

Combat Edge November 2005



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Ellsworth AFB, S.D.

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ACCent on Safety



KNOW YOUR ENEMY AND WHERE THE DANGER LIES

In the Safety world, mishaps that cause damage to equipment or the loss of people are the enemy. The danger lies in becoming complacent or accepting mishaps as the cost of doing business; it's a bill we don't have to pay. Sadly, too many people pay with their lives each year, and the bill often comes due during the summer months. Although the 101 Critical Days comprise just over a quarter of the year, historically, ACC experiences nearly 40 percent of the yearly fatalities during this time period. The statistically high number of on- and off-duty accidents forces us to devote a great deal of attention to the 101 Critical Days of Summer campaigns across ACC. The campaign results for this year's 101 Critical Days are in, and a recap can be found on Page 8.

Unlike professional sports, mishap prevention doesn't have an "off season"; it doesn't go away or take a vacation the Tuesday after Labor Day. In fact, September 6, 2005, marked the unofficial start of our "264 Days of Other" safety campaign which appears on Page 10. At the risk of doing math in public, the "264 Days of Other" constitutes 60 percent of our fatal mishaps across ACC. This makes it a period of time with unique challenges that deserves our attention because the majority of those mishaps occur between the Thanksgiving and New Year's Day Holidays. Stress, fatigue, quickly changing weather conditions, and increased traffic around the holidays all combine to create hazardous driving conditions that Airmen need to recognize and take into consideration as they make travel plans to visit friends and family for the holidays.

Use Operational Risk Management (ORM) and Personal Risk Management (PRM) to combat mishaps year-round. Take the time to assess the hazard(s), consider the options, and then take action (ACT process). Proper risk management planning will allow us all to keep ourselves, our loved ones, and our friends out of harm's way. Any loss of people or equipment at any time of year for any reason is unacceptable.

Make safety your Combat Edge year-round!



Colonel Creid K. Johnson,
ACC Director of Safety

Deer Hunting

by Capt Bruce Kirby, Capt Dennis Wier,
Ellsworth AFB, S.D.

in a B-1B



Deer Hunting in a B-1B

In June of 1991, the crew of Bone 51 (Instructor Pilot Capt Dennis Wier, Pilot Capt Ben Stagg, Instructor Defensive Operator (IDO) Capt Bruce Kirby, and Instructor Offensive Systems Officer (IOSO) Capt Rory Adams) departed on a routine training sortie. Mission priorities included night terrain following for the IDO and Pilot Upgrade Program (PUP) training for the pilot. The takeoff at 7:50 p.m., air refueling on the air refueling track, low level training in the instrument route and return to a high fix penetration and approach at Ellsworth were all uneventful.

Fifty-one minutes were scheduled for transition with calm winds on the runway. The first approach and touch-and-go were uneventful. There was only one other aircraft (an EC-135) in the pattern so we were looking forward to some good night pattern work with an 800-foot ceiling. Our second approach was an ILS with an approach speed of 160 KIAS. As we crossed the threshold, both pilots noticed something on the runway that looked like a rabbit. It was soon obvious that it was too big for a rabbit. In fact there was a deer staring up at us on the runway. Total time from when

the landing lights illuminated the deer to impact was approximately 2 seconds; what a nice way to start your day at 1 a.m. Capt Stagg pushed the power up for a go-around but we were too close to the runway and proceeded to touch down. Shortly after the main gear touched down we felt a second thump, so logically we thought we had hit the deer. We checked the engines and caution panel and the pilot continued with the go-around. Our first action was to leave the gear and flaps down since we had no idea of how much damage there might be. Since we know how much damage a



deer does to a car at 55 miles per hour, we could only imagine what it could do to an airplane at three times that speed. It turned out the deer hit the left main landing gear.

There isn't anything in the Dash One about deer strikes. The first step after maintaining aircraft control and getting back to pattern altitude was to verify that we had actually hit the deer. In the aft station the IDO and IOSO immediately began checking the Central Integrated Test System (CITS) for aircraft malfunctions, while continuing to monitor airspeed, altitude, attitude, and position. The IOSO called the Runway Supervisory Officer, better known as "Romeo" and had him look at the runway

to see if there was a dead deer lying around the touchdown zone. While he did this, we advised tower of our possible deer strike. Romeo called back and said there wasn't any deer lying on the runway, so for the moment, I thought we had missed it. Then he came back and said there was just blood and small chunks of meat and bone spread over the first 3,000 feet of the runway. The command post was advised of the situation. We still had no cockpit indications of any malfunctions. We had Romeo set up for a visual inspection of the underside of the jet to see if he could give us a better picture of what we had. After two low approaches Romeo said he couldn't see anything hang-

ing and the gear looked like it was properly aligned with the jet. So now we had to plan our landing and, after the runway opened, plan to put the aircraft down.

While all this was taking place, the EC-135 was droning around the pattern trying to land because he was down to 11,000 pounds of fuel and about to declare a fuel emergency. Now there were two emergencies in the pattern with two more B-1Bs and another EC-135 on the way back to the base. The EC-135 was asking how long it would take to clear the closed runway and told Command Post to start working with the base leadership to get permission for a landing at Rapid City Regional Airport.



You might wonder, what is the big deal about getting some deer pieces off the runway and how long it could possibly take. Well, this is not your everyday occurrence at a base. Romeo came up with a brilliant plan consisting of having the fire trucks come out and hose down the runway. But we all know nothing can be that simple. For some reason there was an excessive delay in the fire department's arrival and the EC-135 was getting very anxious to land. So what is the next best way to clear a runway? You guessed it. Romeo went out to the runway and started picking up pieces of deer carcass and throwing them off the runway. Remember this the next time you think you've had a rough Romeo tour. To complicate matters, he also had to chase an entire family of foxes who had come out to have an early morning breakfast of freshly ground venison. By this time the EC-135 crew came up with a plan to land on the opposite end of the runway and stop before getting into the debris. The wing commander approved this plan, and the EC-135 made a safe landing.

With the EC-135 on the ground, we could focus on dealing with our own in-flight emergency. We wanted to avoid landing in the opposite direction like the

EC-135 because that runway has a 0.7 percent down slope and, since we did not know the status of our brakes, we wanted to land uphill to help dissipate our speed on landing rollout. When this incident began, we had 48,000 pounds of fuel, but with gear and flaps down we were burning a hefty 24,000 pounds per hour. Now we had 35,000 pounds remaining. Most people would say that's no problem. Well the B-1B Dash One has a warning which prohibits sweeping the wings with the flaps and slats extended. Since we didn't know if either the flaps or slats were damaged, we planned to leave them down. That left us with a choice of landing soon or sweeping a configured wing using the set mode of the fuel management system to manually preposition our center of gravity. We chose the first option since the second option, requires a significant amount of attention. After the IDO and IP confirmed our landing plan with the duty IP, we were given permission to land. By this time, Romeo had most of the debris removed from the runway so we brought it on in for a landing.

The plan was to let the PUP fly the ILS approach and, after breaking out of the weather and assessing the runway

condition, the IP would take the plane for the landing. We touched down 1,000 feet down the runway on the right just in case we had directional problems which would pull us to the left. We aero braked until reaching 70 KIAS and 4,000 feet of runway remaining before applying the brakes. After applying the brakes, the plane pulled to the left but was controllable with nose wheel steering and rudder inputs. We came to a stop with 2,500 feet remaining and waited for maintenance to inspect the gear before taxiing. As the bomber line chief pulled up and stopped, he jumped out of his truck and immediately gave us cut engines and abandon aircraft visual signals. Still not seeing any cockpit problem indications we were puzzled, but quickly complied with emergency ground egress procedures. After exiting the plane we saw the problem. Broken brake and hydraulic lines were spraying 4,000 psi hydraulic fluid on a hot brake which was smoking. After the hydraulic fluid stopped spraying we had an Uke tow us to parking. The other two B-1Bs and the other EC-135 ended up landing at Ellsworth that night but only minutes before they would have had to divert.

What was the final tally on the damage to the plane? Surprisingly, not that much! Two brakes needed replacing because they were so packed with debris that they wouldn't move. Several hydraulic lines were broken and the antiskid boxes were ripped off, which was the reason we didn't have indications of antiskid malfunctions upon landing rollout. Finally, the plane needed a good wash.

In closing, we would like to pass on a couple of things we learned from this incident. The first thing is to keep your situational awareness of what is happening inside and outside your aircraft. Also be aware of how your actions will affect ground operations and other aircraft arrivals or departures. In our case, we told the Command Post to have the EC-135 land first because his fuel state was more of an immediate concern than our problem. Next is the importance of leaving the gear down after hitting something or blowing a tire. For us the problem was relatively minor because we left the gear down. But

had we brought the gear up, the brakes would have automatically engaged to stop the wheels from spinning. This action would have sent hydraulic fluid through the broken lines, which were dry up to this point, and resulted in complete loss of the number two hydraulic system. This would have necessitated an emergency gear extension. Add to this the spraying of hydraulic fluid onto damaged and possibly hot brakes, as well as the eventual pooling of hydraulic fluid in a closed gear well; the results could have been disastrous. On top of all of these problems, the gear may have cocked sideways during retraction because of the broken antiskid boxes and alignment cams may have wedged the gear into the wheel well, preventing further extension. Another lesson that applies to all of us is to be aware of your fuel state. We fly jets that hold a lot of gas but most of us also fly out of single runway bases. That means trouble when an incident happens that closes that single runway for prolonged periods of time. This means that we can use up all that "extra fuel" we carry. Keep that possibility in mind the next time you plan to get one more pattern in before you put it on the deck at minimum shutdown fuel. Lastly, stay ahead of the jet. In our case, we didn't wait until the center of gravity out of limits warning light came on to think about sweeping the wings. By planning ahead, we left ourselves two options to pursue, which gave us a choice of

how to deal with the center of gravity and wing sweep problem.

The biggest lesson to be gained from this incident is how to handle emergencies which are not covered in the Dash One. By using common sense and all four crewmember's experience and inputs and keeping the big picture of "Fly the jet first," any emergency stands a good chance of being brought to a safe conclusion. Also, don't forget all the assistance you can receive from those on the ground (e.g., Romeo, duty IPs, senior leadership, maintenance troops). They have the advantage of being at ground speed zero and not flying around with a handful of damaged aircraft.

In our situation, the assistance provided by the duty IP, Command Post, Romeo and the wing leadership was crucial to the safe recovery of our aircraft. You may notice we mentioned wing leadership. Use your Cockpit Resource Management skills and gather information from all available sources to include your wing leaders; they may have just the input you need to land the plane. While many crewmembers think of them as colonels who sit behind desks, we must remember they all used to be crewdogs like us. They hold immense and varied flying backgrounds, which form a valuable resource pool we can tap.

Remember, fly safe and watch out for those deer which may well visit your runway some day.

This article first appeared in the October 1991 edition of Strategic Air Command's Safety magazine, COMBAT CREW.

**"Shortly after
the main gear
touched down
we felt a second
thump."**



101 Critical Days of Summer RE-CAP

by SMSgt Cliff Motley, Langley AFB, Va.



Congratulations to the men and women of Air Combat Command for a successful “101 Critical Days of Summer” safety campaign this year. By working together, staying focused on safety initiatives, and supporting our Airmen through the “Wingman” initiative, fatal mishaps were reduced by 33 percent from last year’s summer safety campaign and by 50 percent from the FY03 campaign. This year’s “Airmen Supporting Airmen” theme was the key to this success! Throughout the command, leadership placed the right vector on our number one resource: Airmen.

As a direct result of focusing on the right area, no fatal motorcycle mis-

haps occurred during this year’s “101 Critical Days of Summer” safety campaign. This is a true measure of success because over the previous two summer campaigns, nine Airmen were lost to fatal motorcycle mishaps. This reduction indicates the command’s safety message has evolved and continues to be emphasized by leadership, supervisors, and peers alike. It also signifies that we can further reduce all mishaps and save lives, reinforcing the premise that mishaps are preventable.

Despite all of our success, opportunities for improvement still exist. The command did experience six fatal mishaps during this year’s summer safety campaign. Sadly, five of our six fatal mishaps involved Airmen First Class. Amazingly, even though the

command greatly increased its level of attention on junior personnel this year, four of these Airmen disregarded proven personal risk management strategies and this contributed to their fatal injuries. For example, three of the members were not wearing seat belts, and one failed to use personal protective equipment while boating. Regrettably, our sixth fatal mishap involved a senior NCO who suffered a heart attack after completing physical training.

Even with these mishaps, we are confident that junior Airmen were effectively engaged in the planning and execution of their unit’s various summer safety programs. This is reflected by the 17 percent decrease in overall mishaps within our three lowest enlisted grades. Further proof that, yes,



the concept of "Airmen Supporting Airmen" can work.

The active involvement of junior personnel this year led to new and innovative approaches to mishap prevention. The "Without a Plan" mishap prevention video (obtainable on the ACC Safety web site: <https://wwwmil.acc.af.mil/se/>) is one of these examples. This 24-minute video produced by Airmen at Holloman AFB illustrates the willingness of Airmen to share and express their personal experiences when given the opportunity. Another out-of-the box approach taken by several units was to have their Safety programs briefed by and targeted at Airmen. They reported that

this created a safety message that became more relevant, encouraged unity, and sparked maximum participation. These are just two examples of what can happen when our newest generation of Airmen apply their ingenuity to support, plan, and execute prevention programs.

As General Keys reminds us, "ACC's Safety Flight Plan for FY 06 will continue to build upon strong leadership and productive training, and ... accountability. Look at your risk management strategy. Look at who is making decisions. Look at who is providing oversight. Safety is a personal program ... when something goes wrong, inevitably there is a person

somewhere that either made a decision or refused to make a decision that affected the outcome."

Leadership has marked the path. They have focused on our number one resource and kept Airmen involved in the overall safety process, ensuring the development of future leaders, fostering productivity, and enhancing accountability. We must continue to work together in support of our Airmen. This approach will help us have even more successes during ongoing mishap prevention efforts and next year's "101 Critical Days of Summer" safety campaign. ✦

264 Days of Other

by Lt Col Carleton H. Hirschel, Holloman AFB, N.M.



Congratulations, you've made it through the "101 Days of Summer" without incident. But now what? While many self-help groups take things "one day at a time," we use time frames to help us break down ideas like *safety* into something more manageable. The "264 Days of Other" have just begun and will continue until summer starts again. If we borrow a page from those self-help groups and practice *safety* "one day at a time" during the "264 Days of Other," I guarantee you'll stand a much higher chance of being successful.

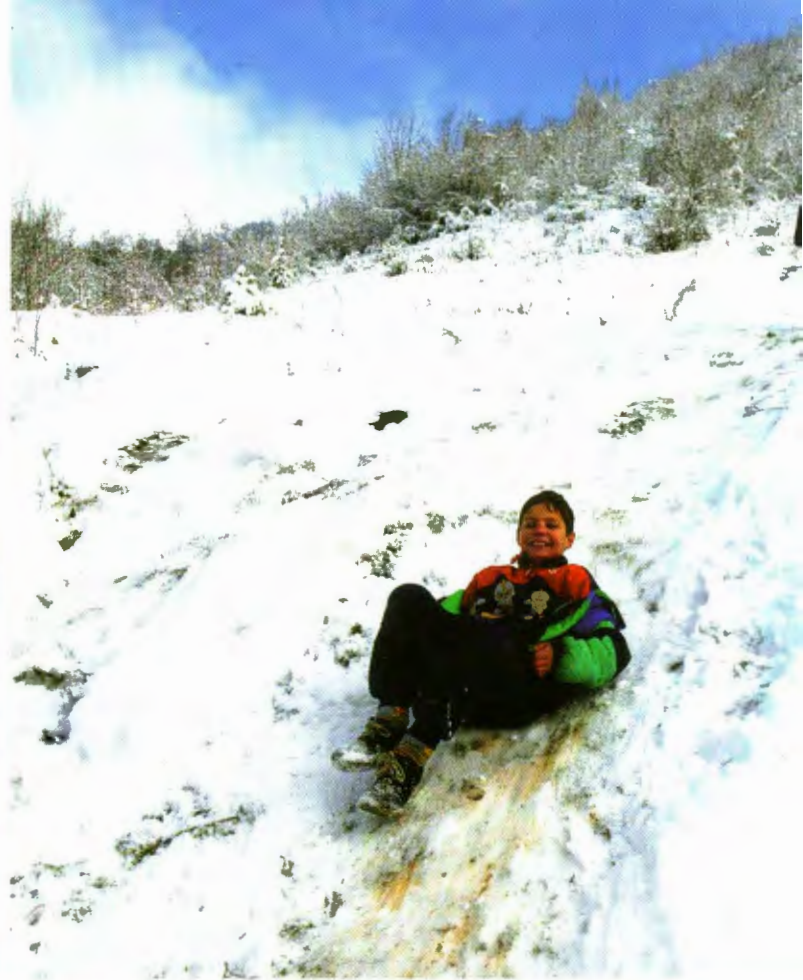
Incorporating *safety* into your everyday life puts the focus exactly where it needs to be. Commanders and supervisors stress *safety* in the workplace and at

home. There's always a *safety* briefing at our Commander's Calls or before a holiday weekend. The reality though is that each and every one of us needs to practice *safety* every day. During the "264 Days of Other," I'd like all of us to pay attention to the following three areas: personal, mental and physical *safety*.

Simply put, if we make a mistake or take unnecessary risks that result in our death, our mental and physical *safety* have already been compromised. This makes personal *safety* the most important of the three. So the question then becomes, how do we practice personal *safety*? A simple approach is to just follow the basic rules we all learned in kindergarten (i.e., follow regulations and use sound common sense): Look both ways before you cross the street (be aware of hazards in your environment

at home, at work, and at play); Don't play with fire (avoid dangerous activities, including abusing alcohol and drinking/driving); No running in the hallways (observe the speed limit and don't drive too fast for road conditions); Obey your parents (follow the rules); and play nice with others (be a good Wingman).

Mental *safety* has become very important in recent years. Fortunately, we've seen suicide rates across the Air Force decline in the past year. Annualized rates as of August 9, 2005, were 29 suicides (9.1 in 100,000) compared to 46 suicides (14.4 in 100,000) for the same time in 2004. I believe this positive change is due to command emphasis on suicide reduction and an increase in support from Wingman programs across the Air Force. Even with a positive downward trend, more needs




to be done. Our goal for attempted and completed suicides across ACC must be zero, as one loss of life to suicide is one too many. Commanders, supervisors, and friends all need to be involved; however, the most important person in this equation is you! In order to maintain our mental *safety*, we need to make sure our relationships with friends and acquaintances are healthy, maintain an optimistic outlook, believe in something higher than ourselves, be a member of or participate in a club or community, and seek assistance with problems as early as possible.

Lastly, we all need to take steps to ensure our physical *safety*. As the Air Force

has become more expeditionary, the focus on fitness has increased. General Jumper established the new Fit-to-Fight program in the summer of 2003. Since then, we've seen the focus on fitness increase tenfold as the Air Force has come to realize that being in shape can be the difference between life and death. General Jumper set new and higher expectations for fitness when he said, "I want to make very clear that my focus is not on passing a fitness test once a year. More important, we are changing the culture of the Air Force. This is about our preparedness to deploy and fight. It's about warriors. It is about instilling an expectation that makes fitness a daily stan-

dard -- an essential part of your service. Commanders, supervisors, and front-line leaders must lead the way -- through unit physical training, personal involvement and, most important, by example." If you're not working out regularly, get with the program. Our physical *safety* depends on our fitness.

We all need to make sure we practice personal *safety*, mental *safety* and physical *safety* "one day at a time" — each of our lives depends on it. I'm looking forward to seeing all of you next Memorial Day so together we can successfully end the "264 Days of Other" and kick off the start of another winning "101 Days of Summer." 

FROM FARM TO FREEZE

Editor's Note: Proper food preparation and storage practices won't keep your family safe this Thanksgiving Holiday if the turkey you purchased wasn't safe to begin with. Learning about the safety of our national food supply and labeling/packaging terms helps build consumer confidence, provide peace of mind, and give us all one more thing to be thankful for this holiday season.

"How long can a turkey be kept in the freezer?" This question is often heard by the food safety specialists answering USDA's Meat and Poultry Hotline. Although the optimum freezing time for quality -- best flavor and texture -- is 1 year, consumers are usually surprised to learn that, from a safety standpoint, frozen turkeys may be kept indefinitely in a freezer. Callers ask hundreds of other questions about turkeys -- from the time they are hatched on the farm until they make it home to the freezer.

Although turkey is enjoyed year-round, the peak time for buying, cooking, and storing whole turkeys is the November and December holiday season. This is the time we see a large increase in the number of whole turkeys for sale in our local grocery stores.

To ensure that the supply of whole birds is adequate to meet consumer holiday demands, each year during the month of May, millions of turkey eggs are put into incubators. After about 4 weeks of incubation, a baby turkey (poult) is hatched. The poults are then moved from the hatcheries to barns that are environmentally controlled, providing maximum protection from predators, disease, and bad weather. For the next 4 to 5 months (depending on the desired market weight), these turkeys roam freely around the barn, eating their way through many pounds of feed (consisting mainly of corn and soybean meal along with a supplement of vitamins and minerals).

Hormones are not given to turkeys. Antibiotics may be given to prevent disease and increase feed efficiency. When antibiotics are used, government regulations require a "withdrawal" period to ensure birds are free from any residues prior to slaughter. The Food Safety and Inspection Service (FSIS) randomly samples turkeys at slaughter to test for residues. Under the

Federal meat and poultry inspection laws, any raw meat or poultry shown to contain residues above established tolerance levels is considered adulterated and must be condemned.

When turkeys reach the desired weight, they are taken from the farm to the slaughter plant. FSIS veterinarians look at the live birds, checking for any that may be sick or injured. As the process continues, each turkey carcass, along with its giblets, is inspected for wholesomeness, randomly tested for generic *Escherichia coli* and *Salmonella*, and regularly checked for other diseases or contamination. Although not mandatory, grading may also be done. Any questionable birds are pulled off the line for closer scrutiny. FSIS experts in food safety provide technical information to turkey plants about food hazards and how to prevent them. FSIS veterinarians and inspectors check every day to see that sanitary and hazard analysis procedures are being carefully followed.

Turkeys continue through the processing either as whole birds or in parts. They are frequently washed and kept chilled throughout the entire process to prevent the growth of harmful bacteria. Whole birds are chilled in ice, water, or in a mixture of ice and water. Those to be sold fresh are quick-chilled to 40 degrees Fahrenheit or lower, but must not go below a temperature of 26 degrees Fahrenheit. Fresh turkeys should be refrigerated and used within 1 to 2 days from purchase, or they can be frozen for safe keeping.

Those to be sold frozen are rapidly frozen in blast freezers. A commercial blast freezer quickly takes the turkey to a freezing temperature, ensuring optimum safety and quality. They are then stored in freezers at 0 degrees Fahrenheit or below. Both fresh and frozen turkeys are transported in refrigerated trucks to their destination.

After purchase, frozen turkeys should be placed in a freezer until ready to be thawed. Raw turkey skin color is off white to a cream color. The color under the skin can range from pink to lavender or blue, depending on the amount of fat just under the skin. There are three safe ways to thaw a turkey:

Refrigerator -- It is best to plan ahead for slow, safe thawing in the refrigerator. A large frozen item like a turkey requires at least a day (24 hours) for every 4 to 5 pounds of weight. Once thawed in the refrigerator, it can remain refrigerated for a day or two before cooking. Turkey thawed in the refrigerator can be refrozen without cooking, although there may be some loss of quality.

Cold Water -- This method is faster than refrigerator thawing, but requires more attention. The turkey should be in leak-proof packaging or a plastic bag. Submerge the turkey in cold tap water, changing the water every 30 minutes. It will take about 30 minutes per pound to completely thaw a whole turkey. After thawing, cook it immediately. Turkey thawed by the cold water method should be cooked before refreezing.

Microwave -- After microwave thawing, cook the turkey immediately because some areas of the turkey may become warm and begin to cook. Holding partially-cooked food is never recommended because any bacteria present would not have been destroyed and may have reached temperatures at which bacteria can grow. Foods thawed in the microwave should be cooked before refreezing.

Although there is normally very little distinguishable difference in the quality and nutrition of turkeys, understanding labeling definitions can help consumers make informed decisions and choose a turkey that best meets their particular needs.



Labeling Definitions

BASTED or SELF-BASTED — Bone-in poultry products (such as whole birds) that are injected or marinated with a solution containing butter or other edible fat, broth, stock, or water, plus spices, flavor enhancers, and other approved substances must be labeled as “basted” or “self-basted.” The maximum added weight of approximately 3 percent solution before processing is included in the net weight on the label. Labels must include a statement identifying the total quantity and common or usual name of all ingredients in the solution, e.g., “Injected with approximately 3% of a solution of _____ (list of ingredients).”

When using the terms “basted” or “self-basted” on boneless poultry products (such as turkey breasts and roasts), the solution is limited to 8 percent of the weight of the raw poultry before processing.

FREE RANGE or FREE ROAMING — In order to use these terms on a label, producers must demonstrate to USDA that the poultry has been allowed access to the outside.

FRESH POULTRY — Turkeys to be sold as “fresh” must be stored at a temperature no lower than 26 degrees Fahrenheit.

FROZEN POULTRY — Turkeys sold as “frozen” must be stored at 0 degrees Fahrenheit or below.

FRYER-ROASTER TURKEY — A young turkey, usually less than 16 weeks of age and of either sex.

HEN or TOM TURKEY — The sex designation of “hen” (female) or “tom” (male) turkey is optional on the label and is an indication of size rather than tenderness.

KOSHER — “Kosher” may be used only on the labels of turkeys that are prepared under Rabbinical supervision.

MINIMAL PROCESSING — Minimally processed could include: (a) those traditional processes used to make food edible or to preserve it or to make it safe for human consumption, e.g., smoking, roasting, freezing, drying, and fermenting; (b) those physical processes which do not fundamentally alter the raw product and/or which only separate a whole turkey into parts or grinding of the turkey.

NATURAL — Turkey containing no artificial flavor or flavoring, coloring ingredient, chemical preservative, or any other artificial or synthetic ingredient and is minimally processed (a process which does not fundamentally alter the raw product) may be labeled “natural.” The label must explain the use of the term “natural” (e.g., no added colorings or artificial ingredients; minimally processed).

NO ANTIBIOTICS — The term “no antibiotics added” may be used on labels for poultry products if the producer sufficiently documents to FSIS that the animals were raised without antibiotics.

NO HORMONES — Hormones are not allowed in raising poultry. Therefore, the claim “no hormones added” cannot be used on the labels of poultry unless it is followed by a statement that says, “Federal regulations prohibit the use of hormones.”

ORGANIC — The Final Rule for the new organic standard was published on December 21, 2000, and fully implemented on October 21, 2002. It offers a national definition for the term “organic.” This rule details the methods, practices and substances that can be used in producing and handling organic crops and livestock, as well as processed products. The Final Rule specifically prohibits the use of genetic engineering methods, ionizing radiation, and sewage sludge for fertilization. 🍂

The Food Safety and Inspection Service (FSIS) is the public health agency in the U.S. Department of Agriculture responsible for ensuring that the nation’s commercial supply of meat, poultry, and egg products is safe, wholesome, and correctly labeled and packaged. For more information go to www.ams.usda.gov/nop.

Don't run a **FOWL** *deep frying your turkey*

by Lt Col Anton Komatz, Langley AFB, Va.



Photo series courtesy of Underwriter's Laboratories Inc.

I heard them before I could see them as I wound my way through the low undergrowth and fallen trees surrounding the lake. Rounding the corner of the boathouse, I caught a fleeting glimpse of people in patriotic garb, silhouetted by the flickering light of a large television. It was a medieval scene of mythic proportions involving open flames, a large pot of super-heated oil and a turkey hanging from a metal hook. To me, it was just another Super Bowl party, but to the others, the thought of deep frying a large bird was not only symbolic, but prophetic as well.

I'd seen turkey fryers in the store, and I'd heard that a deep fried turkey tasted fantastic and cooked in half the time, but the thought of a huge pot of bubbling oil unnerved me. The memory of the pain involved with a grease burn after a countertop deep fryer had boiled over, and the realization that the turkey fryer held much more than a quart of oil made me take a

step back and watch from a distance. A cheer went up as the bird was lowered into the oil, but died out as the oil began to roil, tumble, and climb up the sides of the cooking pot. A drop of hot oil splattered up on the cook's hand and he dropped the bird the rest of the way into the pot and took three quick steps backward. The oil continued to climb to the lip of the pot, threatened to go over the side, and then died down to a rolling boil. "That wasn't as exciting as last year when it caught fire and we had to put it out with the extinguisher," the person next to me deadpanned.

Many will be deep frying turkeys over the upcoming Thanksgiving Day holiday. U.S. Consumer Product Safety Commission (CPSC) bulletin number 04-041 provides the following safety tips for preventing fires and burns when using turkey fryers.

"Since 1998, CPSC has reports of 75 incidents that involved fires, flames,

or burns associated with turkey fryers. Twenty-eight of these incidents were reported for the year 2002. Here are some of the hazardous scenarios:

- House fires associated with turkey fryers leading to injuries and property damage.
- Ignition of oil used with turkey fryers. This was often related to oil reaching excess temperatures or oil contacting the open flame of the fryer.
- Splashing of hot oil causing burns.

The majority of reported incidents occurred while the oil was being heated, prior to adding the turkey. For this reason, it is very important that consumers monitor the temperature of the oil closely. If any smoke at all is noticed coming from a heating pot of oil, the burner should be turned off immediately because the oil is overheated.

There is a risk of injury resulting from splashing due to the cooking of par-

tially frozen meats. Thoroughly thaw and dry ALL meats before cooking in hot oil. One reported burn incident occurred when partially frozen chicken wings were added to hot oil in a turkey fryer.

CPSC staff is working with industry and voluntary standards organizations to improve the safety standard for turkey fryers. CPSC staff recommends consumers who choose to fry turkeys adhere to the following safety guidelines:

- Keep fryer in FULL VIEW while burner is on.
- Place fryer in an open area AWAY from all walls, fences, or other structures.
- Never use IN, ON, or UNDER a garage, breezeway, carport, porch, or any structure that can catch fire.
- Raise and lower food SLOWLY to reduce splatter and avoid burns.
- COVER bare skin when adding or removing food.
- Check the oil temperature frequently.
- If oil begins to smoke, immediately turn gas supply OFF.
- If a fire occurs, immediately call 911. DO NOT attempt to extinguish fire with water.

For safest operation, CPSC staff recommends that consumers follow these guidelines as they prepare to use a turkey fryer:

- Make sure there is at least 2 feet of space between the liquid propane tank and fryer burner.
- Place the liquid propane gas tank and fryer so that any wind blows the heat of the fryer away from the gas tank.
- Center the pot over the burner on the cooker.
- Completely thaw (USDA says 24 hours for every 4 to 5 pounds) and dry turkey before cooking. Partially frozen and/or wet turkeys can produce excessive hot oil splatter when added to the oil.
- Follow the manufacturer's instructions to determine the proper amount of oil to add. If those are not available:
 1. Place turkey in pot.
 2. Fill with water until the turkey is covered by about 1/2 inch of water.
 3. Remove and dry turkey.
 4. Mark water level. Dump water, dry the pot, and fill with oil to the marked level."



During Thanksgiving, a fire broke out at a Navy facility because of a commercial turkey "deep fryer" that a Sailor had brought in from home. The operator violated three safety precautions clearly stated in the operator's manual.

First, the manual said to keep the fryer well away from buildings. In this case, it was about 18" from a wooden wall covered with vinyl siding. Second, the manual said to not use the fryer on wooden decks. The fire broke out on a wooden deck. Third, it said not to use

the fryer under eaves or overhangs. It was underneath some wooden stairs.

All fire inspections at the Navy facility were up to date, the equipment worked, and the local crew was fully trained, so the fire was extinguished in about 20 minutes, even before the fire department could arrive.

Although there was serious damage to one corner of the berthing building, no one was injured and the command's mission wasn't affected.



Photo courtesy of the US Navy Safety Website.


In addition to the CPSC's recommendations, the following tips should be followed when using turkey fryers:

- Fryers have a high center of gravity and therefore are susceptible to tipping over, spilling their contents, and possibly catching fire. To avoid tipping, place fryers outdoors and on a flat, level, non-flammable surface away from guests, pets, and walkways.
- Never leave the fryer unattended; before, during, or after cooking, as the cooking pot and oil remain hot, long after the burner is turned off.
- "Cook sober," alcohol consumption can impair your balance, timing and pain senses.
- Many fryers do not have thermostats which prevent the oil from becoming overheated, therefore, monitor temperature with a thermometer made for deep frying, and adjust the height of the

burner flame to maintain a safe cooking temperature.

- Allow the oil to cool sufficiently before trying to pour the unused oil back into containers for storage or disposal as the hot oil can burn exposed skin or melt plastic storage containers. ❖





Oops, FRACTURE, CRASH!

Hunter breaks leg, crawls to safety

by Mr. Nate Hier, F.E. Warren AFB, Wyo.

What began as a normal hunting trip in September in the Thunder Basin Grassland just north of Douglas, Wyo., ended in near disaster for Capt Jerry Milligan, 320th Missile Squadron Missile Combat Crew Commander.

While bow hunting along the bluffs, Milligan spotted deer on the next mountain over and decided to pursue them. He started to walk down the mountain, when gravel slipped under his foot.

"I didn't fall, but I heard a loud snap, like branches breaking," Milligan said.

Sitting down, Milligan cringed as he saw his foot flopping in the wrong direction. He used three arrows (without the tips) and some cord to fashion a crude splint.

Milligan then slid the last 40 feet to the bottom of the mountain on his backside.

He struggled to make his way to his truck.

He crawled holding his right leg up with his left hand to prevent the foot from dangling. Eventually he was reduced to scooting along like an inchworm.

Quick Tips When Hunting Solo

After 4 agonizing hours, he had no skin left on his elbow and both his leg and backside were throbbing. He also was out of water. His GPS placed the truck still 0.8 miles away, with wooded hills in-between. "I decided to head straight for the road, instead," he said.

Milligan dragged himself through sagebrush, cactus and rocks, tearing what little skin he had left on his right arm and backside. His tongue swelled from dehydration.

He happened upon two metal poles and tried to use them as crutches. But a hard tumble to the ground left him writhing and discouraged that idea. He continued scooting along at a snail's pace.

Twice trucks passed on the road, but the occupants were too far away to see Milligan yelling and waving frantically.

Finally, Lady Luck threw him a bone. He reached a cattle water trough. He filled his canteen and drank. "I felt pretty sick at first," he said of chugging the first canteen. "After that, I filled it three more times and leisurely drank them all."

Then, fortune smiled on him again. A truck approached. Randy Scamey and his son, Jake, both from Wright, Wyo.,

were driving along the road scouting for deer when they spotted the stranger by the trough. "I waved at them, and they just waved right back at me and kept going," Milligan said. "I finally managed to yell, and he turned his truck around."

Eight-and-a-half hours after his trek began the Scameys loaded Milligan into the bed of their truck and drove 20 miles to the nearest ranch. "I'm very grateful to the Scameys and two emergency medical crews, who arrived and took excellent care of me," Milligan said.

At Campbell County Memorial Hospital in Gillette, the doctor determined both bones in Milligan's leg were broken in half about 4 inches above the ankle. The captain had surgery to insert a rod in the leg.

"I'm very thankful to have survived - I was lucky," he said. "I could've saved myself a lot of time and pain if I would've been better prepared. I had a cell phone in my truck, but didn't bring it with me on the trail."

"Also, I will never, ever go out hunting alone again. I'm fit and strong. I guess I kind of felt invincible."

"But, no one's invincible." 🦌

While a majority of hunters prefer to hunt in a group for the experience and camaraderie, many choose to hunt alone, and oftentimes in remote areas. Hunter safety courses and state fish and game departments warn against hunting alone; however, they do recommend following several common sense guidelines should you choose to **do so**.

- Tell someone where you will be hunting, when you'll return, as well as a map of the area if available. Only change your plan if weather-related or safety issues arise. Be sure to let someone know about any changes, as rescuers will have a better chance of finding you.
- Avoid outings alone. If you go alone, be extra careful and hunt in familiar areas.
- Dress properly and be prepared for the worst possible conditions. Protect against hypothermia.
- Check the weather forecast before going into the woods.
- Always wear enough blaze orange to be highly visible to other hunters.
- Plan for an unexpected night outdoors in the worst weather; carry a survival pack that includes high caloric food, waterproof fire starter, compass, map, and a first aid kit.
- It may seem obvious, but, if you have a cell phone or emergency radio, take it with you; many a search could have been **avoided** had this single piece of advice been followed.

Remember, taking the precautions may seem foolish, and packing the items listed might seem like overkill, but it's always better to have it and not need it, than to need it and not have it.





PRACTICING GOOD EYE CARE
by SSgt Benjamin Rojek, Tyndall AFB, Fla.

THE EYES HAVE IT

The comic book hero Daredevil gained superhuman powers when he was blinded by toxic waste that hit him in the eyes. Unfortunately, outside of the superhero realm, anyone else would just be blinded.

"Therefore, protecting eyes and keeping them healthy is paramount," said Maj Ryan Traver, the 325th Aeromedical-Dental Squadron, Optometry Flight Commander. While most people follow the rules and wear personal protective

equipment such as safety glasses while at work, they tend to forget about it at home.

"One of the biggest injuries we get here is from people mowing the lawn without eye protection," Maj Traver said. "We also get a lot of injuries from people working on their cars at home." Lawnmowers can toss up rocks or chips of wood, while getting under the car for a routine oil change without goggles can cause bits of rust, or even oil, to fall into the eyes.

"We also get a lot of injuries from people working on their cars at home."

"Using hazardous chemicals, small hand tools, or riding a motorcycle are other activities in which people should wear protective eye equipment," said Ken Jolley, the 325th Fighter Wing Ground Safety Chief.

"Common eye injuries also occur from not wearing protective eye gear while playing sports," Maj Traver said. "Many people wear safety glasses while playing racquetball, but they rarely wear them while playing football, basketball or baseball," he said.

"(People) need protection when there are any flying objects about, which includes any ball sport." People should also not forget about ultraviolet rays, the major said. Damage to the eyes can be prevented by wearing sunglasses with 100-percent ultraviolet blocking.

"It doesn't matter if they cost \$5 or \$400," Maj Traver said. "Sunglasses are important. In fact, they make safety

sunglasses for both sun and foreign object protection." Another way people can protect their eyesight is by keeping their eyes healthy, the major said. Routine eye exams are extremely important.

"It varies by a person's age, but an average, healthy adult should get an eye exam every 2 to 3 years," he said. "Even if (someone does not) need glasses, everyone is susceptible to eye disease."

If caught early, doctors can take steps to care for eye disease, but people can help prevent infections by eating a healthy diet including green, leafy vegetables and properly wearing their contacts. "People should never sleep in (their) contacts, no matter what the company says," Maj Traver said. "The maximum amount of time people should wear them is 10 to 12 hours a day."

Experts here said it is important for everyone to make an effort to protect their eyes. "You only have one set of eyes, and it doesn't take very much to injure them," Mr. Jolley said.

(Courtesy of Air Education and Training Command News Service)



Pitching PALLETS

by Anonymous





One of my most memorable safety stories was not as a Weapons Safety Manager, but as the Material Superintendent for the Munitions Storage Area (MSA). It was a mishap that taught me a lesson, and the valuable lesson wasn't what not to do, but what can be done to avoid unexpected events. We all can do more to avoid mishaps, and we need to be proactive in trying to minimize accident potential.

A storage crew was moving munitions from one structure to another for a major re-warehousing project. This crew was using a tractor and 40-foot trailer to move munitions. One particular load was five pallets of 2.75 rocket motors and warheads. The items were palletized, and all the pallets were tied down to the trailer for the move, but all the pallets were not properly banded. When the crew arrived at the igloo where they were to store the items, they did all the safety checks they were supposed to do and then removed all the tie downs in preparation for downloading the trailer with a forklift. The forklift driver had a spotter, but the spotter was on the wrong side. While retrieving one pallet, the pallet on the forklift contacted the pallet still on the front of the trailer. You won't believe what happened next. The one pallet on the front of the trailer was the one not properly banded. A stack of five boxes of warheads fell to the ground, exceeding the drop criteria. I began to think of questions as to why it happened and immediately focused on the fact that the spotter was on the wrong side.

The Maintenance Group Commander arrived and began asking more in-depth questions. Being the ranking person from the MSA that responded, I escorted him and feebly attempted to answer his rather simple questions. He asked whether completely untying all of the pallets on the trailer before beginning to unload them was standard operating procedure. I answered "Yes, but we weren't violating tech data," at least none that I was aware of. But I knew some simple common sense rules were certainly violated. I know now that I must have looked completely incompetent to the Maintenance Group Commander, but that isn't important.

The questions he asked taught me a valuable lesson. As I look back on my Air Force career, I can now see that while many of the things were done within tech data standards, they could have been done better and safer. We get complacent on some simple things "because it has been done like this for years, and it doesn't violate tech data." It may have been more inconvenient to remove the tie down straps only on what was being immediately downloaded, but it would have been much safer. Sure, the spotter should have been on the other side where he could see the tightest area, but that still may not have prevented the accident from occurring. Keeping the tie down for the pallet in place would have.

What am I trying to get at? All supervisors need to review the simplest tasks to ensure they are being done not only within tech data but in the safest, most logical way possible. I also would recommend having an individual that isn't familiar with the operation look at the procedure and ask the most basic of questions that may lead to a safer way of doing business.

Are we doing other operations that are within tech data standards, but which can be done better? In today's tight budget and heavy operations tempo, it is imperative for us all to do things smarter and safer, saving the Air Force money in the long run.



Too many times we have heard, "Practice like you play," but rarely do you hear, "Play like you practice." During Operation IRAQI FREEDOM, I was deployed with my wing to Al Udeid AB, Qatar, and witnessed several incidents that could have been avoided if those involved had subscribed to this idea.

During wartime deployment, some people's thought processes change due to stress or adrenaline. On many occasions, I have noticed Airmen and NCOs in such a hurry that they did not maintain the disciplines of weapons safety they had learned back in their peacetime environments.

One occasion I recall was a crew moving some assembled GBU-24 guided bombs on a ready pad from one row of dunnage to the other. The pad was pretty crowded, but not so much as to restrict safe movement. One individual was driving the forklift with a couple of people hooking the lifting slings up to the weapons. They also had a spotter. The Airman driving the forklift was moving at a speed that was borderline dangerous. Even with a spotter, the individual ran over the fin of another bomb, causing major damage. This was a

preventable event that thankfully only cost the Air Force money and not a life. Neither the spotter, nor the crew chief ever talked to the driver about slowing down.

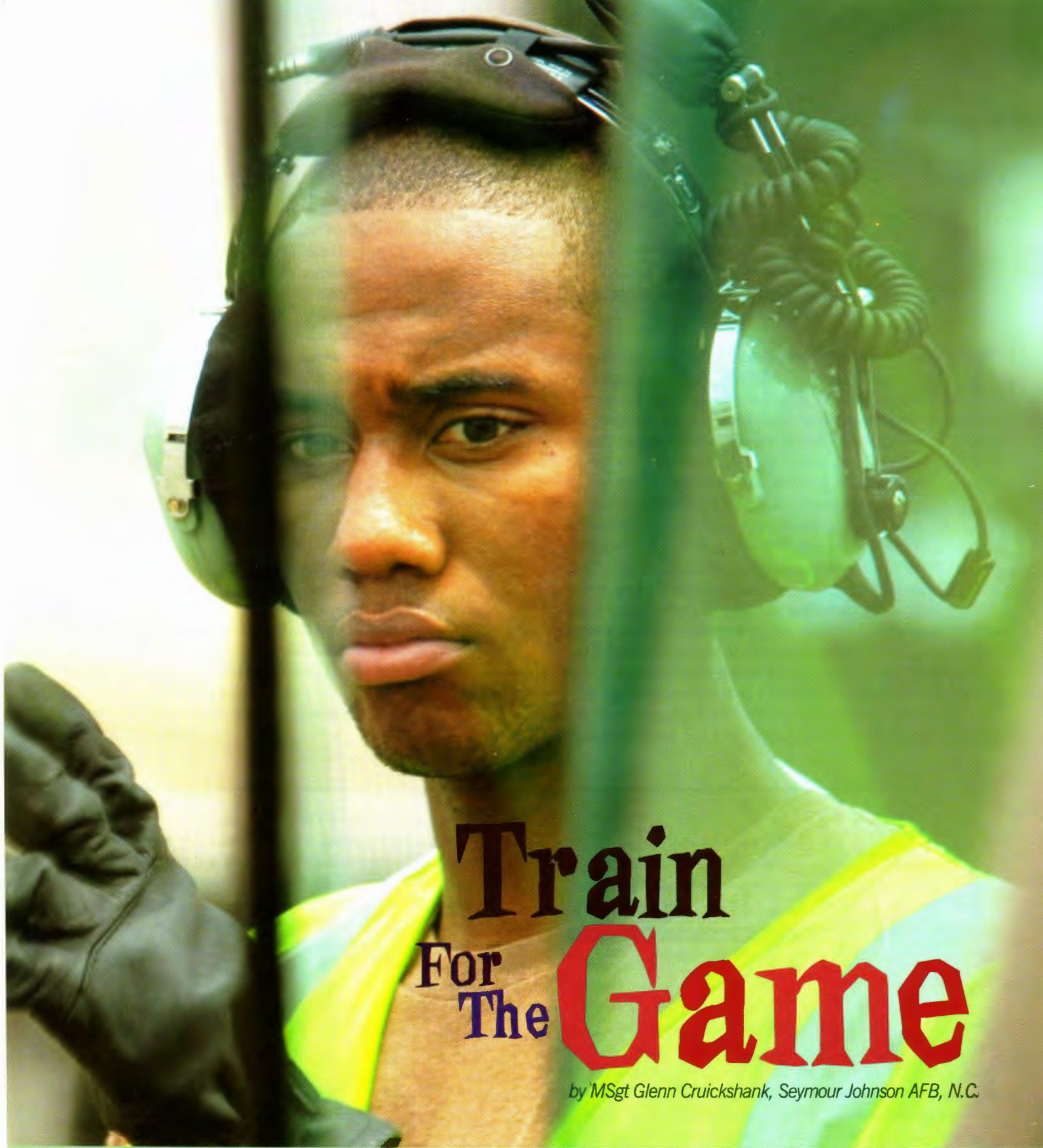
In another incident, an individual was driving a 6K forklift moving a pallet of FMU-143 fuzes. He did not tie down the 15 or so cans of fuzes to the pallet because he was only moving it out of the way. He had a spotter and followed every other safety practice except making sure the pallet was tied down. A can of fuzes fell off in front of him, and he ran over it, crushing the can. Luckily, no one was injured. Again because two people, a driver and a spotter, didn't do their jobs, the Air Force lost thousands of dollars.

During the same deployment a crew was in a hurry downloading International Standardization Organization (ISO) containers filled with MK-82 general purpose bombs. The pad was full of containers, trailers and forklifts, not to mention about 20 workers. A forklift driver, also in a hur-

ry, pulled out from the top stack of bombs in the container. The forks of the lift were not all the way through the pallet, and the pallet fell off the forks onto the ground. The individual had a spotter (a senior NCO in fact), but regretfully neither one took the time to ensure the stack was secure. This time no one got hurt and the bombs were okay too. It would have been a lot worse if that 3,000-pound pallet had fallen on someone.

The moral of these stories is that it would've only taken a few extra minutes to do things the right way if these individuals had just adhered to their peacetime practices. The result of taking shortcuts: We lost costly munitions, and man-hours, and missed missions. Not only were the drivers at fault, but so were the spotters and crew chiefs. The important point to remember is that even though we are at war, safety should not be compromised; in fact, it should be heightened. In the future, let's "PLAY LIKE WE PRACTICE." ✦





Train For The Game

by MSgt Glenn Cruickshank, Seymour Johnson AFB, N.C.

Train for the Game

MONTHLY AWARD WINNERS



The crew of Reddog 50, an EC-130H, distinguished themselves during a combat mission sortie in support of Operation IRAQI FREEDOM. After the crew had completed 90 percent of the mission tasking, the Airborne Maintenance Technician reported there was "fluid coming out of one of the drain holes directly above the tailpipe of the #3 engine." The Flight Engineer visually confirmed the condition and concluded the fluid was most likely engine oil. After a short discussion, the crew decided that due to the proximity of the leak to the engine exhaust, the situation could easily escalate into an engine fire. In accordance with Dash One guidance, the Aircraft Commander directed an emergency shutdown of the #3 engine. Seconds after the crew initiated the engine shutdown, the #3 engine nacelle, the underside of the right wing, and part of the horizontal stabilizer were covered with oil that was later determined to have resulted from a failure of the main oil seal on the turbine bearing. Displaying superb crew coordination, the crew of Reddog 50 simultaneously completed all applicable checklists, calculated a new service ceiling that ensured ground-to-air threat avoidance, re-planned a near direct return to base routing to maximize mission considerations and coordinated with Air

Traffic Control (ATC) to declare an emergency while never interrupting weapon system employment. Upon arrival to their deployed location, the crew of Reddog 50 coordinated with ATC to fly an opposite direction approach allowing the crew to expeditiously and safely land their crippled aircraft, taxi clear of the active runway, and avoid delaying 386 AEW mission operations. Despite losing one quarter of the aircraft's available thrust, the crew of Reddog 50 was able to accomplish 100 percent of the mission tasking in support of CENTCOM's #1 target priority. Their solid situational awareness during the emergency minimized the impact on operations at the hub of intra-theater airlift.



**Capt Michael S. Riordan, Capt Darshan Dohle,
Capt William G. Connelly, Capt Dawn P. Brackrog,
MSgt Timothy R. O'Donnell, TSgt Russell J. Olekshuk,
SSgt Brent M. Rosenbaum,
43rd Electronic Combat Squadron, 55th Wing,
Offutt AFB, Neb.**



Sgt Gippe was dispatched to evaluate a throttle cable failure on an F-15C aircraft. Discovering the throttle cable was broken, he researched the cause of the malfunction and identified the cable routing was correct in accordance with technical data guidance. Unsatisfied with the results, Sgt Gippe continued to investigate possible causes for the anomaly. He removed the cable from the aircraft and noticed a spacer in equipment bay 5 appeared to be the wrong size. Sgt Gippe then began a thorough research effort, utilizing Fedlog and technical drawings provided by AFETS. He determined the spacer was too long, causing upward tension on the cable and preventing normal operation, contributing to the premature failure of the cable. Showing outstanding initiative, Sgt Gippe conducted a

one-time inspection of all 33 FW aircraft, discovering nine additional aircraft with incorrect spacers. He went above and beyond the call of duty to thoroughly research the throttle cable and attached hardware. His attention to detail and impeccable maintenance practices resulted in the discovery of an unsafe condition and allowed a timely correction of all 33rd Fighter Wing aircraft. His tenacity and astute attention to detail undoubtedly prevented the loss of an aircraft or worse, human life.



**SSgt Christopher E. Gippe,
33rd Maintenance Squadron,
33rd Fighter Wing,
Eglin AFB, Fla.**

Crew Chief Safety

Award of Distinction

A1C Davis was performing his last-look End of Runway (EOR) inspection on an F-15D aircraft, when he noticed smoke coming from the Jet Fuel Starter (JFS) area on the underside of the aircraft fuselage. He immediately notified his supervisor, SrA Rash, of the anomaly, and had him investigate. As SrA Rash approached the aircraft, he also noticed the smoke and confirmed the JFS was not operating. Amn Rash then turned away to get a flashlight so he could better isolate where the smoke was coming from. At that moment a fire ignited. Almost immediately the JFS and underside of the aircraft were engulfed in flames. A1C Davis instantly reacted by dragging the fire extinguisher closer to the aircraft. Recovering from the initial shock of what just happened, SrA Rash then assisted A1C Davis with the fire bottle and began to extinguish the fire. They continued to fight the fire until the fire department arrived on scene. A third member of the EOR crew, A1C Patten was on the intercom telling the aircrew that the aircraft was on fire and they needed to shut down and egress the aircraft immediately. Upon aircraft shutdown A1C Patten safely

assisted the aircrew in getting out and away from the aircraft. The actions of SrA Rash, A1C Davis, and A1C Patten prevented catastrophic loss of life and a \$37 million aircraft. Upon further investigation, it was discovered that their immediate and decisive actions resulted in the aircraft only sustaining minor damage to the JFS, which, in turn, allowed flight line technicians to return the aircraft back to service the very next day.



SrA Geoffrey Rash, A1C Justin Davis,
A1C Christopher Patten,
366th Aircraft Maintenance Squadron,
366th Fighter Wing,
Mt. Home AFB, Idaho

Weapons Safety

Award of Distinction

During a routine drive in the Munitions Storage Area, the Additional Duty Weapons Safety Manger, SSgt Holmes, noticed significant debris and large rocks on a barricade. This particular barricade directly protected the Conventional Maintenance Facility from an Earth Covered Igloo and had just had erosion repair completed. He called MSgt Glassner from the Wing Weapons Safety Office, who notified Munitions Control and Munitions Squadron supervision of the hazard. He discovered that not all of the fill dirt had been sifted in order to comply with AFMAN 91-201 Para 3.12.4, "to eliminate stones heavier than 10 pounds or larger than 6 inches in diameter." This regulation provides protection against high-speed, low-angle fragments. With MSgt Glassner going TDY in 2 days to the ACC Weapons Safety Course at Dyess AFB, he turned the issue over to MSgt Nesler through email. With an outstanding turnover, MSgt Nesler quickly generated a Temporary Reduction Letter, and routed it through the Munitions Squad-

ron and wing leadership. The letter restricted Mass Detonating and Fragment Producing explosive storage in one igloo until the barricade could be brought into compliance with standards. The barricade has a tremendous impact on the storage capability of the wing: 9,260 pounds of HC/D 1.1 and 250,000 pounds of HC/D 1.2.



MSgt Kevin Glassner, MSgt John Nesler,
SSgt Sterling Holmes, 28th Munitions Squadron,
28th Bomb Wing, Ellsworth AFB, S.D.

MONTHLY AWARD WINNERS



Maj Ferris planned to take off in an F-117A from the Dayton International Airport in order to perform flyovers at two other locations and then complete the mission with a flyover and full-stop landing at the Dayton air show. The weather at takeoff was approximately 1,000 feet overcast with 3 miles visibility and rain showers in the vicinity. The start, taxi, and takeoff were uneventful. Less than 1 minute into the sortie and as the aircraft was entering the weather, Maj Ferris noted a master caution light, an ECS light on the annunciator panel, and a right bleed air duct light. He continued to climb away from the ground, maintained his instrument cross-check, and applied the boldface for this malfunction. Additionally, he began to dump fuel, declared an emergency, and coordinated for a return to the Dayton airport. The bleed air duct light remained illuminated. While flying in the weather and deviating to avoid rain showers in his flight path, Maj Ferris continued with the checklist procedures associated with this malfunction. The light remained illuminated and, ultimately, Maj Ferris shut down the engine in accordance with the checklist. The bleed air duct light remained on following shutdown, potentially indicating a very serious aircraft malfunction. Meanwhile, Maj Ferris prepared to fly an instrument approach into an unfamiliar field during weather. While Maj Ferris was on a dogleg to final,

with a single engine, and no TACAN or DME, he ascertained that his aircraft's ILS was inoperative. After checking and re-checking associated switches several times, he requested a surveillance approach to align with the runway despite the weather. Approach control began to provide vectors and incremental descents. Maj Ferris requested and received a 5-mile call. He lowered the gear and began to slow to single-engine approach speed. He noticed that the light had extinguished shortly thereafter. When Maj Ferris cleared the weather and identified the runway environment, he found himself off the runway centerline. While his position required approximately 30 degrees of bank on short final to align his aircraft for landing, Maj Ferris correctly determined that he was able to safely perform the maneuver. The landing was flawless and uneventful, and he egressed the aircraft as emergency vehicles approached. Post-flight maintenance revealed a serious malfunction in the aircraft engine ECS system that exposed critical aircraft components to extremely hot engine bleed air. A slower or less accurate response by the pilot could have very likely led to catastrophic results.



**Maj Daniel E. Ferris, 49th Operations Support Squadron,
49th Fighter Wing, Holloman AFB, N.M.**

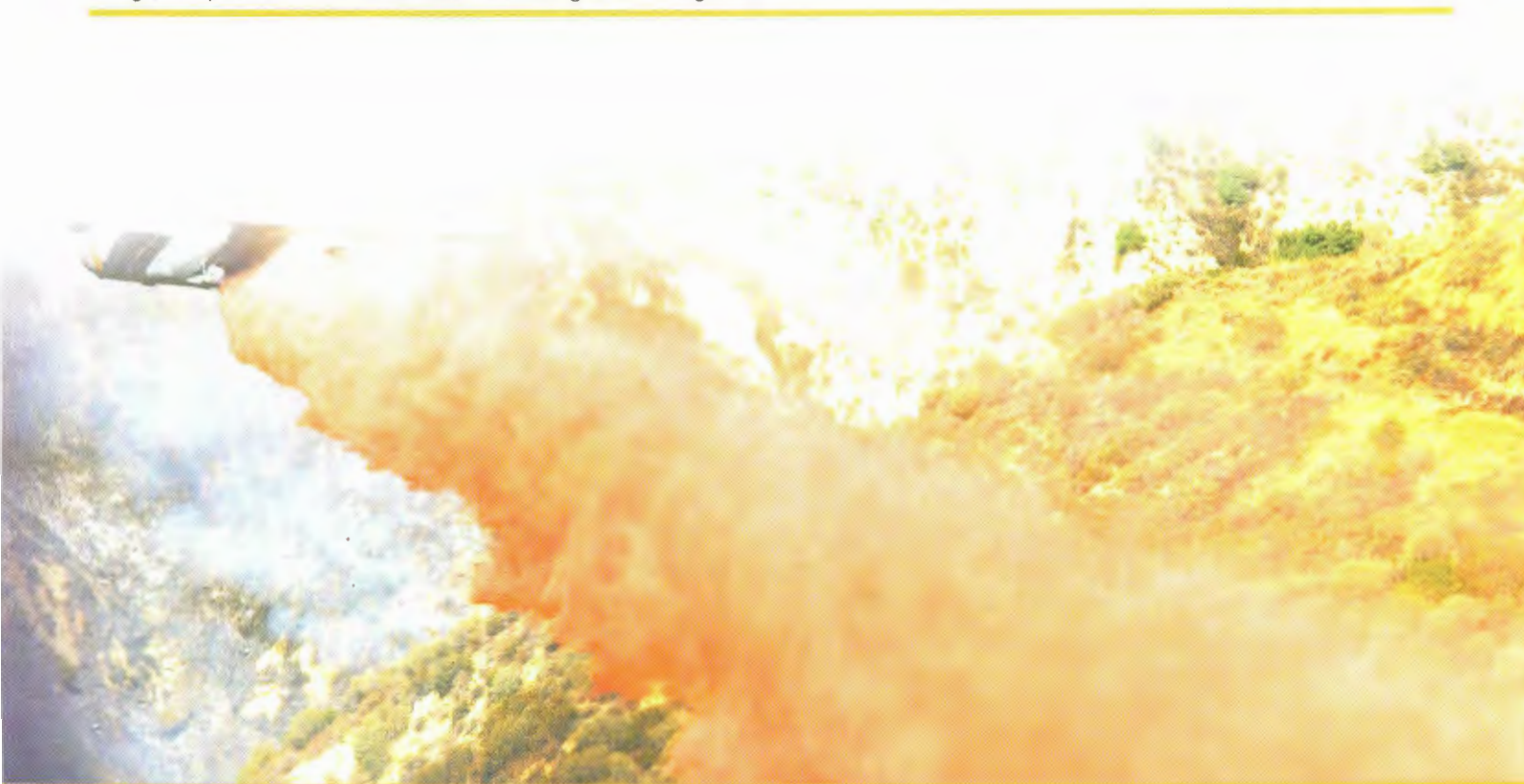


Mountain Home AFB firefighters responded to a 300-acre wild grass fire that broke out near the base on July 16, 2005. A full fire department recall for military and civilian firefighters was immediately initiated. A request for mutual aid was also established after the initial size-up. Strong winds spread the fire quickly toward the base threatening damage to facilities inside the munitions storage area, munitions, base structures, lands, and off-base residential housing units. The munitions storage area was located at the head of the fire and was the Fire and Emergency Services' primary concern. A defensive operation was immediately established inside the munitions storage area while the entire fleet responded to attack the flanks and running fingers of the fire. The variable wind speed caused heavy smoke to limit visibility for responders. Obstructions around the munitions storage area made it very difficult for the fire apparatus to gain access to the right flank of the fire. Nevertheless, responders quickly located alternate avenues to gain access resulting in a quick knock down of fire threatening a full pad of munitions. A team consisting of 27 firefighters

from the base's Fire and Emergency Services Flight, four fire crews from Mountain Home, four crews from the local Bureau of Land Management (BLM), and two crews from Grandview worked for 3 hours to put out the blaze. To support the process, the base's Fire and Emergency Services Flight and BLM called in two air drops of fire retardant. The unified command system proved valuable in directing the collective assistance from security forces, heavy equipment and mutual aid assistance. The actions of the base's Fire and Emergency Services Flight quickly extinguished the fire with no injuries, minimized Air Force loss to less than \$40,000 and prevented a catastrophic event in the munitions storage area valued in excess of \$3.2 million.



**366th Civil Engineer Fire and
Emergency Services Flight
366th Fighter Wing
Mt Home AFB, Idaho**



MONTHLY AWARD WINNERS



success. MSgt Lingham was a key player in the success of a Pacific Air Force Commander's sponsored motorcycle safety ride which encompassed over 50 Air Force riders of all experience levels. Her drive for motorcycle/auto safety led her to survey Oahu's back roads and highways for dangerous road conditions. Her fervent renewal of the entire motorcycle safety program increased awareness for both 2- and 4-wheel operators throughout the group. She constructed valuable briefings for all Hickam commanders to use at Commander's Calls and was lauded for "above and beyond" efforts. She was the prominent speaker at the new group commander's first Commander's Call. Additionally, MSgt Lingham attended an intense week of Child Passenger Safety Technician Training. After learning only one in 10 child seats are correctly installed, she quickly created a program to reverse that trend. She personally taught 10 parents to properly install safety seats themselves. Finally, she created a group staff Designated Driver Program, acquiring volunteer designated drivers, thus increasing the probability of a safe return home for all members.



**MSgt Kim E. Lingham, 692nd Intelligence Group,
70th Intelligence Wing, Hickam AFB, Hawaii**

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Squadron
9th Reconnaissance Wing
Beale AFB, Calif.

Capt Taylor T. Ferrell
Pilot
58th Fighter Squadron
33rd Fighter Wing
Eglin AFB, Fla.

Capt Nick Stengle
Squadron Weapons Officer
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4th Fighter Wing
Seymour Johnson AFB, N.C.

Mr. Michael H. Schommer
U-2 Aircraft Maintenance
Craftsman
9th Aircraft Maintenance
Squadron
9th Reconnaissance Wing
Beale AFB, Calif.

SSgt Adam J. Tellier
SrA Scott P. Wibberly
A1C Ryan G. Sheffield
Ass't Dedicated Crew Chiefs
4th Aircraft Maintenance
Squadron
4th Fighter Wing
Seymour Johnson AFB, N.C.

Capt Ken Laverdi
Air Weapons Officer
SSgt Terry Allen
Communications Tech
964th Airborne Air Control
Squadron
552nd Air Control Wing
Tinker AFB, Okla.





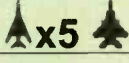



TSgt George Cappello
SSgt Timothy Stehn
SSgt Billy Williams
SSgt Bradley Guffey
SSgt Nicholas Price
SSgt Justin Bartlow
SSgt Michael Siggins
SSgt Spencer Brassard
SrA James Dennis
SrA Cody Cobb
A1C Robert Clugh
Crash Recovery Team
4th Equipment Maintenance
Squadron
4th Fighter Wing
Seymour Johnson AFB, N.C.

MSgt Edward J. Prendergast
Weapons Safety Manager
55th Wing
Offutt AFB, Neb.

**10th Air Support Operations
Squadron**
3rd Air Support Operations
Group
Fort Riley, Kan.





FY05 Aircraft

As of September 30, 2005

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

FY05 Ground

As of September 30, 2005

	Fatal	Class A	Class B
8 AF		5	0
9 AF		4	1
12 AF		7	1
DRU's		3	0

FY05 Weapons

As of September 30, 2005

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

Aircraft Notes

ACC experienced two Class A flight mishaps in September, bringing the year-end total to 13. An augmentor module fell from an F-15C in flight, causing significant damage to the engine and airframe, but the pilot was able to land safely. A B-1B experienced a fire in the right main gear during the full-stop landing. Before it could be extinguished, the fire also caused significant damage to the wing and engine area. Fortunately, the crew walked away safely. Although it hasn't been a banner year, we have learned lessons that can help us prepare for the next mission. Training the way we fight applies in the safety arena, too. A little review in the simulator or during a SEPT can pay dividends when the real thing sneaks up right after takeoff. The goal is still zero. Let's work to make FY06 the best year yet.

Ground Notes

In FY05, ACC experienced 18 fatal Class A mishaps, and one Class A permanent total disability mishap. This is a 32 percent reduction (28 to 19) in Class A mishaps when compared to FY04. This fiscal year, motor vehicle operations accounted for 74 percent (14 to 19) of the total mishaps. Twelve of these mishaps involved private motor vehicles (4-wheel); one involved a motorcycle and the other is categorized as a GMV mishap. The five remaining mishaps involved an industrial, two sports and recreational, and two miscellaneous mishaps. Compared to FY04, the command also saw a 33 percent reduction (9 to 6) in fatal mishaps during this year's "101 Critical Days of Summer" safety campaign. Risk management is important in everything we do, but particularly when it comes to vehicle operations; maintain the posted speed limit, wear your seat belt, don't drink and drive, or drive while fatigued.

Weapons Notes

FY05 finished as it started with a Class E event caused by inattention to detail and not following technical data. Personnel error caused 14 of 18 mishaps in ACC this fiscal year. We need to stop this trend from continuing in FY06. If needed, step up spot inspections in this area. Remember to apply sound operational and personal risk management practices, follow technical data, and pay attention to detail. Remind all personnel that they should not beat on munitions containers with a pry bar no matter how frustrated they become. Thanks for all you do for the weapons community and weapons safety every day!

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



Fleagle





*Don't
become
the missing man
in your unit's
formation*



The holiday season is a time of fun and family for most, but it can also be a time of loneliness and depression for others. "You are an Airman and that means you are a Wingman." Look after your coworkers and friends; be sensitive to changes in behavior that could signal something's wrong. Develop a "big picture" perspective that helps you see obstacles and dangers your coworker or friend might not, and then take the actions necessary to keep them safe. Let's make sure we're all in formation and ready for the Air Force mission when the New Year begins.