

# *Combat Edge*

May 2005





# Combat Edge

Volume 13 Issue 12,  
ACC SP 91-1



## 4 **RISKY BUSINESS**

by Mr. Rodney Robinson, Langley AFB, Va.



## 8 **AND THEN THERE WERE SEVEN**

by SSgt Shannon D. Kelly, Barksdale AFB, La.



## 10 **A SOBERING TOO-CLOSE ENCOUNTER**

by Mr. David D. Clark, Norfolk Naval Base, Va.



## 14 **AIRMEN SUPPORTING AIRMEN**

by SMSgt Cliff Motley, Langley AFB, Va.

## 18 **HOT PIT FIRE**

**AND I'M NOT TALKING BARBEQUE**

by SSgt Jeffrey Sidorowicz, Langley AFB, Va.

## 24 **HOT AND HEAVY**

by Capt Chad Cartier, Davis-Monthan AFB, Ariz.

## 26 **AGM-88 SLIDES INTO SECOND**

by TSgt Robert N. Lee, Jr., Shaw AFB, S.C.

## 28 **HAVE A PLAN**

by Maj Mark C. Murphy, Pope AFB, N.C.

## DEPARTMENTS

20 **MONTHLY AWARDS**

30 **FLEAGLE**

31 **STATS**

Editor's Note: Due to a printer error, some units/individuals may have received an incorrect number of copies (more or less than requested) of the April edition of The Combat Edge. Please contact the staff at our e-mail address: [acc.sem@langley.af.mil](mailto:acc.sem@langley.af.mil), or call DSN: 574-8846/8868, Commercial (757) 764-8846/8868.

Visit us on the web @ [www2.acc.af.mil/combat-edge](http://www2.acc.af.mil/combat-edge)



LT COL ANTON KOMATZ  
EXECUTIVE EDITOR

MAJ WENDY HAMILTON  
EDITOR

Ms. BARBARA TAYLOR  
ASSOCIATE EDITOR

SRA ALEXANDER SOTAK  
PUBLICATIONS DESIGNER

TSgt BEN BLOKER  
ASSOCIATE PHOTO EDITOR  
1<sup>ST</sup> COMMUNICATIONS SQUADRON

**THE COMBAT EDGE** (USPS 0531-170) (ISSN 1063-8970) IS PUBLISHED MONTHLY BY AIR COMBAT COMMAND, HQ ACC/SEM, 175 SWEENEY BLVD, LANGLEY AFB VA 23665-2700. PERIODICAL POSTAGE PAID AT NIAGARA FALLS NY 14304, AND AT ADDITIONAL MAILING OFFICES. POSTMASTER: PLEASE SEND CHANGES OF ADDRESS TO HQ ACC/SEM, 175 SWEENEY BLVD, LANGLEY AFB, VA 23665

**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.

**CONTRIBUTIONS:** PLEASE SEND ARTICLES WITH NAME, RANK, DSN PHONE NUMBER, E-MAIL AND COMPLETE MAILING ADDRESS AND COMMENTS TO:

EXECUTIVE EDITOR, THE COMBAT EDGE  
HQ ACC/SEM  
175 SWEENEY BLVD  
LANGLEY AFB VA 23665-2700

**TELEPHONE:** (757) 764-8868  
DSN 574-8868  
FAX: (757) 764-8975  
E-MAIL: ACC.SEM@LANGLEY.AF.MIL

THE EDITORS RESERVE THE RIGHT TO EDIT ALL MANUSCRIPTS FOR READABILITY AND GOOD TASTE.

**DISCLAIMER:** THIS MAGAZINE IS AN AUTHORIZED PUBLICATION FOR MEMBERS OF THE DOD. CONTENTS OF THE COMBAT EDGE ARE NOT NECESSARILY THE OFFICIAL VIEWS OF, OR ENDORSED BY, THE U.S. GOVERNMENT, THE DOD, OR THE UNITED STATES AIR FORCE. INFORMATION CONTAINED IN ANY ARTICLE MAY NOT BE CONSTRUED AS INCRIMINATING UNDER ARTICLE 31, UCMJ.



## Airmen Supporting Airmen!

Memorial Day is right around the corner and it's time for the Air Force to launch its annual "101 Critical Days of Summer" campaign. Does this mean that we care more about safety during the summer months? Absolutely not. Safety is a year round priority. Unfortunately, it does mean that we lose too many of our airmen to the "hazards" of warmer weather and vacation pursuits. Last year, ACC lost a total of 27 airmen. Nine of those losses – 33 percent – occurred between Memorial Day and Labor Day. Why didn't these individuals apply the Operational and Personal Risk Management principles that could have saved their lives? We believe each and every airman in ACC has part of the answer to that question, and that's why we're asking everyone's help in reaching our goal of zero fatalities. Be sure to read this month's feature article which gives more information about our campaign theme: Airmen Supporting Airmen.

There is a lot of concern throughout ACC about our overall safety status. While the weapons community hasn't had any Class A mishaps in the last 4 years, increasing technical data violations over the last 6 months are becoming a trend. So far this year, we have had eight Class A ground mishaps, which resulted in seven fatalities and one permanent disability. We are slightly ahead of last year at this time when we had 11 Class A ground mishaps, which resulted in 11 fatalities, but we can -- and must -- do even better. This same comparison for rate-producing Class A flight mishaps shows that our numbers have increased from three during the same period last year to five so far this year. Our military assets – both people and equipment -- are too valuable to lose to complacency, overlooked procedures, haste, fatigue, and lack of planning and responsibility. Each of us is a vital and necessary member of the Air Force family, which has a mission to do: providing combat power for our great nation. If we don't look out for each other and the equipment we work on every day, that mission won't be accomplished. Stories in this issue, such as "And Then There Were Seven," "AGM-88 Slides Into Second," and "Have a Plan," all illustrate what can happen when we lose our focus, get careless, or don't think through a situation before acting.

Decide to survive through the next 101 Critical Days, by taking control of the things you can control: Wear your seat belts, helmets, pads, gloves, face protection, sturdy footwear, protective clothing, life vest or reflective clothing; Don't drink alcohol and then get behind the controls of a vehicle or boat; Observe speed limits and adjust for hazardous road conditions; and Follow tech order procedures. Make safety your Combat Edge over the next 101 days ... Decide to survive and help your fellow Airmen do the same!



Colonel Creid K. Johnson,  
ACC Director of Safety







# Risky Business

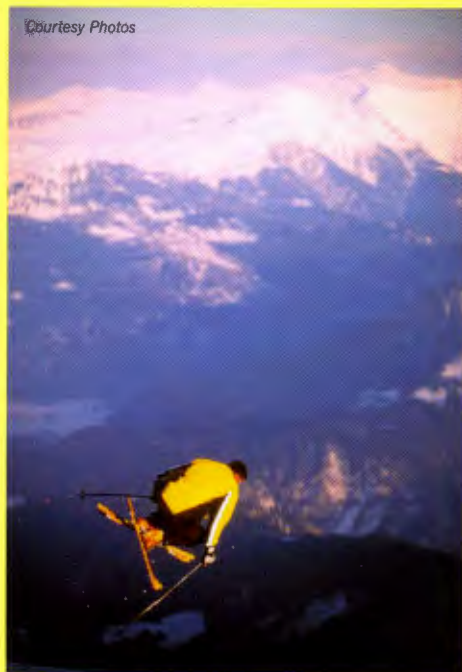
by Mr. Rodney Robinson, Langley AFB, Va.  
*Photos by: SSgt Samuel A. Bendet*



Risky Business



Just a few months ago I was watching television, ESPN of course, and there was the Winter X-Games. You can't help but get excited watching these guys fly through the air on a snowboard, jumping over moguls on a snow machine, or doing flips on a motorcycle. For some of us these high-risk activities are like a magnet pulling at us until we give in and try them. I'm not sure why, but high-risk activities just seem to be more attractive to us than other activities.



Although I'm known to take a few risks here and there, I do try to think things through before I do them. Just last month my family and I were skiing over a 3-day weekend. I have been skiing on and off for about 20 years. However, the last time I went skiing was about 7 years ago. I have two young boys that are caught up in the extreme sport stuff and wanted to go snowboarding. My oldest son went snowboarding last year for the first time with another group; so, of course, he was now a self proclaimed expert snowboarder. My youngest son, although very eager to go snowboarding, was still a little scared since he had never been before. I told both of them that we all needed to take lessons once we got there and then we could hit the slope. After some major whining, we all attended the lessons ... then off to the bunny slope. I was already in pain; my feet hurt like they had never hurt before, but that was not going to stop me. I must tell you the biggest feat for a new snowboarder, in my opinion, is just getting on

and off the lift. I fell on both ends. The first day was uneventful; however, things soon to changed.

It was now our second day of snowboarding, and I was cruising down the bunny slope. I had already fallen about 10 times by now and was getting a little upset. All I could remember was seeing those kids in the X-games doing all kinds of tricks on their snowboard. Why was it so hard for me? Could it be that I was 42 years old and had never snowboarded before? Na! Could it be that I'm out of shape? Na! Could it be that I live in the past and think that I can do anything? Yep! Well, I finally made it back up on my board, and I was doing pretty well before I fell again only this time I hit hard, real hard, on my left shoulder. When I finally pulled myself together, I had decided to exchange my snowboard for a pair of skis, something I would feel comfortable on. After skiing awhile, I decided to go in for a break. My two boys went back up the slope and were heading down for one last run when my oldest son, the expert, fell. I could see him sitting in the snow. Eventually, I



saw my youngest son flagging down a ski instructor for assistance. At this point, I put down my hot chocolate and went out to find out what was going on. Once I made it out to the slope, I realized that my son was in pain. The rescue folks assessed him, loaded him on a sled behind a ski patrol snowmobile, and took him to the first aid station. After a few minutes, they loaded him in an ambulance and took him to a local hospital. There we found out my son had a fracture in the

growth plate of his hip and a detached muscle in the same area. I guess you can imagine his skiing time was up. Well, we headed back to the condo where he spent the rest of the weekend.

Each year, numerous individuals in Air Combat Command are injured when they participate in extreme sports (high-risk activities) with little or no training or experience. These folks see only the fun and excitement the activities bring and often fail to realize the risks associated with them.

As I look back at my family's ski trip, I realize that sometimes you can get the training, follow the rules, and still be injured. Although we see folks flying off jumps at the Winter X-Games, we must realize they have been doing this for many years and probably started with baby steps. Regardless of the amount of training though, these type activities are high-risk because even well trained, experienced individuals are exposing themselves to above average risk when participating in them. An example would be riding an off-road motorcycle over jumps and through the mud. Last year, ACC experienced 30 reportable dirt bike mishaps with a total cost of over \$130,000.

If we are to reduce the number of accidents related to extreme sports, then everyone must be involved. ACC's policy on high-risk activities was established by a message from ACC/CV, dated December 10, 2002. The policy is simple: get educated and trained before you participate in high-risk activities. Use Personal Risk Management to determine if the sport is really worth the risk. Also commanders get involved to be sure your subordinates are educated, trained, and have thought about the possible ramifications of participating in the high-risk activity. This team approach is sure to turn around the negative trend of injuries from high-risk activities. ✪







Courtesy Photo





# and then There were SEVEN

by SSgt Shannon D. Keller, Barksdale AFB, La.

Photos by: A1C Austin Knox

The owner of a turf farm in Wisconsin was irrigating his fields when the pump kept shutting itself off. He assumed that the oil sensor shut-off switch was to blame, that either this switch was loose or was shorting out. He put his right hand behind the front panel in order to test the sensor and ensure it was working properly. That is when the fan belt from the engine hit his right hand, causing severe injury. The thumb was damaged to the first knuckle and index finger was damaged to the second knuckle. The middle finger was completely severed just before the second knuckle.

The farmer yelled to his son, who was nearby, that the irrigation pump had just cut off his fingers. They drove to their house, just down the road, in a

small truck. In their urgency, a rear tire blew out. Luckily, they were already very close to the house and were able to coast into the driveway.

The farmer's wife saw him speeding into the driveway, with one flat tire, and saw the look on her husband's face. At first, she thought that maybe he had forgotten some urgent appointment. She noticed that he was holding his right hand between his legs as he got out of the truck. As she walked over to him, he told her that he had cut them badly. The farmer's wife, a former 13-year employee of an Emergency Medical Team (EMT), knew that he was in dire need of medical assistance. She walked him into the house and wrapped his hand with a clean towel, advising him to apply pressure and hold his hand above his

heart to slow the bleeding. She called 911 and informed them of her husband's condition, age, and how the accident occurred. As their son came into the house, she told him that he needed to go back to the site of the incident and find the missing middle finger before the emergency team arrived.

Wisconsin has a group of emergency technicians who are similar to EMTs, due to the fact that Wisconsin has so many large, widely spread rural areas. These First Responders can do almost anything that EMTs can, except give medication, use defibrillators and other similar procedures. A First Responder arrived about 5 minutes after the 911 call. He gave the injured farmer oxygen and the farmer's wife asked if the First Responder would call Flight for Life. This was the best chance they had to save her husband's fingers. The First Responder allowed the wife to contact the ambulance, which was on its way, via radio and ask them to call in Flight for Life. Flight for Life landing zones in rural areas are coordinated through the Fire Department and Sheriff's Department. They are best able to ensure the safety of the area by checking for power lines and they relay the coordinates to the pilot of the emergency helicopter.

Soon after that, the ambulance arrived. They loaded the injured farmer into the ambulance and drove him to the field where a landing zone had been created. The helicopter landed and the farmer was transferred on board. The flight crew administered medication immediately and delivered the farmer to Froedert Memorial Hospital, which specializes in reattachment of hands and







Courtesy Photo

fingers, within 12 minutes. The farmer was in surgery within 1 hour of the accident. The surgery lasted 7 hours and in the end, they were unable to reattach the middle finger, as the nerve and tissue damage were too severe.

Doctors stated that the index finger was most difficult to repair and required pins and the introduction of a blood vessel taken from the farmer's arm. The thumb was much easier, requiring less invasive methods.

After the surgery, the farmer was moved to his hospital room. Since the first 3 days after surgery are the most critical, the farmer's room had to maintain a temperature of 82 degrees Fahrenheit and his wounds had to be checked hourly. After 5 days in the hospital, the farmer was sent to the Hand Center, where many patients are seen in a large, open room. After 1 month, they began to notice that the index finger had some dead tissue. It was decided to remove the first knuckle on this finger to prevent a dangerous infection from setting in. All this has been traumatic for the farmer having to undergo physical therapy to relearn fine motor skills, the pain of nerve re-growth, and the loss of his index finger

tip after its salvation. In addition he has many problems trying to do the day-to-day tasks required to run a farm.

The reason this story is close to my heart is because the farmer is my father. In conclusion, complacency can lead to dangerous situations. Situational awareness is prudent, as it may save you from being maimed.



# A Sobering too-close encounter

by Mr. David D. Clark, Norfolk Naval Base, Va.

Photos by: SSgt Samuel A. Bendet



The prevalence of lifetime alcohol abuse is greatest for those who begin drinking at age 14. -The National Center on Addiction and Substance Abuse at Columbia University





Children cite other people's homes as the most common setting for drinking.  
-The National Center on Addiction and Substance Abuse at Columbia University





One-third of sixth and ninth graders obtain alcohol from their own homes. -*The National Center on Addiction and Substance Abuse at Columbia University*

I was spending a quiet Sunday afternoon at home, watching football, when my daughter brought me the phone, saying, "It's Aunt Debbie, but I can't understand her."

I took the phone and tried to decipher my sister's wails. After I had calmed her down, she explained that some kids with a baseball bat had beaten up my 11-year-old nephew, Patrick. She said he was unconscious and asked if I would track down Mom and Dad. I asked which hospital she was at, then hung up and called our parents.

Twenty minutes later, my wife and I were at the hospital, looking for my sister and brother-in-law, Charlie. Mom and Dad were right behind us.

We learned from my sister that neighborhood kids had found Patrick between the townhouses where my sister lives. He was covered in vomit and was unresponsive. Charlie had run to the scene and found him choking. Luckily, an off-duty paramedic was nearby and realized Patrick was choking on his own blood and vomit. He cleared Patrick's airway moments

before a 911 call brought paramedics and police, who started investigating the alleged beating.

The paramedics first thought Patrick would not recover. He stopped breathing after arrival at the hospital, and doctors had to intubate him.

While all of us were sitting in the waiting room, my sister explained a little more of what she understood had happened. She said Patrick, who is known for his adventures (e.g., he follows his father surfing, fishing and hunting), had been out playing and skateboarding.

With a few more phone calls to family members, we soon were having a small reunion in the waiting room when a doctor came in and said the X-rays were negative. Everything was in the right place, and nothing was broken. We breathed a sigh of relief with this news, even though we still didn't know the results of the CAT

scan. He said it would take more time and assured us he would be back with another update as soon as one was available.

A nurse then came by and told my sister and brother-in-law they could see Patrick. The trip was a short one for my sister — she returned, crying as hard as she had before. Patrick still was covered in blood and was unresponsive.

More time passed, and the nurse came back and asked for my sister. When my sister returned this time, she wasn't crying. Having lived with her for 18 years, I knew the look on her face — she was fuming mad.

"He's drunk!" she exclaimed.

We looked at her and said, "He's what?"

"He wasn't beat up; he's drunk — very drunk!" she responded. "The lab results show he has a BAC of 0.34."

"But how did he get drunk?" we asked.

The U.S. Department of Health and Human Services, in a survey of high school seniors, found that 2.5 million respondents did not know they could die of alcohol poisoning. -*DARE Drug Abuse Resistance Education*



My sister started naming kids in the neighborhood who were at the top of her list of possible suspects.

"So where did the blood come from?" we asked.

"He wretched it up from being sick with all the alcohol in his system," my sister said, quoting the nurses and doctors.

After the doctors determined Patrick's problem was related to alcohol, instead of a beating, they changed the game plan for his recovery. They doubled his IVs and catheterized him. The CAT scan was negative for everything, except a bump on the back of his head. We later learned he evidently had fallen while trying to skateboard home after he became intoxicated. The doctors decided they were going to transfer him to a local children's hospital that was better prepared to handle his alcohol poisoning.

My wife and I stayed with Patrick until he became conscious and was stable; then, we went home. He was transferred to the children's hospital that evening, and, after 4 hours of observation and more IVs, he was released.

We later learned some older kids had talked my nephew into drinking vodka. They thought it was neat, watching him stagger around. Doctors said he had to have drunk 6 to 8 ounces, based on his BAC when they checked it.

Later I learned that alcohol shuts down the area of the brain that controls breathing. We were lucky to have found Patrick so soon.


Fortunately, my nephew has made a complete recovery and remembers everything that happened before he passed out. He also remembers waking up in the hospital, with Mom asking him crazy questions to check his mental awareness.

Age 11 definitely is too young to be drinking — so are 8, 9 and 10. However, it's not too soon to be helping young people understand the dangers related to alcohol. Start early with your children because more and more of them are getting introduced to alcohol and drugs at a very early age. Don't just explain the dangers; also tell them what to do when offered alcohol and drugs. Help them understand the physical effects that even a little bit can have on their small bodies.

According to Kid's Health online ([www.kidshealth.org](http://www.kidshealth.org)), communication is key. Make it easy for them to ask questions without feeling that they're asking something dumb or something that will get them into trouble.

Education is the next key point. Start at preschool age and help your children learn how to make good decisions about alcohol and drugs. When they're between the ages of 4 and 7, talk to them about their bodies and how alcohol and drugs can be harmful. "Alcohol educators often call these opportunities 'teachable moments.'" Ages 8 through 11 are extremely important times — peer pressure becomes a major factor. "Teach your child to say 'no.'" Continue pushing the hazards and damaging effects alcohol and drugs can have on their bodies. Between the ages of 12 and 17, "your aim should be to reinforce what already has been taught and

to keep the lines of communication open."

Protect the ones you love.   
*Reprinted Courtesy of the Naval Safety Center*



Individuals who begin drinking before the age of 15 are four times more likely to become alcohol dependent than those who begin drinking at age 21.  
-The National Center on Addiction and Substance Abuse at Columbia University





**A**ir Combat Command has developed an innovative theme for this year's "101 Critical Days of Summer" campaign ... "Airmen Supporting Airmen." The theory behind the theme for this year's summer safety campaign is a two-pronged approach aimed at instilling safety as an overall culture in ACC. The first approach is to incorporate Airmen into everything we do this summer starting with the planning, programming, and execution of our command's "101 Critical Days of Summer" programs. If implemented appropriately, this approach will encourage an open and clear-cut mishap prevention dialog among both officer and enlisted personnel at every level. The second aspect of the "Airmen Supporting Airmen" is this: to

encourage supervisors at each management level to solicit and implement the proactive mishap prevention concepts proposed by our young Airmen. This across-the-board approach to mishap prevention should help us foster alternative out-of-the-box approaches to safety within the command. The concept is straightforward — young folks reminding young folks of how to be safe works much better than "old folks" telling young folks the same message! The concept for this year's theme focuses on the very core of our quality force structure ... Airmen.

The lessons learned from the command's FY04 summer safety campaign's after-action reports, which were a prerequisite for all ACC units to complete, identified one

central weakness within our overall mishap prevention processes. The reports clearly indicated that Airmen were excluded from the entire "101 Critical Days of Summer" planning, implementation, and execution processes.

I truly believe if we incorporate the ideas, concepts, and yes, a new innovative approach to safety as designed by our young Airmen, we all will benefit. According to CMSgt Kevin Ennis, Chief of Air Combat Command's Ground Safety Division, "In today's environment, we want people to challenge how we do things and make us better at recognizing each and every hazard in our effort to reduce mishaps. I believe our newer Airmen can help us. Sometimes it's





# Airmen *supporting* Airmen

by SMSgt Cliff Motley, HQ ACC Safety, Langley AFB, Va.

simply a matter of asking them what they think or how they would handle a certain risk management situation."

Sadly enough, Airmen from 18 to 26 years of age remain our largest demographic for both fatal and non-fatal mishaps. During our FY04 campaign, Airmen were involved in 192 non-fatal mishaps — with the average age being 26. There were nine fatal mishaps during our FY04 campaign — with the average age being 23. The most disheartening aspect of my job in the command's safety office stems from my professional responsibility to review and recap each and every mishap experienced in ACC. The circumstances surrounding a large majority of our preventable mishaps strike a personal cord in me,

because a few years ago, I too was that same young Airman driving fast and hanging out with my own indestructible peers.

Call it luck or personal fate, but we "old folks" have survived our own indigenous pasts. We can all facilitate change within the mishap prevention processes by applying the ample knowledge from our own experiences to reverse the negative consequences created by mishaps. Just ask yourself, from your own personal experiences, could you have helped to prevent a mishap or fatality from happening? Now think about this, over the last four "101 Critical Days of Summer" campaigns, 37 Airmen have lost their lives to preventable mishaps. Did these 37 Airmen receive the necessary support from their peers and

supervisors? Better yet, did we really listen to any of their ideas, concepts, or approaches to staying safe and mishap prevention in general? If your answer is no, now is the time to collectively muster the necessary support to ensure each and every Airman assigned to our command avoids the negative consequences created by mishaps this summer. ✈

I'm going to ...  
What about you?





# Cruis'n for a Bruisin'

Excerpted from "The Billings Gazette," June 4, 2003, "Orthopedic Corner: Skateboarding Safer than Basketball," by Dr. Michael Yorgason.

The growth of skateboarding continues to increase at an exponential rate. According to data from the Sporting Goods Manufacturers Association, 11.6 million people between the ages of 6 and 18 years

old were skateboarding in the year 2000; this number has grown 48.7 percent from 1999. Researchers further expect there to be 15 million skateboarders by 2005.

Falling from as little as 2 feet can cause a traumatic brain injury. This means that skateboarders, skaters and those who ride scooters are at risk. Wearing the recommended safety gear and proper helmet

is important. Wearing a helmet could prevent 85 percent of those injuries.

The best research which quantifies skateboarding risks comes from the Journal of Trauma, October 02, and is written by the Consumer Product Safety Commission. They determined the number of skateboarding injuries per active skateboarder and compared those numbers to in-line skating





Photo by: TSG Ben Blower

and basketball. Skateboarding had an injury rate of 8.9 per 1,000 participants. In-line skating was 3.9 per 1,000 and basketball produced 21.2 ER-treated injuries per 1,000 players. Statistically, skateboarding is safer than playing basketball.

Most injuries were in boys ages 10 to 14 years — not surprising, as that illustrates the typical skateboarder. Thirty-three percent of the injuries happened during the first week of skateboarding. Wrist, arm or ankle fractures account for 50 percent of injuries.


Skateboarders rarely use protective equipment such as helmets and wrist guards. If we compare that to in-line skaters, however, studies suggest these two protective devices would decrease the rate of injury and perhaps the severity (a sprain vs. fracture).

Dr. Michael Yorgason is a board-certified orthopedic surgeon with additional fellowship training in foot and ankle surgery. He practices at Montana Orthopedics and Sports Medicine, PC.

## The Combat Edge

Too often this is the scene -- people participating in unprotected skating. We wanted to get a good action shot with someone in full pads and gear getting some serious air ... unfortunately the best laid plans sometimes go awry. Skateboarders cite many of the same arguments against Personal Protective Equipment (PPE) as some motorcyclists -- it's restrictive, hot, reduces field of vision, gives them "helmet hair" etc., but those who've spent an afternoon in the ER getting gravel dug out of their head and knees would probably beg to differ. Dr. Michael Yorgason makes the point that, with limited or no protective equipment, skateboarders experience fewer injuries on average than basketball players, but goes on to make the point that most skateboarding accidents could be prevented if helmets and pads were worn. Set a good example, wear your PPE.

## Prevention Tips

- Always wear protective gear:
  - Wear a helmet that meets or exceeds the safety standards developed by SNELL, ANSI and/or the American Society for Testing and Materials (ASTM), elbow, wrist and kneepads.
  - Wrist guards and other protective gear can prevent broken bones and other roller sports-related injuries.
  - Skateboard helmets are different from bicycle helmets and should be purchased separately to provide adequate protection.
  - When skateboarding, wear closed, slip-resistant shoes and specially designed padding.
- Stay on a surface that is smooth and free of debris.
- Don't go at night.
- Stay off the streets.
- Don't hitch a ride from bicycles, cars or anything else.
- Be aware of those around you.
- Only one person should be on a skateboard.
- Check to make sure your skateboard is not damaged before each ride.
- Select a skateboard suitable for your level.
- Children under age 5 shouldn't use a skateboard.
- Carefully practice tricks in designated skateboarding areas.
- When falling is inevitable, learning how to fall safely can help reduce the risk of severe injuries. 



# HOT PIT FIRE

## I'm Not Talking Barbeque

by SSgt Jeffrey Sidorowicz, Langley AFB, Va.

**A**s a crew chief, I was performing a hot pit refueling on F-15s like I've done many times before. Hot pit refueling is the operation in which we refuel aircraft with engines still running in an area away from the normal parking location. Refueling this way allows us to turn aircraft to their following sorties quickly and is integral to surge operations. When the aircraft lands in good status, it is safed — pins installed in missiles, bombs, chaff and flares to prevent inadvertent actuation on the ground — and the pilot shuts down the left engine prior to entering the pit area to give the ground crew access to the refueling receptacle.

Having something go wrong while you're refueling a jet that's running is way up there on the list of things that can really ruin your day. So as you would expect, we get a lot of training on what to do should the worst happen. In order to do hot pit refueling, crew chiefs take a specific class, demonstrate proficiency and become certified. Following certification, we must demonstrate proficiency by performing the task at

least every 6 months. We even train procedures to evacuate personnel, aircraft and equipment. This training gives us the safety guidance needed to handle an emergency situation should it arise. Before each hot pit refueling, we also conduct a specialized safety brief including what to do in the event of a fire.

Now in this particular hot refueling instance, everything was going smooth. One of the last jets of the day was coming through; all looked normal as it approached. It was still daylight when the pilot stopped at the designated spot for the ground crew to safe the jet and shut down the left engine prior to entering the pit area. The pit area had the standard four-member crew along with a supervisor, and the fire department was standing by about 200 feet away. Then, as the pilot made the turn into the hot pit area, the right main landing gear brake assembly erupted into flames. In an emergency, you stop refueling any other aircraft in the pits and evacuate those aircraft, any fuel trucks and other personnel. In addition, you shut down the emergency aircraft and evacuate its

crewmembers — conditions permitting. By the time everyone starts moving out of the pit, the fire truck should be at the pit ready to assist.

This situation, as with most, didn't go just as the text book dictates. We started clearing the area of people and equipment, but I recognized that we shouldn't shut down the engine

since our aircraft have F-100 engines that dump gas on shutdown. (During a normal recovery, a crew chief stands at the aircraft with a bucket to catch the fuel.) I really didn't want to see what would happen when you mix jet fuel and fire. You probably have guessed that the wind was blowing in the least advantageous direction, making an approach on the left side where the engine wasn't running impossible, so I couldn't get to the jet with a fire extinguisher. Discharging halon into the wind would've given all of us a lungs worth (not good). Of course, the right brake and not the left was on fire, and the right engine was running; so there was big potential for even more fire and damage to the aircraft, and we still had a pilot sitting in the seat.

It seemed like a long time, but probably only 20 to 30 seconds and the fire truck was there. They had to spray the brake several times before the fire went out and stayed out. Finally, I signaled the pilot to shut down the engine, and luckily we didn't get any surprises, the fire stayed out. We chocked the jet and evacuated the pilot. As it turns out, there was hydraulic fluid leaking on the brake. Once the brake got hot, it ignited the fluid.


This situation proves once again that bad things can happen at any time. In this case, my training and experience helped me to make a good judgment call, particularly to not shut down the engine. In addition, everyone else on the ramp played their role and used their training to take the proper action to bring the situation under control — yet another day where teamwork stopped a bad situation from becoming the worst. 

Photo by: SSgt Shane Cuomo







Photo by: A1C Joanna E. Reihle



Photo by: SSgt Suellyn Nuckolls



Photo by: A1C Gary Edwards



# MONTHLY AWARD WINNERS



On 1 Feb 05, the B-1 crew of Doom 04 took off from a forward operating location fully loaded with 242,000 pounds of fuel and weapons in support of an Operation Enduring Freedom mission. Immediately after liftoff, the crew noticed that the two main fuel tanks were below 8,000 pounds and decreasing. Realizing they would consume their remaining fuel in 3.5 minutes at their current burn rate, the crew quickly reduced thrust from full afterburner after reaching a safe maneuvering airspeed. The reduced burn rate bought precious flight time, but the main tanks were still steadily decreasing. The crew confirmed their fuel panel configuration, and recycled the main tank fill valves and reset the automatic fuel management system, which proved unsuccessful. Doom 04 attempted to manually transfer fuel but that procedure also failed. Unbeknownst to the crew, the aircraft had a break in a main tank to engine feed line that ran through tank 3. This caused the boost and coolant loop pumps to pump fuel back into tank 3 faster than the mains could fill. On downwind, the crew ran "clean up" checklist items, confirmed the appropriate valves and transfer pumps matched the switches in the on position, and began fuel dumping procedures from all tanks except for the mains to decrease the

landing gross weight. They considered but rejected the idea to jettison the weapons load due a lack of fuel and time constraints. The bomber's gross weight was 400,000 pounds — more than 50,000 pounds above the B-1's maximum technical order landing weight. The crew configured the aircraft for landing, re-confirmed the proper approach speed and landing distance, and terminated fuel dumping procedures. They also calculated that an explosive brake situation would develop if braking was initiated above 140 Knots Indicated Airspeed (KIAS). The crew flew a flawless 200 KIAS approach and landing (nearly 40 KIAS above normal), bringing the jet to an uneventful full stop. From brake release to full stop, the crew of Doom 04 had completed all troubleshooting and checklist responses in under 20 minutes; accomplishing the heaviest B-1 gross weight landing in the process.



**Lt Col Timothy A. Stocking, Capt Jason D. Jackson,  
1Lt Jeremy B. Simmons, 1Lt John A. Christianson,  
40th Air Expeditionary Group**



On 19 Jan 05, aircraft mechanics assigned to the 55 MXG were attempting to retrieve a fuel panel reading from an RC-135 aircraft in order to facilitate an impending aircraft jack. At approximately 8:40 a.m., SSgt Jose Cunha, a 55 AMXS crew chief, started the aircraft power unit and energized the power cord. When he re-entered the hangar, he noticed the main landing gear wheel well ground wire was glowing red despite the fact that power was not yet actually applied to the aircraft. The ground wire suddenly burst into flames. SSgt Cunha alerted SrA Jeremy Alexander, the crew chief in the control cabin, to evacuate the aircraft. Upon exiting the aircraft, SrA Alexander saw the fire and immediately ran toward the power unit to shut it down. As the ground wire in the main landing gear wheel well burned itself off the aircraft, the ground wire at the nose soon began to smoke and burn also. At

this time, TSgt Barry Hatch and TSgt Frank McGregor, 55 MXS repair and reclamation craftsmen overheard the commotion and entered the aircraft hangar. They immediately retrieved fire extinguishers in the hangar and began to fight the fire. TSgt Hatch extinguished the ground wire from the main wheel well while TSgt McGregor attended to the nose wheel well ground wire. After the fire was extinguished, TSgt Hatch pulled the fire alarm to evacuate the hangar and notify the fire department. Several MXS civilians working in the adjacent hangar bay lended great assistance by opening the hangar doors as the MXS and AMXS crew chiefs began emergency aircraft tow operations. Upon completion of the tow, the aircraft and power unit were immediately impounded. Their quick action and teamwork prevented the loss of life, and damage to Air Force assets worth more than \$160M.

**TSgt Barry Hatch, TSgt Frank McGregor,  
SSgt Jose Cunha, SrA Jeremy Alexander,  
55th Maint. Group, 55th Wing, Offutt AFB, Neb.**



## **Crew Chief Safety** Award of Distinction

On 03 Feb 05, SSgts Mark Pardee and Paul Larson were inside the hangar preparing a U-2S for a 12:00 p.m. takeoff. As SSgt Pardee was inspecting the cockpit, he detected the odor of something burning. SSgt Pardee immediately alerted SSgt Larson and MSgt Gust to the smell, and the three individuals quickly began inspecting the aircraft to see if it was on fire. SSgt Pardee noticed sparks and flames coming from one of the heaters on the hangar ceiling, and SSgt Larson quickly turned off all power and fuel to the heater. After shutting off the power and fuel, SSgt Larson could still see smoke coming out of the exhaust duct on the outside of the building. After the Maintenance Operation Center (MOC) was alerted of the situation and the area was evacuated, an emergency evacuation tow of the aircraft from the hangar was initiated. SSgt Pardee, SSgt Larson, and TSgt Geylani assumed immediate control of the aircraft towing procedures. As TSgt Geylani was retrieving

a tow vehicle, SSgt Pardee and SSgt Larson rapidly prepared the U-2S for tow. As the fire department was arriving, the crew was towing the U-2S out of the bay and away from danger. The fire department assumed command over the situation to contain the smoking heater. To keep the real world reconnaissance mission from being cancelled, the tow crew continued to set up and prepare the U-2S for launch from a spot not normally used for launching. SSgt Pardee and SSgt Larson worked diligently to allow the U-2S to meet its scheduled takeoff time and complete the mission without incident or interruption. The decisive action and quick response of SSgt Pardee and SSgt Larson prevented what could have easily been a major fire with possible significant collateral damage to an irreplaceable high value Air Force asset.

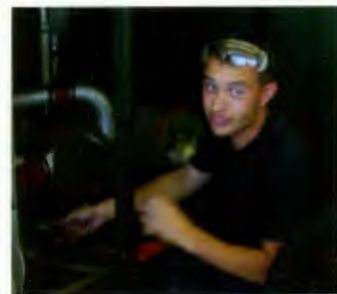


**SSgt Paul Larson, SSgt Mark Pardee,  
5<sup>th</sup> Reconnaissance Sq., 9<sup>th</sup> Reconnaissance Wing,  
Beale AFB, Calif.**

## **Ground Safety** Award of Distinction

On 25 Jan 05, A1C Fred Cruz was driving the line as Aerospace Ground Equipment dispatch and discovered three Self-Generating Nitrogen Carts (SGNC) that were left running and unattended. Identifying an unsafe condition, he immediately implemented shut-down procedures on all three units. A1C Cruz then took it upon himself to research the unit Technical Order (TO) for proper operating procedures. He discovered that there was a Warning in the TO stating: "Operators are required to continuously monitor and supervise all self-generating nitrogen carts during high pressure build-up." Unsure if everyone was aware of this Warning, he asked to brief the flight at roll call. He briefed all his coworkers on the possible dangers of leaving the high pressure SGNC unattend-

ed and expanded his point to emphasize the importance of not leaving any piece of equipment unattended that required constant monitoring while in operation. By shutting down the unattended SGNCs, A1C Cruz averted possible loss of equipment worth more than \$105,000, and with pressures exceeding over 4,500 Pounds per Square Inch, the situation could have easily led to a loss of life as well. Instead of looking to place blame, A1C Cruz stepped up and made sure that everyone was aware of this unsafe action and corrected any doubt as to the requirements for safe operation of this unit and many others. His proactive approach helped reinforce the importance of strict adherence to technical data and aided in preventing future mishaps.



**A1C Fred J. Cruz, 20<sup>th</sup> Equipment Maint. Sq.,  
20<sup>th</sup> Fighter Wing, Shaw AFB, S.C.**



# MONTHLY AWARD WINNERS



Maj. Douglas Schaare, call sign FACE 11, was leading a four-ship of F-16CJ aircraft on a daytime, low-level surface attack sortie followed by bombing practice at Poinsett Range. During the climbout following the low-level surface attack, FACE 11 experienced a UHF radio failure. The radio recovered 10 minutes later and the four-ship proceeded to the range as planned. The first scheduled event was a 45 degree High Angle Dive Bomb. When Maj Schaare pressed the pickle button, his Heads Up Display (HUD) and Helmet Mounted Cuing System went blank. Shortly after that, his radar failed and main Altitude Direction Indicator (ADI) froze. A "Knock-It-Off" was called and FACE 11 headed back to base. On downwind for the approach, he realized: the VHF radio had failed and his gear handle would not lower. After referring to the technical order, Maj Schaare used the down lock override feature to lower the gear handle. After confirming three green gear indicators, his chase ship, FACE 12, had an unsafe gear indication. While dealing with his electrical failures, Maj Schaare talked his wingman through the procedures to get a safe gear indication and

directed FACE 12 to leave his gear down. Just then the three green gear indicators for FACE 11 failed. FACE 11 and 12 performed a low approach past the tower and received a "good gear" call for both aircraft. FACE 11 had lost the following vital systems: MMC, MIDS, TACAN, HUD, INS, ADI, HSI, FCR, UFC-keypad, AOA, VVI, speed brakes, and was unable to test any of the cockpit lights. With primary flight references failed, Maj Schaare was able to make a safe landing using only airspeed, altitude and aim point. On landing roll, he lost his nose wheel steering and elected to take the departure end cable in case of brake-failure -- quick thinking and systems knowledge allowed him to handle an emergency not fully covered in the technical order.



**Maj Douglas Schaare, 55<sup>th</sup> Fighter Squadron,  
20<sup>th</sup> Fighter Wing, Shaw AFB, S.C.**



During the month of February, MSgt Ted Gacek accomplished many notable tasks to increase weapons safety at Beale Air Force Base. He directed Civil Engineering in updating the D-8 map, re-identifying updated explosive clear zones, explosive transportation routes, explosive ordnance ranges, and firing range. During five annual inspections of Air Force Reservist units, he identified 42 deficiencies concerning operating instructions, explosive limits, housekeeping, placard, and exposure to non-related personnel. In addition, he provided explosive safety guidance to an AFCOMAC IPX exercise; ensuring the assembly, delivery, and load crews could complete their duties. MSgt Gacek was also solely responsible for training 29 primary/alternate additional duty weapons safety representatives to all the hazards involved with their specific explosive operations. In support of the training, he meticulously developed AF Form 797 (Job Qualifications) for proper safety documentation which was sent to 8 AF for distribution. During this time, MSgt

Gacek became the first Air Force Senior NCO to attend the Air National Guard Explosive Safety Orientation; helping to ensure Guard and Reservist explosive criteria are being met according to the Host Tenant Agreement. In addition, he completed the Lock Out/Tag Out course, developed extensive Weapons Safety Video and Compact Disc Library, created a contractors Explosive Safety Guide increasing awareness of hazardous working environments, and revised the Weapons Safety Mishap Response Plan.



**MSgt Ted Gacek,  
9<sup>th</sup> Reconnaissance Wing, Beale AFB, Calif.**



# ACC Safety Salutes Superior Performance

**Capt Robert T. Bolinger**

F-16 Pilot  
421st Fighter Sq.  
388th Fighter Wing  
Hill AFB, Utah

**Maj John Schatz, Instructor Pilot**

**Col Joseph Mudd, Pilot**

**Capt Terence McGee, Pilot**

**Lt Col Gregory Roberts, Pilot**

**1Lt Draig Anders, Copilot**

**Maj Sean Solly, Navigator**

**SSgt Orian Steen, Flight Engineer**

**SrA Shauna Mayer, Communications  
System Officer**

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

**SSgt Maurice Naylor**

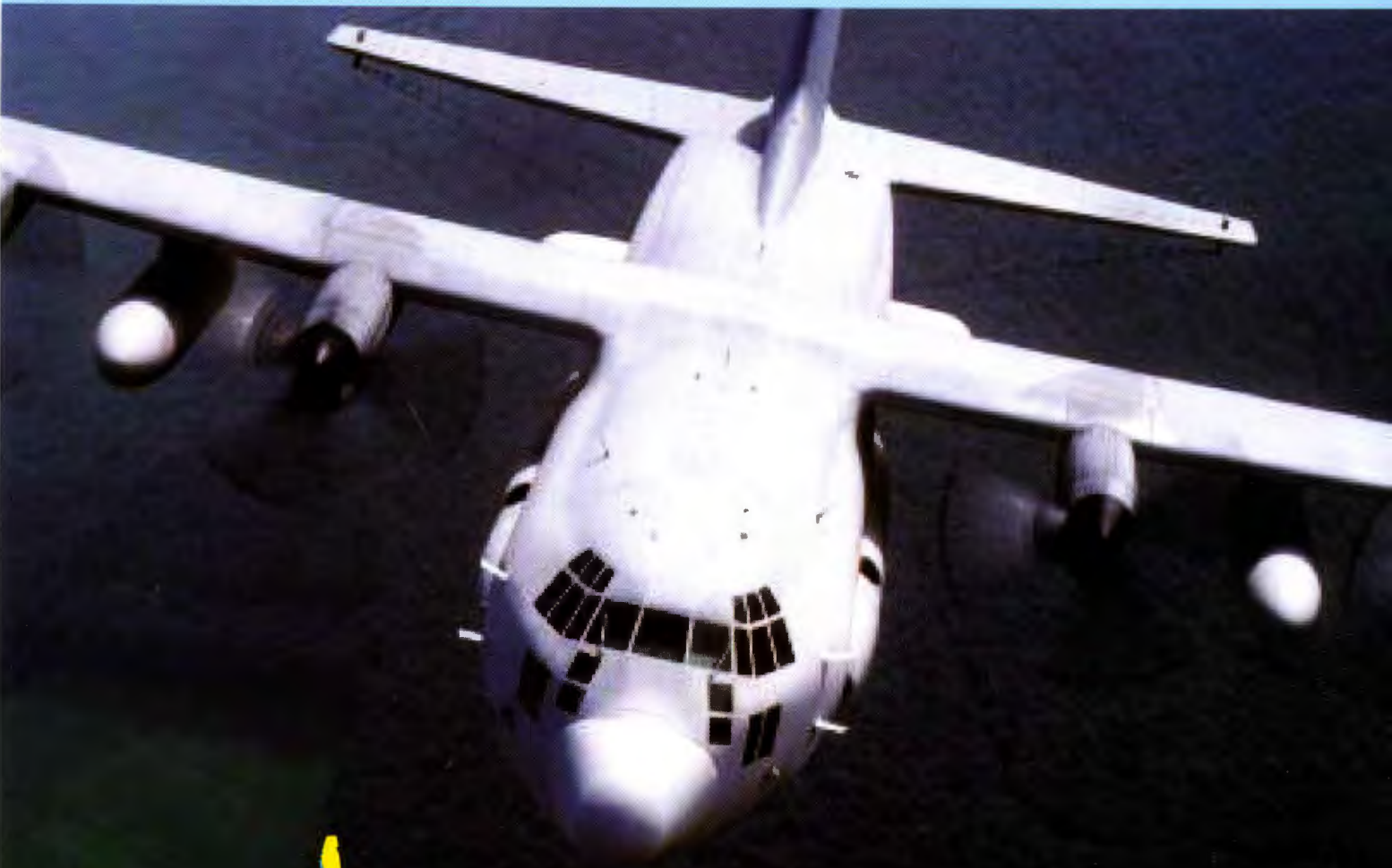
Confinement NCO  
2nd Security Forces Sq.  
2nd Bomb Wing  
Barksdale AFB, La.

**TSgt Brian J. Garland**

110th Maint. Group  
110th Fighter Wing  
Battle Creek, Mich.







# Hot & Heavy

by Capt Chad Cartier, Davis-Monthan AFB, Ariz.



On the night of 12 July 04, my combat crew and I were tasked to fly two combat missions out of Ali Al Salem AB, Kuwait, in the EC-130H COMPASS CALL. We were scheduled to support Army and Marine forces in Iraq, with timely application of Electronic Warfare (EW) capabilities. The first sortie started uneventfully. However, we quickly developed a pressurization problem which required us to fly the mission at FL240 unpressurized and breathing oxygen for over 3 hours. This is not a normal practice in the EC-130H, but we had to get the mission done. After judiciously applying EW against terrorist insurgents, we recovered uneventfully back to the base. Maintenance looked at the plane, repaired the faulty valve responsible for the lack of pressurization, and miraculously got us ready to launch on the final mission of the night on time.

The second mission required us to takeoff at max weight with a high outside air temperature, which translates to minimum climb performance for an already underpowered aircraft. In fact, it was still 110 degrees Fahrenheit, even though it was completely dark already. We were physically drained from the first mission on oxygen, but the Army and Marine troops were relying on our support, so we pressed. It was my copilot's turn to fly; so he advanced the throttles to maximum power and released brakes to begin the takeoff roll. Passing a little over 100 knots, I called "GO" committing us to takeoff. As soon as we rotated, my Flight Engineer (FE) said he had a problem with the #4 engine.

Once airborne, I immediately took control of the aircraft as my FE reported a turbine temperature flux between 800 and 1,100 degrees Celsius, a 5,000 pound torque flux, with accompanying fuel flow flux and yaw towards the #4 engine. The engine was clearly doing its own thing, so I directed my copilot to shut down the #4 engine. The copilot and FE accomplished the Engine Shutdown Procedure passing through 100 feet Above Ground Level (AGL), and we began the task of retracting the flaps and landing gear to help increase our stagnant climb rate of only 300 feet per minute. Our performance slowly improved, so we elected not to jettison gas or our antennas. Leveling at 1,000 feet AGL the visibility was pretty bad, so we coordinated with the foreign tower controller to turn to a downwind and set ourselves up for our own base to final for the Instrument Landing System (ILS). The Navigator got in the radar and kept orientation with the field and surrounding terrain. On the downwind, we completed our after takeoff, descent, and before landing checklists and prepared for a heavyweight, 3-engine landing. After turning to base, I intercepted the ILS and flew an uneventful approach and landing to the field. It only took about 19 minutes from takeoff to landing, but it seemed much longer. Once on the ground, we received all the usual support for an emergency aircraft and gladly returned the aircraft to maintenance. They discovered a failed fuel control unit this time, completely unrelated to the first mission's problem.

The biggest lesson I learned from this sortie was to make the most of simulator emergency procedures training. In the simulator you sometimes feel like you are suspend-

ing belief with the compound emergencies they give you. You feel, "This couldn't possibly happen in real life." My crew was no different. None of us ever thought we would lose an engine on takeoff with all the variables against us. Even though we had seen it in the simulator, we had never met anyone who had seen it first-hand. That day in Kuwait we found out the worst-case scenarios they give you in the simulator can and do sometimes happen in real life!

*Editor's note: Contributions for this article from Capt Adam Burch, 43rd Electronic Combat Sq., Davis-Monthan AFB, Ariz.*







AGM-88 Slides into Second by TSgt Robert N. Lee, Jr., Shaw AFB SC

# AGM-88

## slides into second

by TSgt Robert N. Lee, Jr., Shaw AFB, S.C.

Photos by: TSgt Kevin J. Gruenwald

**T**his is a weapons loader "there I was" story, but I have a dilemma. Telling a weapons troop about weapons safety is like telling an electrician about screwing in a light bulb. We get all the training one could hope for, and we think we know everything there is

to know about all munitions. We also are evaluated monthly and quarterly to keep our certifications current. We can be de-certified for not meeting time standards, violating a warning or a caution, or missing or over marking steps in a checklist. These things make weapons loaders





My first thoughts were, "Is everyone all right? What happened? Was it mechanical failure or human error?"

I didn't know what to think! As it turned out, a load crew was downloading a missile using the "slide" method. When you are sliding a HARM off of a rail, you have to install a forward track safing pin. This pin goes in the launcher rail to stop the missile from coming off completely. About 3 inches in front of the hole for the forward track safing pin, there is another hole for the pin that holds the yoke assembly in the UP position. This yoke secures the missile umbilical to the launcher. You guessed it. The #2 load crewmember installed the forward track safing pin in the wrong hole. The load crew chief, also known as the #1 man, glanced at it and did not notice that it was the wrong hole. As the crew slid the missile off the rail, the missile slid completely off of the launcher and landed on the #2 man. The #1 man and the #3 man rushed over and rolled the missile off their #2 man. Thankfully, he was not seriously injured in the incident. He did get an infection at the hospital when they "bore scoped" him checking for internal injuries. Nothing major, but I am sure that the #2 man would disagree with me on that account.

A couple of different factors contributed to this mishap. The pin was installed in the wrong location, the #1 man did not notice this fact, and it was dark and not very well lit. So, was it a tech data violation, mechanical failure, or the environment? In my opinion, all of those things were factors, but the fact of the matter is, the load crew just got complacent.

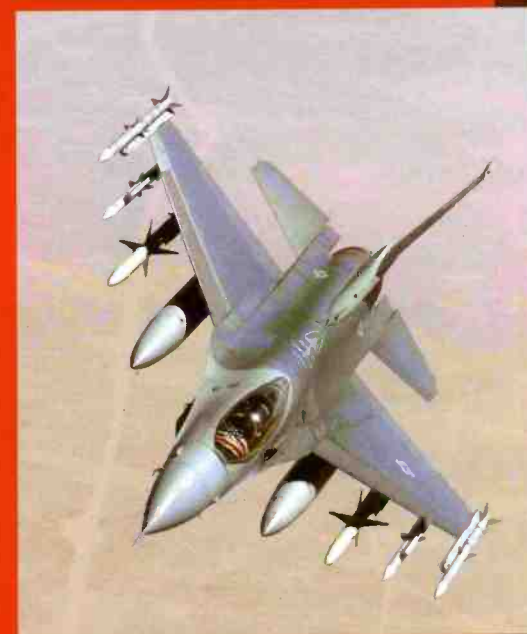
We get so involved in loading the same munitions on the same jets night after night and we start thinking, "Nothing bad can happen to us. I can do this with my eyes closed."

False Statement!! No matter how many times you do something, it can go south in a hurry. There-

fore, we must continue to stick to our tech orders, maintain our situational awareness, and pay attention to the task at hand regardless of how proficient we feel on the job. Think it can't happen to you? Think again and take the necessary steps to make every missile upload or download a safe one. ✖



Courtesy Photo



Courtesy Photo

extremely safety conscious. That being said, I still am all too familiar with complacency on the flight line.

Here's my story. I was deployed a few years back to Base "X" with 12 jets and eight load crews. We were flying Suppression of Enemy Air Defenses (SEAD) missions. To a weapons troop, that means AGM-88 HARMs (High Speed Anti-Radiation Missiles). My load crew and two other crews were working the swing shift. I took my crew back to the support section to get some additional tools for a pending job.

As we were heading back out to the flight line, the following warning came across the radio, "Evacuate 4,000 feet from spot 'G,' an AGM-88 was just dropped on the ramp!"





One of the advantages of growing up on a hog farm is that education comes quickly and lessons have a way of staying with you forever. The following is absolutely true.

One blustery spring day when I was about 12, my father asked my brother and me to take the manure spreader out and unload it on the fields. The manure spreader is a big wagon pulled behind a tractor. As you drive, a powered conveyor system pushes the wagon's contents into steel beaters that spin rapidly, throwing wet, sloppy pig waste high in a big brown fan shape in every direction behind you.

You can spray half a ton of the stuff in about 2 minutes. When you're a 12-year-old guy, this mechanical marvel represents the pinnacle of engineering achievement.

On this particular day, my brother drove the tractor and I sat on the fender next to him. Our load had been fermenting in a pile behind the barn for about 2 months. All went well on the first pass across the field, although the 30-knot headwind made us squint a bit. We reached the end of the field, cut power to the spreader, kicked the left brake, spun the tractor around 180 degrees, lined up for a return pass and turned the power back on.

Did I mention the headwind? At this point it became a tailwind. We were instantly engulfed in a slimy brown monsoon. We panicked.

My brother's first instinct was to kick in the clutch, which simply stopped us from moving forward and made things worse. He quickly realized his mistake and made another by letting it go with a lurch, sending us careening wildly across the field because steering was now low on the priority list.

Arms and legs thrashed everywhere as we both fought each other for the controls, trying to shield our eyes and bumping heads while fumbling for the





# Have a Plan

by Maj Mark C. Murphy, Pope AFB, N.C.

*Photo by: A1C Austin Knox*

now-slippery power take-off lever between the pedals. Opening one's mouth to speak was out of the question. By the time we got things shut off, we were full, and the spreader was empty.

Mom made us strip down on the porch. Dad eventually quit laughing and made us wash the tractor.

That was the day I learned a valuable lesson about personal risk management. My brother and I hadn't properly assessed the situation ahead of time or considered the possibility of anything going wrong. Had we done so, we might have driven a different path that didn't put the wind behind us, worked

out emergency procedures to delegate tasks and prepare for rapid shutdown, spent more time becoming proficient with the tractor's controls and worn rain gear.

Instead, we smugly headed for disaster, confident in our abilities and worry-free because nothing had ever gone wrong before.

So far in fiscal year 2004, Air Combat Command has lost 16 of its members to mishaps. Most of those could have been prevented if people had applied PRM principles and thought things through before proceeding. People don't wrap cars around trees because they think they're

poor drivers; they do it because they think they have everything under control and find out too late that they don't.

My father didn't call it Personal Risk Management, but he summed it up simply: What is the cost of being wrong? Take a look at the whole picture when you're doing something risky, and consider the cost if something unforeseen happens or you're not as good as you think you are.

If you're not willing to pay that bill, look for ways to do it smarter so the cost decreases. Take it from me: Sometimes the benefit isn't worth the risk. ✦



# Fleagle

AND WHAT'S THIS?

HANG GLIDING  
CLASSES

SIGN UP HERE →

SOUNDS LIKE FUN.

BUT ME, THE ONE WHO ALL TURN TO WHEN THEY HAVE QUESTIONS 'BOUT FLYING, NEEDS CLASSES. I DON'T THINK SO.

WHAT DO THEY THINK THEY CAN TEACH SOMEONE LIKE ME?

BUT SIR, THERE ARE A FEW THINGS YOU NEED TO KNOW BEFORE... JUST WATCH AN' LEARN, SONNY.



IS THIS SOME NEW KIND OF SAFETY PROMOTION?

HARDISON







## FY05 Aircraft

As of April 30, 2005

	Fatal	Aircraft Destroyed	Aircraft Damaged
8 AF			
9 AF			
12 AF			 *
AWFC		*  x 4   	
ANG (ACC-gained)			
AFRC (ACC-gained)			

## FY05 Ground

As of April 30, 2005

	Fatal	Class A	Class B
8 AF	  	3	
9 AF			
12 AF	   	5	
DRU's			

## FY05 Weapons

As of April 30, 2005

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

## Aircraft Notes

Four Class As for ACC in March ... OUCH! An F-16 pilot ejected from a flameout approach after the throttle stuck. An F-15C pilot ejected after departing controlled flight and two Predators crashed. I totally expected "Warning, Engine Fire, Left" as I got airborne after aborting the first takeoff on my last EP sim. From there, getting back on the ground went much more clumsily than I had chair flown. I dropped the checklist and got Spatial D trying to retrieve it. I explored all the limits on the single-engine ILS while fighting with the trim and "stepping on the ball." After landing I thought, "Not great, but I'm down." Then the sim instructor asked what was wrong with the "good" engine. I instantly caught that the oil pressure was pegged and said so. "Very good," then he added, "Unfortunately, it's been that way all day." Check yourself before you wreck yourself. Fly Safe!

## Ground Notes

Good News!! ACC completed March 05, with no Class A mishaps. The FY05 total remains at eight, with seven fatalities and one permanent total disability. This is a 37 percent reduction in fatal mishaps. Are you preparing for the 101 Critical Days of Summer? The season is fast approaching. Use ORM/PRM in all you do!

## Weapons Notes

Mishaps are on the rise for this fiscal year. Sheared umbilicals continue to be a hot item. Not following tech data is still a problem. You can't follow tech data too closely. Continue to use ORM principles in your everyday explosives operations and never take a simple task too lightly. In explosives safety, you only get one chance to fail!

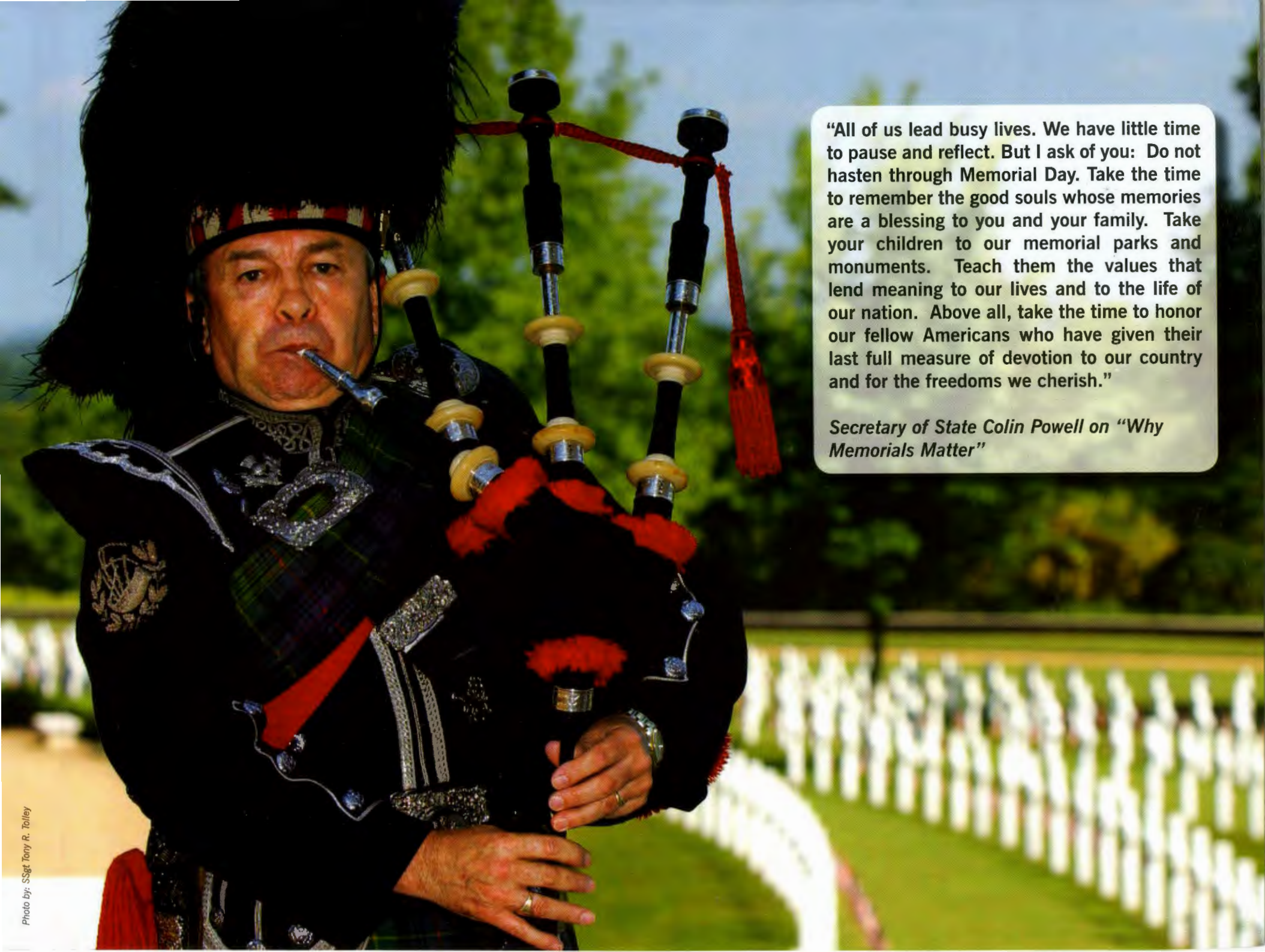
### Legend

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







**"All of us lead busy lives. We have little time to pause and reflect. But I ask of you: Do not hasten through Memorial Day. Take the time to remember the good souls whose memories are a blessing to you and your family. Take your children to our memorial parks and monuments. Teach them the values that lend meaning to our lives and to the life of our nation. Above all, take the time to honor our fellow Americans who have given their last full measure of devotion to our country and for the freedoms we cherish."**

*Secretary of State Colin Powell on "Why Memorials Matter"*