fast and Furious" performance shop).

Finally, should you ever need to use your fire extinguisher on an automotive fire, or any fire extinguisher to fight a fire, remember the acronym "PASS."

**P**ull the pin on the extinguisher.

**A**im low. Point the nozzle at the base of the fire.

**S**queeze the handle.

**S**weep from side to side across the fire area until the fire is out.

# Alone and Unprepared

By Major Scott Hannan, Whiteman AFB, Mo.  
Photo by SSgt Tanika Bell, Langley AFB, Va.

Unfortunately, or fortunately, depending on your point of view, one horrible night taught me more about personal safety and preparedness than I ever wanted to learn. No, I wasn't the victim of a drunk driver or of some bizarre household mishap. It was the misfortune of a total stranger that taught me safety lessons that I've never forgotten and hope to never experience again.

It was the fall semester of my junior year at the University of Florida in Gainesville, Florida. I was driving home from a party around 2 a.m. and decided to take a shortcut through the campus to get home to my apartment. The Florida campus is very big and has several miles of rural back roads that wind through the nature preserve mostly unlit. It rained earlier that evening so the roads were also wet. I was driving with my stereo

going pretty much full blast which ordinarily would have drowned out any noise from outside the car. (I know, not the smartest technique.) Just at a point in-between songs on the tape, I thought I heard a faint cry from somewhere in the woods bordering the road. I slowed the car almost to a stop and turned down the radio. I definitely heard another cry, but it was unintelligible.

Alone and unprepared



Now, like I said, this was early fall semester, so my initial thought was I was becoming the victim of some kind of fraternity rush prank. My initial instinct was to drive away and laugh at the poor freshmen out running in the woods, in the rain, probably only wearing their skivvies, but something in the voice made me feel like there really might be a problem.

I called out, *"What's wrong?"*

A reply came back, again very weakly, *"Please help me."*

At this point, I identified it as a male voice so now I was really suspicious. I called out again.

The reply came back, *"Please, please help."*

I pulled over out of the roadway and turned the car off. Whoever it was spoke out again, and I was able to locate the area from which the person was calling. I peered into the darkness between the trees and thought I saw someone or something lying about 10 to 15-feet off the road. I cautiously approached and quickly realized there was a person lying on the ground. I called to him again, and it was the guy on the ground who responded.

All he said was, *"Please help me."*

I realized that the situation was for real and very serious. I rushed over and found a man, about my age, lying on his back with a motorcycle helmet strapped on his head. He was lying on a berm with his feet upslope from his head and his limbs were akimbo. Up close, he sounded groggy and disoriented.

I asked him, *"What the hell happened? Are you all right? What's your name?"*

I was nervous and a little scared because now that I was close to him I was sure he was badly injured. He couldn't answer any of my questions. He just groaned and mumbled something incoherent. I figured from the helmet he must've had an accident, but I looked around in the dark and couldn't see any motorcycle. That was irrelevant anyway.

He wasn't bleeding visibly, but he sounded like he was in pain. I really had no clue what to do. I'm showing my age now, but this was before widespread, well really any, use of cell phones. I didn't want to leave him out there alone, but I knew he needed more help than I could offer, and he needed it right away. Unfortunately, maybe 5 minutes had passed, and still no other traffic had driven by.

I suspected he might have injured his back and/or neck so I didn't try to move him at first. He actually became a little more lucid for a while, and he told me he couldn't move anything.

I thought to myself, *"That can't be a good thing!"*

Then the most terrible thing happened. He began to vomit, a lot. Unfortunately his helmet was the full-face variety, and it began to rapidly fill up around his mouth and nose!

I had to make an immediate decision. At the time, I'd never heard of ORM, but that's what I did quickly. I decided between moving his head and neck or risking him suffocating in his own vomit. I decided to risk aggravating any injury because it looked like he was choking to death. As quickly and gently as possible, I removed his helmet. Then I turned his head to the side to clear his airway.

I was woefully unprepared for an event like this. I had zero safety equipment in my car. No fire extinguisher, no first-aid kit, not even a flashlight! All I had was three Wendy's napkins. I wrapped one of the napkins around my index finger and used it to clean the vomit out of his mouth. I used the others to clean up his face some. He was now unconscious, but he had stopped vomiting, and he seemed to be

breathing easier. I'm sure he was in shock, but I didn't know enough to realize that at the time or to do anything about it even if I had known.

If help was important before, NOW it was imperative! Still no traffic went by. After a few more minutes I finally heard a car in the distance. I quickly ran to the roadside, but they wouldn't stop! I guess I can't blame them. It was now almost 3 a.m. on a completely darkened road, and some crazed guy is flailing his arms and yelling at them as they pass.

Well, THREE cars passed in the next 10 minutes, but not one even slowed down! Finally, I said to hell with that, and I pulled my car across the road completely blocking traffic.

The next vehicle was a pickup with an older man in it. He was very wary of me. I'm still surprised to this day that he stopped. I had to yell to him through his rolled-up window. I guess I looked pretty scary. Anyway, I was able to convince him I was on the level, and he agreed to stop at the next phone to call the police. I wasn't taking any chances though, so I left my car in the road.

I don't know if the man called the police or if the next car just happened to be a cop, but about 10 minutes later a police car pulled up. I quickly explained what was going on, and then moved my car while he went to examine the victim. He called for an ambulance immediately. The paramedics arrived very quickly, loaded the victim and sped off.

By this time more police had shown up. I followed an officer as he went looking for the motorcycle. We found it a good way back up the road. The rider must have lost control of the bike on a curve. There was a long skid mark in the grass that clearly indicated what had happened. The rider just barely missed (less than a foot) the trunk of a large oak tree. As he went sliding by, he probably breathed a momentary sigh of relief. Unfortunately, just a few feet or so beyond, he hit a much smaller tree square in the center. The bike stopped dead. It was still lying with crushed front forks at the base of the smaller tree. The rider was obviously thrown violently. I never did learn the rider's name, but I did read in the paper the next day that doctors feared the man would be at least partially paralyzed forever.

Had I been better prepared and trained there may have been a chance for a better outcome. With training, I might have administered more effective first aid. If I had flares or some other signaling device, I might have been able to get help and medical attention to him sooner, without having to do something risky like blocking traffic.

This episode taught me several lessons that I've kept with me ever since. First, I went right out and purchased proper safety equipment for my car. I placed a flashlight, fire extinguisher, flares, jumper cables, and a small first aid kit in my trunk. Second, I signed up for a CPR class offered by the University. It covered basic first aid too. The third lesson is I will always wear my seat belt and try to drive defensively and appropriately for the road conditions. I don't know if the rider was intoxicated, an unskilled motorcycle operator, or just unlucky. I do know the only reason he was alive when I found him was he was wearing his helmet. Finally I learned to act! Do whatever is necessary and within your abilities to assist people in need of help after an accident.

Please learn from my story and evaluate your personal safety readiness. Take steps to improve it if needed. I was definitely unprepared for that night, but I learned my lesson. Today, I'm ready to help. Are you?

# MONTHLY AWARD WINNERS

## Aircrew Safety Award of Distinction

Immediately after takeoff the aircrew of B-52 aircraft 60-020 received a master caution and engine oil overheat indication. The engine oil temperature on the number two engine read 163 degrees Celsius. The aircrew shut down the engine in accordance with Dash 1 checklist procedures. After a successful shutdown, the aircrew decided to continue with the mission. En route to the Lancer Air Traffic Control Assigned Airspace (ATCAA), the master caution and alternating current circuit breaker open light illuminated and the number one generator kicked off-line. After running the applicable Dash -1 checklists, the aircrew was unable to restore the generator. The aircrew decided to continue the mission and proceeded to the Lancer ATCAA for bombing and Electronic Attack (EA) activity. Both area and air refueling activity occurred uneventfully. On the initial descent into Barksdale AFB, the master caution light once again illuminated and indicated a generator-drive-overheat on

the #5 generator. The aircrew ran the appropriate Dash 1 checklists and successfully decoupled the #5 generator. While operating on reduced electrical capability, the aircrew reduced electrical loads in order to provide enough power for flap extension. The aircrew successfully configured the aircraft and proceeded with a full-stop landing. After touchdown, the aircraft's drag chute malfunctioned during deployment. Using excellent situational awareness, the aircrew successfully slowed the aircraft to a safe stop without exceeding aircraft brake energy limits. This aircrew was faced with multiple malfunctions and abnormalities during the sortie. Their exceptional systems knowledge, aircrew coordination, and situational awareness allowed them to prevent these malfunctions from developing into a serious airborne emergency. Additionally, the aircrew's superb decision making allowed them to accomplish their mission and then safely recover one of the most vital weapons systems in the Combat Air Force today.



**Capt Samuel Smith, Marcus Halbritter, Jesse Lamarand and Damon Brewer, 1Lt James Torres,  
20th Bomb Sqdn., 2nd Bomb Wing, Barksdale AFB, Louisiana**

## Pilot Safety Award of Distinction

Capt Busch was the wingman of a two-ship of F-16CG close air support fighters training in the north Utah Test and Training Range. Thirty minutes into the flight, just as Capt Busch's flight checked in with the Forward Air Controller-Airborne (FAC-A), the aircraft warning systems indicated a problem with the oil system. As he called a knock-it-off for the flight and turned towards Wendover Airport, Capt Busch analyzed the situation as an engine lube low condition. With the knowledge that the engine may have impending failure due to oil starvation, Capt Busch immediately started a climb to achieve altitude suitable for gliding with a flamed-out engine into Wendover. Once the aircraft was in a safe gliding position, Capt Busch focused his efforts on the flame-out approach while simulta-

neously coordinating with Wendover traffic and ground crews for the imminent emergency landing. His communication efforts were complicated due to an inoperative VHF radio. Capt Busch worked with his flight lead to relay information to the crash crews awaiting his arrival. After flying a flawless flame-out approach, Capt Busch landed 500 feet down the runway, on speed, and was able to stop the heavyweight aircraft on the short Wendover runway (8,000 feet is the minimum required for F-16 aircraft). Due to Capt Busch's earlier coordination, the crash crews were able to respond immediately to the emergency and secure the aircraft safely. The entire situation amazingly spanned less than 4 minutes from first indication to engine shutdown in the chocks. Upon inspection of the aircraft engine, maintenance technicians found that the engine was losing oil through a bad main engine control shaft seal when RPM was above 85 percent. The engine lube low level is displayed to the pilot when the engine oil levels drop below 40 percent of capacity. The aircraft had lost at least 60 percent of the total oil capacity within 30 minutes of a planned hour and a half flight. Without Capt Busch's quick reactions, expert procedural knowledge, and professional flying skills, the engine would have failed due to oil starvation. Capt Busch's actions prevented the loss of an Air Force weapons system and a national asset.

**Capt James W. Busch, 4th Fighter Sqdn.,  
388th Fighter Wing, Hill AFB, Utah**

# Flight Line Safety

Award of Distinction

**A**1C Enyeart was launching aircraft number 90-0234 for the first go on Day 2 of a scheduled 192 sortie surge. With engines running he started performing his launch inspection and quickly noticed a hydraulic leak coming from the right Airframe Mounted Accessories Drive (AMAD) bay. Amn Enyeart notified the flight line expediter of the leak in the right AMAD bay. SSgt Hemberger and SSgt Salisbury quickly exited the expediter truck and did a quick inspection of the bay. With smoke starting to billow, SSgt Salisbury looked into the bay through an inspection panel and saw the AMAD bay was now on fire in the area of the right utility hydraulic pump. MSgt Blakemore saw the smoke and went over to evaluate the situation and preposition a 150-pound Halon fire extinguisher closer to the aircraft. SSgt Salisbury immediately alerted the expediter of the fire, who declared a ground emergency through the Maintenance Operations Center (MOC) who, in turn,

notified the fire department. With MSgt Blakemore holding open the inspection panel, SSgt Salisbury charged the fire extinguisher and SSgt Hemberger took control of the nozzle and began to fight the fire. A1C Enyeart, who was still in communication with the aircrew, directed them to execute an emergency shutdown of both engines and immediately egress the aircraft. The fire was quickly extinguished and the aircrew moved to safety. A few minutes later the fire department arrived to evaluate the scene and verified the aircraft was safe. All individuals were evaluated by medical personnel for possible Halon inhalation and were cleared of any medical conditions associated with the incident. Sergeants Blakemore, Salisbury, Hemberger and Amn Enyeart's exceptional ability to recognize and react to the fire displayed great poise under pressure and superior situational awareness. Together, they saved an Air Force asset valued at over \$39 million and prevented the potential loss of life to the aircrew and other maintenance technicians.



**MSgt Scott D. Blakemore, SSgts Aaron J. Hemberger and Joseph C. Salisbury (not in photo), A1C Adam T. Enyeart, 366th Aircraft Maint. Unit, 366th Fighter Wing, Mt Home AFB, Idaho**

# Crew Chief Safety

Award of Distinction

**W**hile launching an F-16C, MSgt Thomas distinguished himself by discovering an engine problem that could have resulted in an aircraft mishap. During the launch sequence, Sergeant Thomas noticed vapors coming from the aircraft exhaust. After confirming that the pilot did not have any abnormal indications in the cockpit, Sergeant

Thomas took a closer look at the exhaust and noticed oil pooling in the tail pipe. Sergeant Thomas informed the pilot that the launch would have to be aborted. After an uneventful shutdown, he rechecked the oil level and discovered it to be excessively low. If Sergeant Thomas had not noticed the oil pooling in the tailpipe, the aircraft would have launched with an engine that was susceptible to seizure. MSgt Thomas' vigilance and quick action prevented the potential loss an F-16C aircraft and combat ready pilot.



**MSgt Randall Thomas, 187th Fighter Wing, Montgomery, Alabama**

# MONTHLY AWARD WINNERS

## Weapons Safety Award of Distinction

The Egress section of the 1st Component Repair Squadron was called upon to inspect a T-37 from Columbus AFB that had the canopy jettison system inadvertently activated by Transient Alert personnel. The Egress section had personnel with previous T-37 experience who immediately responded and worked with QA, the pilot of the aircraft, and 1 FW weapons safety to coordinate an action plan. Upon inspection of the aircraft, MSgt Burns and SSgt Morin determined that the door for the external canopy jettison handle had been mis-marked as the normal canopy opening control handle. They also discovered that the canopy jettison initiator was not safed correctly, and that although

the jettison system had been activated, a material failure in the canopy system prevented the canopy from safely separating from the aircraft. This resulted in a partially jettisoned canopy with extensive structural damage to the cockpit area. MSgt Burns and SSgt Morin determined that even though the canopy had not separated from the aircraft, all explosives for the canopy jettison system had been expended and the aircraft was safe to tow. They also coordinated with Columbus AFB Egress section, 1 FW weapons safety, and the local Munitions accountability section to acquire replacements for all expended explosive items and to provide storage of them as well as the ejection seats in the Egress section until repairs were completed. As a result of this incident, a one-time inspection was accomplished at Columbus AFB which found three other T-37 aircraft with mis-marked doors.



MSgt Timothy A. Burns (not in photo) and SSgt Scot J. Morin, 1st Component Maint. Squadron, 1st Fighter Wing, Langley AFB, Virginia

## ACC Safety Awards Program Helpful Hints

- Gather the facts and draft nominations when the event occurs
- Prepare and coordinate final nomination package well ahead of suspense date
- Provide specific accomplishments. State specific facts, statistics, or methods used
- Avoid gross generalizations
- Ensure appropriate photographs or unit patch illustrations are included with nomination package
- Nominations **must** be sent electronically
- Ensure the actions of the individual/group/unit nominated are notable and not just doing their job
- Ensure nominations are routed through the proper channels (WG/SE, WG/CC, NAF or DRU/SE)
- Contact your NAF or DRU for internal suspenses and specifics

### Monthly Awards

Due on the 1st of each month

### Quarterly Awards

Due on the 1st of Feb, May, Aug & Nov

### Annual Awards

Due on 1st of November

\*All awards due to ACC/SE on the specific date. Photos for monthly and quarterly awards should be environmental shots with individuals facing straight ahead; annual photos should be an official photo or equivalent.

See AFI 36-2833, or visit us on the web for specific criteria and eligibility requirements.

POC is Barbara Taylor, DSN 574-8846 or e-mail to: [barbara.taylor@langley.af.mil](mailto:barbara.taylor@langley.af.mil)

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**- The Combat Edge**

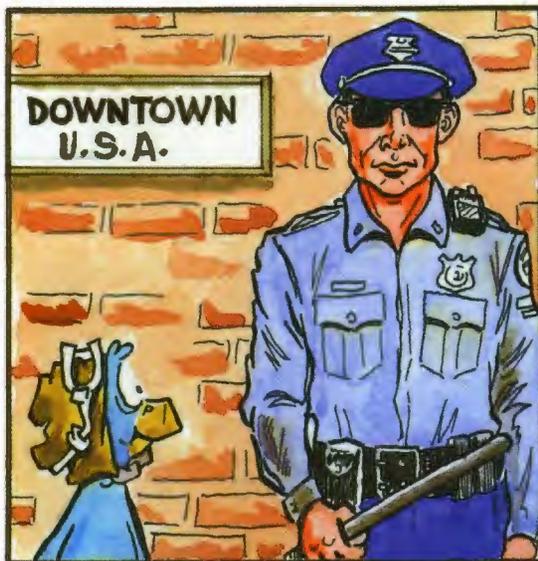
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16. Publication of Statement of Ownership <input checked="" type="checkbox"/> Publication required. Will be printed in the <b>October 2004</b> issue of this publication. <input type="checkbox"/> Publication not required. 17. Signature and Title of Editor, Publisher, Business Manager, or Owner [Signature] Major, USAF, Executive Editor 1 Sep 04		

### Instructions to Publishers

- Complete and file one copy of this form with your postmaster annually on or before October 1. Keep a copy of the completed form for your records.
- In cases where the stockholder or security holder is a trustee, include in items 10 and 11 the name of the person or corporation for whom the trustee is acting. Also include the names and addresses of individuals who are stockholders who own or hold 1 percent or more of the total amount of bonds, mortgages, or other securities of the publishing corporation. In item 11, if none, check the box. Use blank sheets if more space is required.
- Be sure to furnish all circulation information called for in item 15. Free circulation must be shown in items 15d, e, and f.
- Item 15h. Copies not Distributed, must include (1) nonmailed copies originally stated on Form 3541, and returned to the publisher, (2) estimated returns from news agents, and (3) copies for office use, leftovers, spoiled, and all other copies not distributed.
- If the publication had Periodicals authorization as a general or requester publication, this Statement of Ownership, Management, and Circulation must be published; it must be printed in any issue in October or, if the publication is not published during October, the first issue printed after October.
- In item 16, indicate the date of the issue in which this Statement of Ownership will be published.
- Item 17 must be signed.  
 Failure to file or publish a statement of ownership may lead to suspension of Periodicals authorization.

PS Form 3526, October 1999 (Reverse)





## FY04 Aircraft

As of August 31, 2004

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

## FY04 Ground

As of August 31, 2004

	Fatal	Class A	Class B
8 AF		6	0
9 AF		7	2
12 AF		10	0
DRU's		1	1

## FY04 Weapons

As of August 31, 2004

	Class A	Class B
8 AF	0	0
9 AF	0	0
12 AF	0	0
AWFC	0	4

### 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 had zero rate-producing Class As for August ... well done. There were, however, two non-rate producers. A Predator crashed in the AOR and an F-16 ECM pod malfunctioned post flight. We've made progress this fiscal year; let's not let it slip away in the home stretch. Staying focused by prioritizing tasks correctly will keep us on track. Worrying about a missed check-in at brake release can snowball into a bad abort/TOLD decision. When approaching a busy air route, directing an in-flight check instead of clearing can put something undesirable in the windscreen. Check yourself before you wreck yourself. Fly Safe!

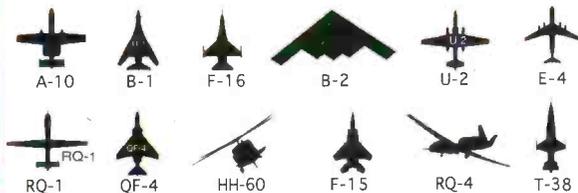
### Ground Notes

As we approach the end of the 101 Critical Days of Summer, ACC is showing an improvement over last year's mishaps. The current theme is a 25 percent reduction in ground fatalities, 9 this year versus 12 last year, and motorcycle mishaps have dropped 20 percent from last year. Currently for FY04 we are showing a 22.5 percent reduction in Class A mishaps.

### Weapons Notes

Weapons mishaps are on the decline. Folks are listening to our pleas to follow tech data and written guidance. This quarter has been quiet as a result of our efforts. We feel it is imperative that we do not take shortcuts when working with explosives, as complacency can creep in at a moment's notice. It is easy to become complacent when most of us can't remember the last time there was an unplanned detonation. Please continue to adhere to tech data and implement ORM and PRM into your daily explosive activities.

### Symbols for Mishap Aircraft



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The Combat  
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