



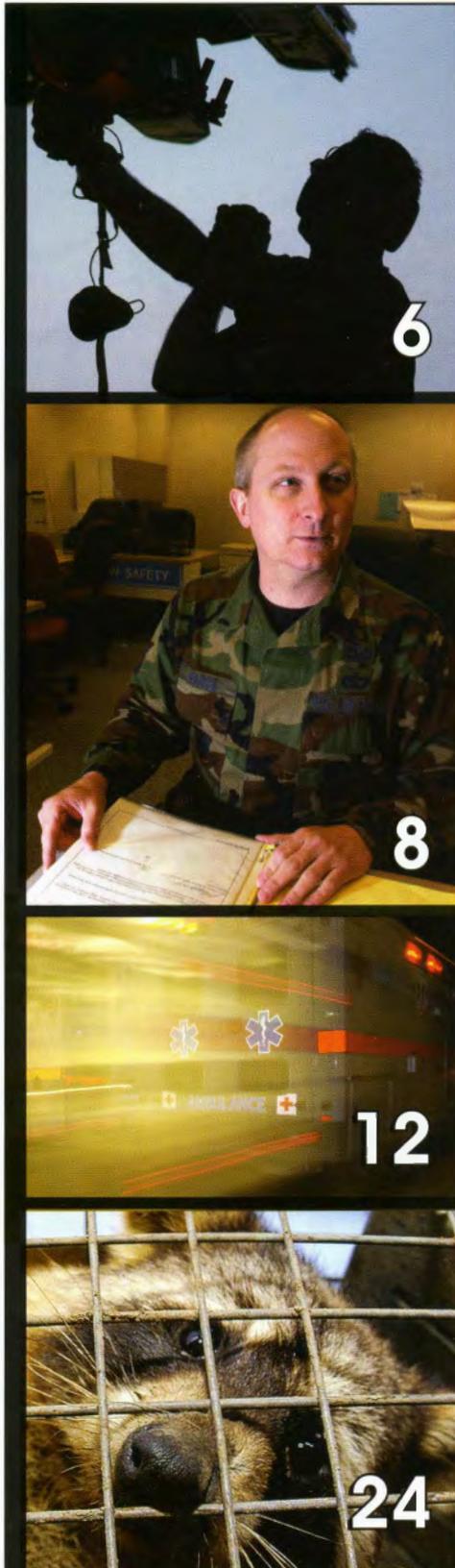
Combat Edge

April 2005



FACE of a **?**
Killer!

Combat Edge



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CELEBRATE SPRING SAFELY!

We spend a great deal of energy and effort to keep safety in the forefront at work. This month's theme is about ensuring our family members know they can find themselves in situations which pose great personal risk.

Our cover of "Rocky Raccoon" shows how deceptive a helping hand can be. A recent outbreak of rabies at Langley and in the CENTAF AOR reminds us we need to protect ourselves and our children from this potentially fatal disease. Most people see a cuddly stray dog or cat as something to pet and perhaps take home as a pet. Check out our articles on the subject and see if you know enough to keep safe.

April is also a celebratory month. For some, this month brings the beginning of festivities celebrating the end of the school year. If you have a teen at home, you know all too well the pressures they face to be one of the crowd and drink. Combine that pressure with a reason to celebrate and relaxed curfews and you have the beginnings of an accident chain. Don't be afraid to sit down and talk seriously with your children about drinking and driving. In fact, "Be a Broken Record" as MSgt Franks encourages you to do in his article. Most importantly, make sure they know they can call you — no retribution — just as our Airmen can, if they or their friends make poor choices. Not sure how to start the conversation? Consider using the "Contract for Life." We have included an example as our centerfold this month.

Spring is in the air. Celebrate safely and as always make safety your Combat Edge!



Photo by: TSGT Ben Bloker

Colonel Creid K. Johnson,
ACC Director of Safety

Maj Wendy E. Hamilton, Langley AFB VA

Tell TEAM *improves* **TACTICS**

by Maj Wendy E. Hamilton, Langley AFB, Va.
Photos by: TSgt Ben Bloker







The Air Force's first William Tell air-to-air competition in 8 years took flight at Tyndall AFB, Panama City, Fla., Nov 8 – 19, 2004. This marked the 50th anniversary of William Tell, a biennial competition named after the legendary Swiss archer. It was placed on hold the past 8 years due to military operations tempo and contingency requirements. The two-week event showcased the air-to-air capabilities of F-15C units representing four major commands and the Air National Guard. The meet also included weapons loading, maintenance team, and weapons director competitions.

The past decade has seen a sharp transition in how America goes to war.

Airmen have also had to change to keep up with the demands of new threats, enemies and technologies. Hence, William Tell 2004 has changed and evolved – which is reflected in the profiles being flown and how the teams are scored.

"This competition has left its roots as an air intercept event to become an air superiority event," said Lt Col Edward Nagler, William Tell director.

Members of the 64th Aggressor Squadron based at Nellis AFB, Nev., served as "adversaries" for the first time this year. Other changes included equipping the aircraft with short-range, medium-range and long-range weapons and evaluating aircrews on their response to the threats in day and night scenarios, Nagler added.

Maj Gen Stephen Goldfein, Air Warfare Center commander at Nellis AFB, Nev., outlined four objectives for the competition: validating the efficiency and effectiveness of current tactics and procedures; getting participants to put forth 100 percent; positively representing combat power in the Air Force; and ensuring each person and piece of equipment made it back to home station, "back where they belong, so they are ready to carry out the mission when called upon," he said.

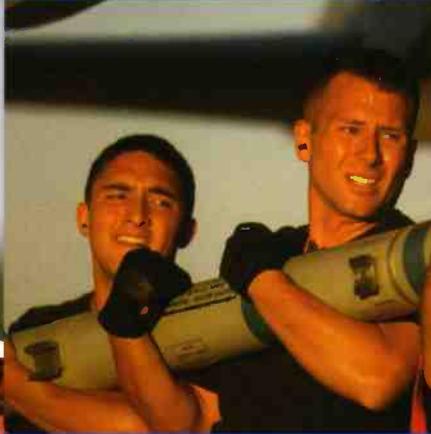
A "profile" in William Tell includes a scenario, the way the jet is outfitted for the mission, and elements used. This year's William Tell consisted of five profiles, including an element of two F-15s vs. four enemy aircraft in a lane defense profile; an AIM-120 and AIM-9 missile live fire; an F-15 four-ship versus an unknown number of enemy aircraft in a lane defense profile; an aerial gunnery combat banner live-fire mission; and an Operation NOBLE EAGLE scenario, involving the scrambling of two F-15Cs to intercept an "unknown aircraft" approaching the Florida coastline.

"The five different profiles we came up with reflect what is expected from Air Force pilots today in two-ship or four-ship teams, in deployment of short or long-range weapons, and in protecting the homeland," said Lt Col Randy Chow, the William Tell deputy director, 53rd Weapons Evaluation Group, Tyndall AFB, Fla.

"These five profiles encompass the best range of scenarios during wartime," said Capt Florence Richburg, chief of Tabulation and Verification, 53 WEG.

Scoring was based on a number of variables – including weapons directors, weapons loaders, and maintenance team performance. In the dog-fighting profiles, competitors were scored on kills and timeliness. Penalties included being killed, inflicting fratricide, or, if the profile called for it, allowing an enemy to cross a designated boundary the pilots were charged to protect. In the live-fire





drone exercise, the two-ship fired two long-range missiles before crossing a designated barrier point to determine short-range and long-range accuracy. In the live-fire banner exercise, two fighters took turns firing at the bulls-eye in a large banner, which was drug 2,000 feet behind another aircraft. When the two fighters finished firing at the banner, the plane dropped the banner at the flight line. The judges counted the holes in the banner to determine the score.

Along with scoring the aircrews, maintenance and weapons loading crews were evaluated. This competition demonstrated the need for all members of the team to perform at their peak in order to win.

In such a busy environment it is easy to lose sight of the big picture, as a result weapons directors also compete. Weapons directors are combat controllers of the sky. They monitor radar to tell pilots where the enemy is and direct aircraft to the targets during a mission. Each major command team at William Tell had two weapons directors to help their pilots come out on top.

"We give (pilots) that extra look because they can only see so far with their radar," said Capt Daniel Wrazien, an Air Combat Command team weapons director from the 552nd Operations Support Squadron at Tinker AFB, Okla.

Weapons directors work aboard surveillance aircraft such as the E-3 Airborne Warning and Control System or the E-8 Joint Surveillance Target Attack

Radar System. Weapons directors are not to be confused with air traffic controllers, whose main job is to make sure aircraft safely fly in the airspace.

"Instead of keeping aircraft apart, we bring them together," said Senior Airman Randy Stinnett, another ACC team weapons director from the 963rd Airborne Air Control Squadron at Tinker.

While at William Tell, weapons directors will compete on all profiles except the banner shoot.

"You can't really see a banner on a radar monitor," Airman Stinnett said.

But the weapons directors can see the tow aircraft on the monitor and tell the pilot what air tactic to use to intercept the enemy explained Captain Wrazien.

As soon as the team's aircraft take off, the pilots check in with their weapons directors. The weapons directors also assist in identifying friend, foe and neutrals along with monitoring area orientation so the pilots remain in training airspace and avoid commercial planes. Once the weapons directors pinpoint the enemy aircraft, they transmit a series of code via radio to tell the pilots the quickest direction to catch the bad guys said the captain. From there, the weapons directors sit back, watch the radar and let the pilots know of any changes. Weapons directors are trained to know when to jump in the battle.

"If you don't speak up at the right time, you can get someone killed," Airman Stinnett said.

Situational awareness is crucial to being a weapons director, but another important aspect of the job is knowledge of all aircraft – both friendly and adversary.

"The tough part of the job is that you have to be an expert on all aircraft ... so you constantly have to stay in the books to keep fresh," said Airman Stinnett.

However, during William Tell and during real-world scenarios, all the hard work pays off in the end when a mission is successfully completed said Captain Wrazien.

So welcome back William Tell! Although operations tempo remains high with Air Force members supporting the Global War on Terror, William Tell planners hope resuming the event will help foster the exchange of tactics and better prepare Airmen for combat operations.

Editor's note: Contributions to this article from Langley PA news release, "William Tell Competition Resumes After Eight-year Break," October 20, 2004, and The Archer #1, 2, 3, 4 and 5.



GSM

Inspect Thyself

The Benefits of an Honest Self-Inspection Regimen
by SMSgt Yance Childs, Langley AFB, Va.
Photos by: A1C Austin M. Knox

NO CROSS

SMSgt Yance Childs

GSM Inspect Thyself The benefits of an honest self-inspection regimen



How many Ground Safety Managers (GSMs) and safety professionals really know the benefits of conducting an **honest** self-inspection of their safety program? Equally

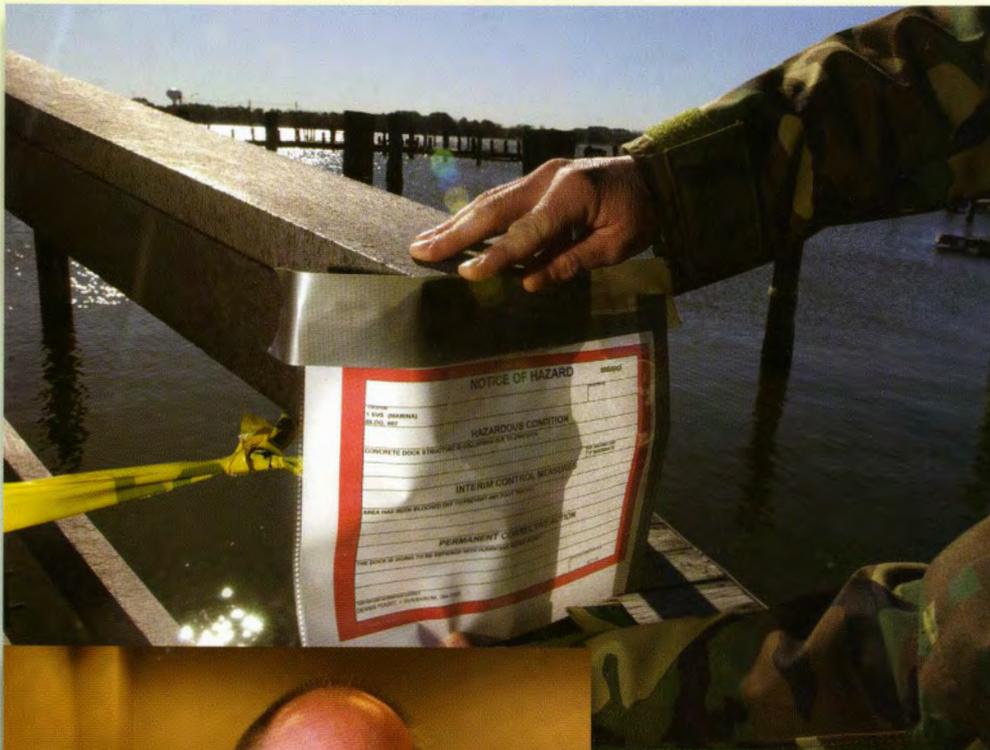
important, how many know when the ideal time is to conduct a self-inspection? Contrary to what most people think, in terms of mishap prevention, self-inspections in preparation for evaluations are the first line of defense. Therefore, it is extremely important

logs, spot logs, hazard reports, confined space program, master hazard abatement program, and all other applicable program elements. To ensure 100 percent coverage of your safety program, use a detailed checklist provided by your NAF or MAJCOM.

Yes/no answers normally are not sufficient as you progress through the inspection process and begin to document your results. Clearly articulate the actual status of individual program elements. For example, "AF Form 3s are not receiving semi-annual reviews, mishap reports are not followed up to closure, Unit Safety Representatives not being trained," etc. A thorough initial self-inspection gives you a clear picture of the program's current status. It highlights both strong and weak areas in your program, and it tells you if your program is meeting, exceeding or not meeting the standard. It also puts the correction process in motion as you establish priorities to correct the weak areas, as they are where you will need to initially focus your attention.

Establishing priorities is nothing more than identifying what needs to be corrected first. For example, the first priority for correcting deficient areas may be closing open recommendations on mishaps reports, following up on annual inspection reports, ensuring AF Form 3s are properly documented and ensuring the hazard abatement plan is functioning. The second priority might be establishing an effective spot-inspection program, 1S0X1 training and documentation, and documentation of civilian injury logs. On the lower end of the priority list would be identifying high interest areas and cleaning up the safety awards program. Establishing priorities for correcting deficiencies will vary from unit to unit, but the key is to quickly develop and implement your action plan once your priorities are established.

Developing an action plan is often considered the most difficult part of the self-inspection process because it is where things get done. When estab-



that we know how and when to conduct self-inspections. Having worked as a GSM and as a MAJCOM evaluator, I'll tell you what has worked best for me in the past. The following are tested and proven approaches that guarantee success.

You should conduct an honest self-inspection of your safety program upon your arrival to a new installation as the safety manager or after being placed in a new safety position — this is your first priority. Conduct the inspection within 30 days of taking the new position or upon your arrival. This is especially important if you are in charge. When you conduct your inspection, you should evaluate file plans, review inspection/mishap reports, injury

lishing your action plan, you'll assign internal POCs for correcting deficiencies, establish timelines, and then track progress and conduct follow-up checks until deficiencies are corrected. It sounds like a lot of work up to this point, but you're not finished yet.

Now it's time to evaluate the plan. Re-accomplish your self-inspection 6 months after putting your plan into motion to measure the effectiveness of your overall action

plan and determine if it worked. If you see significant improvements in weak areas, then your action plan is beginning to work. For instance, if AF Form 3s were incomplete and not being reviewed semi-annually and now they are complete and are being reviewed, your plan worked. If you are still deficient in this area, then you might need to change or modify your plan to ensure the deficient area meets standards. Don't view your plan as a failure if you don't see your desired results the first time, as some plans may need additional time for you to see measurable results.

Using the above methodologies, another critical time to conduct a self-inspection is approximately 180 days prior to an external (MAJCOM/NAF) evaluation. An effective self-inspection program will prevent the inspection team from identifying numerous findings and/or keep your safety program from receiving an unsatisfactory rating. An internal inspection prior to an external inspection also gives you the opportunity to identify weaknesses or

shortfalls in your program and shows the inspectors you have a plan to correct the deficient areas. Strive to have all items in compliance prior to the inspection team's arrival; however, being aware of deficient areas and having a plan in place keeps the inspectors from digging deeper, or viewing all your programs with a wary eye.

Two tools immediately available for conducting self-inspections include the HQ ACC/SEG Program Management Evaluation Checklist, and Air Force Instruction 91-301 para 2.9.1 thru 2.9.20, which covers GSM responsibilities. This basic approach and honesty during your self-inspections will pay big dividends in the end. Remember, hands on execution of your programs,

and a year-round approach to the self-inspection process is imperative to maintaining a successful safety program. ✦





Death In the FAMILY

"Be a broken record"

by MSgt Ken Franks, USAF

**"I AM NOT
GETTING IN THE CAR WITH YOU,
YOU'VE BEEN DRINKING,
BESIDES THAT,
MY DAD WOULD
KILL ME IF HE
FOUND OUT!"**

Photo by: SSgt Samuel A. Bendet

Courtesy Photo

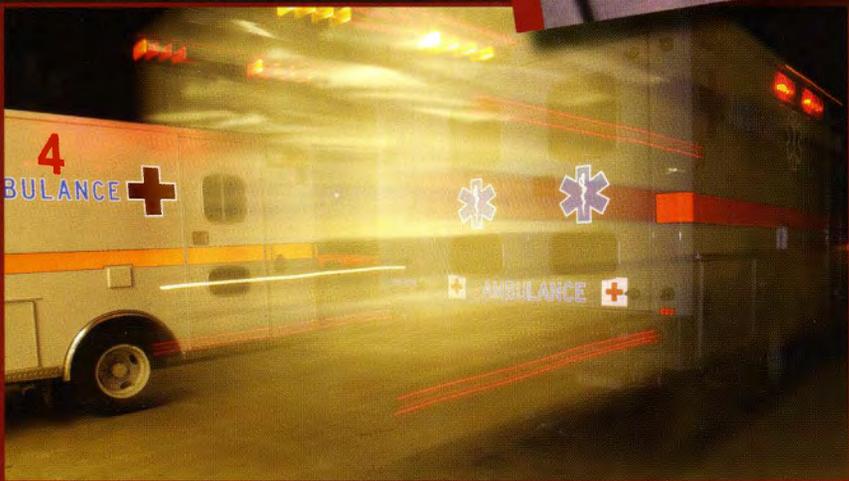
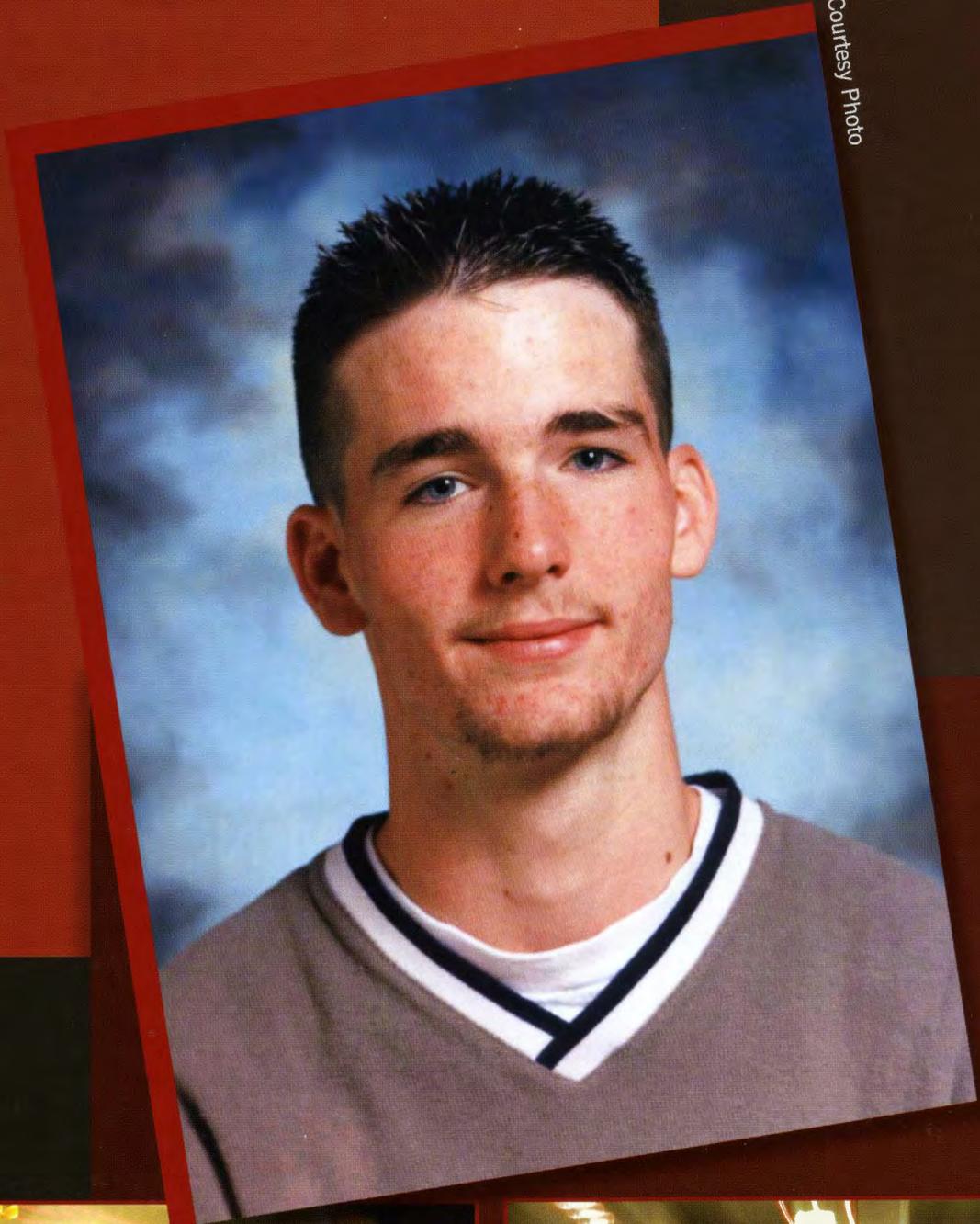


Photo by: A1C Austin Knox



Photo by: A1C Austin Knox

When we come into the military, two messages that we seem to be told each and every week of our career are "wear your seat belts" and "don't drink and drive." It's like a broken record playing over and over. As the years move on, you get tired of hearing the same things over and over, each and every week, and it's easy to begin paying lip service and eventually take a passive stance on a very important subject.

During my career, I've faithfully lived by these two simple rules, and I've passed them on to my troops along the way. As my children aged, I passed this advice on to them.

When my son turned 16, I gave him the whole nine yards, "Now son you know not to drink and drive ... you know not to get into a car with someone who's been drinking."

I was trying to be the leader I was for my Airmen to my son, because it's every parent's nightmare to see their child die in a car wreck or accident.

"Fast forward" 2 years to November 28, 2002. At the time my son, who had just turned 18 on the 14th of November, was visiting his mother in Indiana. That night I was at my home at Fairchild AFB, when the phone rang. My wife answered the call and then handed me the receiver. I was first told that there had been an accident, and then came the message every parent dreads to hear.

"Mr. Franks your son is dead," the voice said.

When you hear that, it just doesn't register ... I didn't understand ... did he say what I think he said?

"Mr. Franks are you still there?" the voice coming out of the phone said.

I didn't know ... the things that go through your mind at that moment are many, confusing, and fast and furious. I dropped the phone and wept all night.

I had a terrific First Sergeant who got my wife and me out of town the next day, and we were in Indiana within 12 hours upon notification. (Kelly Branscom wherever you are thank you!)

After arriving, I talked to the Sheriff's department about the events of the accident they had been able to piece together after interviewing people at the scene and the two friends that he was with. My son had gone to a party with some friends in a car. One of my son's friends was appointed the Designated Driver, (DD) for the evening, but as the night wore on, the DD broke his contract and drank to the "point of annihilation."

When it was time to leave, my son told the DD "I AM NOT GETTING IN THE CAR WITH YOU. YOU'VE BEEN DRINKING, BESIDES THAT, MY DAD WOULD KILL ME IF HE FOUND OUT!" At hearing that, I started to cry again. As a parent and a supervisor you think they don't hear you, but they do. Sometimes the way we find out they did is oh so unfortunate.

I now understand irony. My son who had done as I had always preached about not drinking and driving, and wearing his seat belt

chose to walk home and had been struck by an elderly man who had been drinking and had chosen to drive that night. For the record my son had been drinking, underage at that, so he bears some responsibility for the accident. After 24 years of hearing those same briefings over and over, I realized that they would resound in my soul for the rest of my life, in what I refer to now as "shock and awe."

My point? The "broken record" briefings you hear are not

**"I guess
I can share
my story with you now
as well ..."**

intended to bore you, lull you to sleep, or to entertain you, they are designed to maybe save your life one day. If the old man hadn't been drinking, and had my son not been drinking underage, he might still be alive today. I don't know, but I sleep well knowing that my child was not the instrument of some other family's pain caused by drinking and driving, or getting into a car with someone else and killing an innocent family. Please pass this message along to your troops and to your families ... two wrongs don't make a right ... don't drink and drive ... take care of one another. Be your friend's wingman! Your supervisors are not the only ones who want to see you again. ✦

Back in December, I received an e-mail message from MSgt Ken Frank's. His message was only about two or three paragraphs long, with the first paragraph containing kudos for the magazine. Sadly, the remainder of the message became our second installment of "A Death in the Family," which is our attempt to personalize the loss felt by parents, coworkers, family and friends

"Say 'No' to drinking & driving."

following a preventable accident. Featured in this issue, his message, honesty and willingness to share his son's story hit home like a ton of bricks. I have two teenage boys, one of whom is 16 years old, on the verge of passing his driver's test, and starting a part-time job. He is growing up, yearning for more independence, and frankly, I'm a little bit nervous about letting go.

What is in my favor, however, is that my wife and I have built and maintained a very open, honest relationship with our sons from the start, and we talk frankly about the dangers of alcohol, drugs, and peer pressure to participate in destructive behaviors "just to fit in." Ignoring the dangers they face and "hoping for the best" are not an option for my wife and I; we can't afford to, so we talk with them, ask the hard, uncomfortable questions, and pray they listen. I know the dangers, pressures, and pitfalls that await him; I realize I can't protect him forever, so the only recourse is to talk, listen, and then trust.

SADD, originally founded as "Students Against Drunk Driving," is now known as "Students Against Destructive Decisions" to encompass the depth and breadth of issues facing teens and their parents today. The SADD website states that "originally, the mission of the SADD chapter was to help young people say "No" to drinking and driving. Today, the mission has expanded. Students have told us that positive peer pressure, role models, and other strategies can help them say "No" to more than drinking and driving. And that is why SADD has become a peer leadership organization dedicated to preventing destructive

decisions, particularly underage drinking, other drug use, impaired driving, teen violence, and teen depression and suicide."

You can find SADD on-line at <http://www.saddonline.com/intro.htm>, or contact them via their chapters nationwide. SADD is committed to helping families open lines of communication between teens and parents and to ultimately save lives. One very effective tool offered on the SADD website is a brochure entitled "Opening Lifesaving Lines" <http://www.saddonline.com/pdf/openinglines.pdf>.

The companion piece to the brochure is SADD's "Contract For Life" (CFL) <http://www.saddonline.com/contract.htm>. In essence, the CFL is a signed, written contract in which the young person acknowledges the presence of destructive decisions,

pledges to remain free of alcohol and drugs, and agrees to not drive under the influence, ride with an impaired driver, and to always wear a seat belt. Finally they agree to call the parent "if I am ever in a situation that threatens my safety ..." The parent then also signs, agreeing to keep the lines of communication open, to providing safe, "sober transportation home" if they find themselves in a threatening situation, and "defer discussions about that situation until a time when we can both have a discussion in a calm and caring manner."

I would never recommend or provide information that I wasn't willing to stand behind, so I printed out SADD's Contract For Life for my son and brought it home. He read it, we discussed it, and I answered his questions before he

signed it. Signing my name wasn't difficult, I've signed many documents in my life, but it was the giving up of control and placing trust in my son and he in me that made the biggest impact.

We're in this together, and it's a contract we don't intend to break.

Adam and Lt Col Anton Komatz

Many thanks are due to Ms. Debra Burke-Henderson the Senior Executive Assistant from the SADD National staff for her help and permission to use the SADD logo and information in this article. ✦



CONTRACT FOR LIFE

A Foundation for Trust and Caring

This Contract is designed to facilitate communication between young people and their parents about potentially destructive decisions related to alcohol, drugs, peer pressure, and behavior. The issues facing young people today are often too difficult for them to address alone. SADD believes that effective parent-child communication is critically important in helping young adults to make healthy decisions.

YOUNG PERSON

I recognize that there are many potentially destructive decisions I face every day and commit to you that I will do everything in my power to avoid making decisions that will jeopardize my health, my safety and overall well-being, or your trust in me. I understand the dangers associated with the use of alcohol and drugs and the destructive behaviors often associated with impairment.

By signing below, I pledge my best effort to remain free from alcohol and drugs; I agree that I will never drive under the influence; I agree that I will never ride with an impaired driver; and I agree that I will always wear a seat belt.

Finally, I agree to call you if I am ever in a situation that threatens my safety and to communicate with you regularly about issues of importance to both of us.

YOUNG PERSON

PARENT (or Caring Adult)

I am committed to you and to your health and safety. By signing below, I pledge to do everything in my power to understand and communicate with you about the many difficult and potentially destructive decisions you face.

Further, I agree to provide for you safe, sober transportation home if you are ever in a situation that threatens your safety and to defer discussions about that situation until a time when we can both have a discussion in a calm and caring manner.

I also pledge to you that I will not drive under the influence of alcohol or drugs, I will always seek safe, sober transportation home, and I will always wear a seat belt.

PARENT/CARING ADULT



Students Against Destructive Decisions

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Courtesy Photo

MONTHLY AWARD WINNERS

Ground Safety Award of Distinction

TSgt Cavinder completely overhauled the 5 CES safety program replacing inattention and complacency with vigilance and excellence. In less than 1 year, he has transformed a failing safety program into one that is highly effective. TSgt Cavinder implemented an encompassing review of all the squadron's safety programs attacking complacency and correcting the discrepancies. The Oct 04 annual wing safety inspection saw a drastic improvement with 11 areas previously satisfactory or below, now rated excellent or better, and 16 of 19 evaluated categories rated excellent or outstanding. The ACC Civil Engineer Management Assistance Team Chief lauded his lockout-tagout

and confined space programs and returned to Langley AFB with TSgt Cavinder's "Safety Book" as a best practice for all civil engineering squadrons. He was at the forefront of developing comprehensive squadron-wide policies for motorcycle safety and motorized lifts, the latter in advance of recently published ACC directives. His aggressive response to safety issues has brought about a 76 percent increase in mishap reporting. His keen leadership and unambiguous safety message across the 543-member squadron has improved the civil engineering culture of safety and has guaranteed compliance to AFOSH and AFI safety regulations.



**TSgt Callen W. Cavinder, 5th Civil Engineer Squadron,
5th Bomb Wing, Minot AFB, N.D.**

Flight Line Safety Award of Distinction

During an Aft Nose Landing Gear door rig, a door connecting link was removed to make final rig adjustments. While performing the rig, SSgt Rougeau noticed the presence of moisture inside the connecting link. SSgt Rougeau brought this discrepancy to the attention of his supervisor MSgt Sanders and to the flight line supervisor for the shop TSgt Scott Delamater. MSgt Sanders had the rod end removed and emptied the liquid contents inside the connecting link into a clear jar to get an idea of what the contents were. After pouring the contents out, it appeared to be rust particles floating in water. The team took the initiative to use a bore scope to verify corrosion inside the connecting link. As expected, the connecting link had major corrosion throughout. TSgt Delamater decided then to check a connecting link, new from supply. This inspection revealed the presence of corrosion throughout. This information was quickly passed on to the engineers at Tinker for analysis. In turn, Tinker issued an Interim Operational Supplement to the connecting link procedures T.O. to seal the rod ends on the connecting link to ensure moisture

could not penetrate. Their actions also drove engineering to investigate how and why moisture is getting into the connecting links after production and shipping to the supply points. The quick and timely actions of these three individuals possibly saved an aircraft from experiencing another catastrophic failure in the nose gear landing system as was experienced in May 2003 causing over \$214K in damage.



**MSgt Keith Sanders, TSgt Scott Delamater, SSgt Jeremy
Rougeau, 509th Bomb Wing, Whiteman AFB, Mo.**



Pilot Safety

Award of Distinction

On 19 Nov 04, Lt Col Smith was flying a Functional Check Flight (FCF) sortie in the U-2S at Beale AFB, Calif. Lt Col Smith was flying in a full pressure suit, which is extremely restrictive in nature and adds to the complexity of flying an already unstable aircraft. Early in the FCF profile, he configured the aircraft to Gust Up (flaps and ailerons shifted up) for a high-speed trim and rigging check. As the U-2S approached 240 knots, the aircraft entered a violent pitch oscillation that physically moved the yoke forward and aft 1 foot and nearly out of the hands of Lt Col Smith. The aircraft departed controlled flight in the vertical axis, and Lt Col Smith suspected the U-2S had surpassed G limitations. His inputs to control pitch during the oscillations were ineffective. Lt Col Smith reacted quickly to slow the aircraft using power and drag devices that reduced the oscillations' amplitude to the point where pitch inputs

became effective, and he regained pitch authority. Lt Col Smith's quick actions and superior aviation skill prevented the violent pitch oscillations from progressing to a catastrophic airframe failure. Through in-flight assessment of the U-2S, Lt Col Smith ascertained that there was a high probability the aircraft had exceeded G limits and incurred possible structural damage. He smoothly piloted the aircraft into the heart of the performance envelope to stabilize the U-2S. Lt Col Smith declared an emergency and performed a controllability check while en route to Beale AFB. Lt Col Smith performed a flawless landing to recover an invaluable national asset.



**Lt Col Kelvin B. Smith, 9th Operations Support Squadron,
9th Reconnaissance Wing, Beale AFB, Calif.**



Unit Safety

Award of Distinction

As 755th Aircraft Maintenance Squadron Unit Safety Representatives (USRs), TSgt Yelverton and SSgt Marroquin both exemplify the motto "Safety is no Accident." They have taken every opportunity to maximize safety compliance in a diverse squadron consisting of 14 low density, high demand EC-130H COMPASS CALL aircraft, 10 military and civilian flights covering over 355 military and civilian personnel. TSgt Yelverton and SSgt Marroquin accomplished an exacting re-write of the Job Safety Outline, coordinating with each lead technician and tailoring individual specifications to the unique requirements of 13 different Air Force Specialty Classifications and civilian jobs. They have developed and administered a one-on-one in-processing safety slide show presentation to over 30 personnel in the first quarter alone, covering various topics ranging from high risk activities and operational risk management, to underage drinking and on-the-job safety. As USRs, they conduct monthly safety briefings during commander's call that focus on command Special Interest Items, as well as covering personal risk management, DUI prevention, and supervisor/peer involvement in risk avoidance prior to the squadron going on holiday weekends. They have eliminated late mishap

reporting by designing and distributing over 300 bi-fold wallet-sized safety cards outlining the squadron's mishap notification procedures, key personnel, and emergency phone numbers for many health and safety programs: Airmen Against Drunk Driving (AADD), Help Crisis Line, Poison Control Center, and local area hospitals. Both are integral to the success of the AADD program, participating in the saving of over 580 Airmen from the consequences of driving under the influence in 2004. As a direct result of their motivation to the safety program, the 355th Wing Safety Office during their Annual Ground Safety Facilities Inspection stated in its report that it is "a pleasure to inspect such a well managed and organized safety program." The consistent action

alone of TSgt Yelverton and SSgt Marroquin's to the ground safety program speaks volumes ... zero 755 AMXS Class A, B, or C ground mishaps.



**755th Aircraft Maint. Sq., 55th Wing,
Davis-Monthan AFB, Ariz.**

MONTHLY AWARD WINNERS



Aircrew Safety

Award of Distinction

On 7 Oct 04, Maj Bodine and Capt Pepkowitz distinguished themselves in their expert handling of a serious in-flight emergency while flying a B-2 aircraft. Shortly after takeoff on an 18-hour Global Power sortie to the Alaskan Ranges, as the aircraft was climbing to altitude, the crew received a master caution light along with indications of an engine failure. After identifying the failing engine, Maj Bodine brought the throttle to idle in an attempt to recover the engine to operating power. Not knowing what had caused the engine failure, the crew chose not to attempt a restart of the engine but instead coordinated to turn back towards Whiteman and arranged to hold while burning down fuel to a manageable landing weight. While holding for an hour and a half with thunderstorms moving into the local area, the crew advised tower that their emergency landing would shut down the runway. This coordination allowed several aircraft to depart before they attempted to land. The loss of one of their engines resulted in diminished hydraulic pressure and electrical power; therefore, the crew coordinated for an emergency landing, and they discussed their recovery plan with the supervisor of flying and duty IP. Upon completion of all emergency checklists for a failed engine and hydraulic system, Capt Pepkowitz flew a flawless three-engine approach and land-

ing, bringing the aircraft to a stop and taxiing clear of the runway. After coordinating with emergency personnel, the crew returned the aircraft to maintenance for follow-up investigation. Upon further inspection, the aircraft was found to have had a catastrophic failure of the turbine section of the number one engine. Unknown to the crew, the engine had overheated and burned through the inner casing of the engine compartment, nearly burning through the outer casing as well. Thanks to excellent decision making and a quick reaction, further damage to the aircraft was prevented when the engine was shut down.



Maj Ron Bodine and Capt Aaron Pepkowitz, 393rd Bomb Squadron, 509th Bomb Wing, Whiteman AFB, Mo.



Crew Chief Safety

Award of Distinction

On 9 Dec 04, Mr. Groce was supervising a routine U-2, Dragon Lady, aircraft refueling operation when he noticed fuel spilling out of the aircraft sump. Mr. Groce immediately recognized the seriousness of the Class II fuel spill and calmly instructed the refueling truck operator to shut pressure off to the refueling hose. Next he instructed his trainee to cap the sump tank and find a container to catch fuel spilling from the system vents. Without hesitation Mr. Groce assumed the role of on-scene commander and immediately notified the base emergency response net. His quick action to contain the fuel spill by deploying the fuel spill kit and flawless checklist execution was critical in minimizing

the dangerous situation. Beale AFB fire response team arrived quickly to the scene where Mr. Groce expertly briefed the fire chief. His brief was concise, accurate and ensured a safe transfer of on-scene commander duties. The brief ensured that no duplication of effort was performed and, therefore, lessened the fire department's exposure to a hazardous situation.



Mr. Michael R. Groce, 9th Aircraft Maintenance Squadron, 9th Reconnaissance Wing, Beale AFB, Calif.

Weapons Safety

Award of Distinction

Performing duties as a weapons load crew member, Airman Coronado was involved in munitions loading in direct support of a real-world Operation NOBLE EAGLE tasking, in Oct 04, while deployed to Nellis Air Force Base. While performing her assigned tasks, Airman Coronado observed an individual using a cellular phone in close proximity of several aircraft loaded with live AIM-9 and AIM-120 missiles. Further, there were several trailer loads of live missiles in the area. Acting quickly, she challenged the individual, informing them of the electro-emitting dan-

gers involved with the use of cellular phones on the flight line and their potential impact on forward firing munitions and electrically initiated ordnance. She ensured the cellular phone was powered down and simultaneously escorted the individual out of immediate area. Airman Coronado immediately informed her supervisor advising all deployed personnel be reminded of the dangers and restrictions of cellular phone use on the flight line.



SrA Candy Coronado, 33rd Aircraft Maint. Sq.,
33rd Fighter Wing, Eglin AFB, Fla.

ACC Safety Salutes Superior Performance



Maj Joe Collins
Pilot
1st Operations Support Squadron
1st Fighter Wing
Langley AFB, Va.

Capt Bradley R. Oliver
Supervisor of Flying
71st Fighter Squadron
1st Fighter Wing
Langley AFB, Va.

SrA Gerald E. Dixon, Jr.
Security Forces Leader
7th Bomb Wing
Dyess AFB, Texas

SSgt Coda J. Whitehead
Aircrew Egress Craftsman
A1C Danny K. Smartt
Aircrew Egress Apprentice
20th Component Maint. Sq.
20th Fighter Wing
Shaw AFB, S.C.

A1C Kevan B. Seamans
Computer Operator
32nd Combat Communications Squadron
3rd Combat Communications Group
Tinker AFB, Okla.

SrA Matthew A. Ingle
Weapons Load Team Member
5th Aircraft Maint. Sq.
5th Bomb Wing
Minot AFB, N.D.

TSgt Tim Holt
Ground Safety Technician
2nd Bomb Wing
Barksdale AFB, La.

QUARTERLY AWARD WINNERS

Ground Safety Award of the Quarter

Under MSgt Williams' front-line leadership, squadron vehicle mishaps decreased by an astounding 66 percent with an overall decrease in all mishaps by 33 percent. He instituted and organized primary and alternate shop safety representatives for 25 elements within 28 CES, and aggressively launched a first-ever monthly squadron safety meeting attended by 50 engineer shop safety representatives. He eagerly provided safety trend analysis presentations, safety training, education and awareness, and developed a forum to voice safety concerns. MSgt Williams masterfully implemented and managed a comprehensive employee inspection and injury database for the entire unit. His efforts incorporated 100 percent employee accountability, safety lessons learned, and trend analysis tracking. MSgt Williams eliminated All Terrain Vehicle (ATV) and Utility Task Vehicle (UTV) mishaps increasing personnel safety and asset operability by providing training lesson plans for each individual ATV/UTV. He also initiated an AF Form 483, Certificate of Competency Card program. His program encompassed individual knowledge, equipment familiarization, hands-on demonstration, and driver's training. MSgt Williams personally conducted

three spot inspections spanning all 25 Civil Engineer work centers! He identified numerous safety-related hardware hazards and documentation deficiencies. He personally standardized all 25 work center safety continuity books to reflect current, concise, and up-to-date data, providing a safe and healthy work environment for all — truly commendable! MSgt Williams places heavy emphasis on compliance and seat belt enforcement as evidenced in personally conducting over 400 squadron seat belt checks bringing Ellsworth's statistics up to a 96.6 percent compliance rate! Through relentless research, he compiled comprehensive safety training and compliance program data consisting of more than 50 pre-written key occupational health and safety meeting topics. Each meeting topic had cleverly illustrated handouts, detailed training suggestions/ideas, and safety quizzes with answer keys to ensure long lasting safety messages. He provided all eight 28 CES flights with customized safety training binders to be utilized during weekly safety meetings to ensure lasting and trackable safety messages. It's no wonder MSgt Williams' motto is: "Prepare and prevent instead of repair and repent!"



MSgt Vance G. Williams, 28th Civil Engineer Squadron, 28th Bomb Wing, Ellsworth AFB, S.D.

Weapons Safety Award of the Quarter

MSGt Thompson performed exceptional service as nuclear and conventional weapons safety manager for ACC's largest base. MSgt Thompson automated the wing's explosive loading matrix, eliminating guesswork and providing users a flexible, error-free source for maximum explosive weight at any parking spot, based on explosive loading at surrounding spots. In addition, MSgt Thompson established a superior filing system for over 200 explosive site plans, guaranteeing 100 percent accountability and ensuring Air Force Safety Center recommendations were implemented without delay. MSgt Thompson built an aggressive spot-inspection plan to ensure 18 units received inspections before the 8 AF Nuclear Surety Staff Assistance Visit and personally performed over 35 spot inspections, promoting mission success through face-to-face safety education. He was chosen for his outstanding communication skills to brief wing leadership at the quarterly Nuclear Surety and AFOSH councils and authored an authoritative cross-specialty article on Operational Risk Management for the base newspaper. MSgt Thompson identified a

critical failure trend in a nuclear weapons loading hoist and implemented a proactive tracking system to establish the scope of the problem and prevent future mishaps. He re-wrote the base explosive transportation route supplement, synchronizing explosive transport procedures with the base force protection plan for the first time. MSgt Thompson personally spearheaded the training of five squadron additional duty weapons safety monitors, fostering standardization and enhancing mission safety across the wing. In addition, MSgt Thompson served as the sole nuclear safety expert during a recent Special Airlift Assignment Mission, verifying the proper certification of nuclear-related equipment, ensuring a safe and secure environment, and catalyzing the flawless execution of this vital function. MSgt Thompson's attention to detail, expertise, and "hands-on" approach to safety energized mishap prevention efforts and set the pace for the entire wing.



MSgt Paul Thompson, 2nd Bomb Wing, Barksdale AFB, La.

Flight Safety

Award of the Quarter

From Oct – Dec 04, Maj Booth worked diligently to resolve Bird Aircraft Strike Hazard (BASH) issues related to increased migratory bird activity by completing a 3-year infield burn plan and supervising removal of significant bird habitat. He also revamped the BASH program by changing the Bird Hazard Working Group format from a “briefing” to a round table discussion where ideas such as bird avoidance radar for the Global Hawk aircraft are discussed. As a result of his vision, BASH incidents are down 43 percent from the previous year. He oversaw all Beale operations including T-38, KC-135, U-2, and Aero club activities as well as U-2 and Global Hawk operations at three Forward Operating Locations (FOL) despite having his Flight Safety NCO deployed. He received laudatory comments from the 8 AF Safety Staff Assistance Visit team for a sound program and for establishing a strong safety culture throughout the wing. Maj Booth developed a strong Midair Collision Avoidance (MACA) program incorporating issues associated with flying the UAV Global Hawk in the busy Northern California airspace. He also updated and published the MACA pamphlet, updated the local BASH plan, and re-wrote the Mishap Response Plan. He prepared outstanding

Safety Investigation Board (SIB) facilities as well as pre-stocked “Go” kits for SIB members in the event that a board is established. He was also instrumental in the scheduling and training of SIB presidents and has created the largest relative pool of SIB-trained members in 8 AF. Bill served as the acting Chief of Safety during a short-notice absence of the Chief of Safety and managed to alleviate several issues during the period. One such issue was the emergency upgrade of a four-way intersection to alleviate increased risk due to recent traffic flow changes as well as the removal of view-obstructing signs at another high risk intersection. He is currently updating the Flight Safety vehicle with a newer model with new light bars and an upgraded radio that will allow Flight Safety to monitor multiple radio channels that are in use by T-38s, U-2s, and Aero Club aircraft simultaneously. Maj Booth has created an impressive database that tracks all program incidents and spot inspection results and has added access to all unit Flight Safety Officers (FSOs). This allows FSOs from all deployed locations to input and retrieve safety data and trends from the database via the Internet. Due to his vision and dedication, Maj Booth has developed an innovative worldwide flying safety program that is preserving high value combat assets for the fight.



Maj Ralph William Booth, 9th Reconnaissance Wing, Beale AFB, Calif.

Weapons Safety

Award of the Quarter

After returning from a 4-month deployment to Al Dahfra AB, UAE, TSgt Tinker wasted no time in improving his already “ACC Benchmarked” Microsoft Office Access database to provide accurate trend analysis information to squadron commanders. TSgt Tinker extensively researched programming guides to create the appropriate information output products needed. He completely re-programmed the database to categorize spot inspections by the discrepancy type and directive references. Once complete, he took on the daunting task of completely reviewing more than 500 spot inspections previously logged in the system and assigned error categories corresponding to the appropriate cause of the discrepancy. This new capability allows the 366 FW Weapon Safety section to evaluate trend analysis with the touch of a button, making it easy to determine program problem areas and to identify high interest items. TSgt Tinker also linked his program

to automatically fill out the newly required IMT Form 2047 format. This allows 366 FW unit safety personnel to fill in information blocks with data while the program automatically fills in the corresponding form block. All data is retained inside one central database in the Weapons Safety office for future use or updating purposes. Upon review of the plans for a new Base Operations facility, TSgt Tinker discovered a catastrophic risk hazard regarding the number of windows facing the flight line. He worked with the Army Corps of Engineers’ design team to reduce the number of window panels, which mitigated the risk to personnel that will work inside of this facility. Finally, TSgt Tinker’s determination to make the 366 FW weapons safety program the best in the Air Force culminated with him accomplishing 172 percent of the required spot inspections for the 1st quarter of FY 05. TSgt Tinker is a visionary who continually asserts his creative ideas to illuminate mundane processes while improving production.



TSgt John H. Tinker, 366th Fighter Wing, Mt Home AFB, Idaho

When **ANIMALS** **Attack**



when animals are



Ripped from the headlines.

Ripped from the headlines ...

Third Rabies Case Reported

The year's third confirmed case of rabies and the sixth within the space of 3 months has been reported in Gillespie County by the Texas Department of State Health Services.

Occurring Feb 15 the case involved a rabid cat that attacked a man's dog 7 miles south of Fredericksburg.

According to the department's Region 8 Zoonosis Control Office in Uvalde, after attacking the dog, the cat ran "screaming and shaking" under a car.

When the cat came out from under the vehicle, the man shot it and then took it to a veterinary hospital for rabies testing.

The man's dog was reportedly current on its rabies vaccination but was given a booster shot and put in 45-day isolation as a precaution.

The case was the sixth in 2005 for the 28 counties making up Region 8.

Earlier this year in the county, there were confirmed reports of a rabid skunk 12 miles east of Fredericksburg on Jan 18 and a rabid raccoon 10 miles west of town on Jan 19.

Previous recent reports of rabid animals in the county involved a rabid raccoon in the northeast section of the county on Dec 24, a rabid cat 1 mile west of Fredericksburg on Nov 22, and a rabid skunk in the southwestern section of town on Nov 10.

Before that, there were no confirmed cases of rabies in the county during a 6-month period from May through Oct.

Earlier, there were confirmations of three rabid raccoons in the county from Jan through Mar and a positive case of a rabid skunk in Apr.

- *The Fredericksburg Standard Radio Post*

Photo by: SSgt Samuel A. Bendet



Photo by: SSgt Harold Frasier

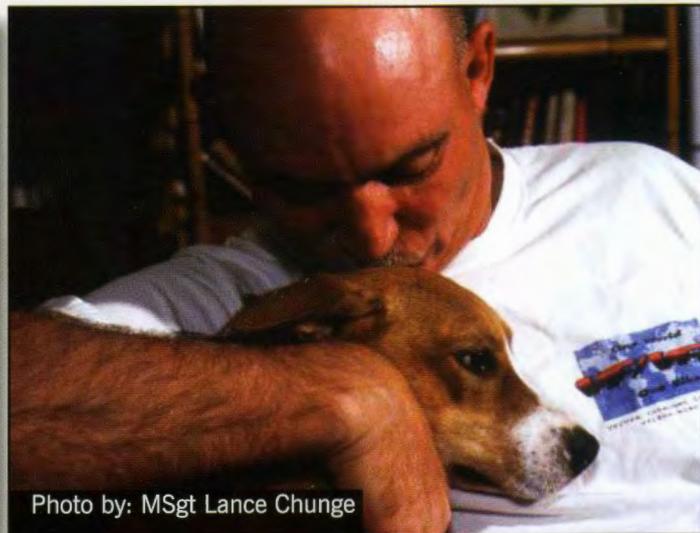


Photo by: MSgt Lance Chunge



Photo by: TSgt Renee' Sittler



Photo by: SSgt Harold Frasier

*"... you'll get 10 shots
in the stomach
with huge,
square needles"*

Derived from the Latin word *rabere*, "to rage," rabies is a viral disease that only affects mammals (dogs, cats, livestock, bats, any fur-bearing wild animals, and of course, humans). The Centers for Disease Control (CDC) reports that wild animals accounted for 93% of reported cases of rabies in 2001. Raccoons continued to be the most frequently reported rabid wildlife species (37.2%), skunks (30.7%), bats (17.2%), foxes (5.9%), and other wild animals (0.7%). "Foaming at the mouth" and aggression toward other animals and humans are the classic signs of rabies that we've grown up with and have all seen displayed in movies like Steven King's "CUJO." Although aggressive, erratic behavior and foaming at the mouth are symptoms, and have a dramatic impact on movie audiences, they aren't reliable litmus tests for all rabid animals.

The CDC website relates that there are two common types of rabies: "furious" rabies and paralytic or "dumb" rabies. An animal with furious rabies is "hostile, may bite at objects, and have an increase in saliva. In the movies and in books, rabid animals foam at the mouth. In real life, rabid animals look like they have foam in their mouth because they have more saliva." Paralytic or "dumb" rabies is more common, and infected animals are often timid and shy, often reject food, and have paralysis of the lower jaw and muscles. While animals with furious rabies appear more frightening and their behavior more erratic, the danger of paralytic rabies is equal to furious cases and may be more insidious in that domestic and wild animals appear hurt or tame, making them extremely approachable; increasing the danger to children and "good Samaritans" looking to help an animal.

Rabies is spread by coming in contact with the saliva of an infected animal, primarily through a bite, and although rare, non-bite exposures such as scratches, abrasions, open wounds, or mucous membranes contaminated with saliva or other potentially infectious material (such as brain tissue) can occur. Although rare, there are also documented cases of human-to-human transmission through the transplantation of infected organs.

The CDC describes the nature of the rabies virus as one that “infects the central nervous system, causing encephalopathy and ultimately death.” After the virus enters your body, it attaches itself to nerve cells near the site of the infection, multiplies and then branches out to neighboring cells, with the brain being its final destination. Incubation, the time from exposure to onset of clinical signs of disease, may vary from a few days to several years but is typically 1 to 3 months.

The CDC describes the “first symptoms of rabies may be nonspecific, flu-like signs — malaise, fever or headache, which may last for days. There may be discomfort or paresthesia at the site of exposure (bite), progressing within days to symptoms of cerebral dysfunction, anxiety, confusion, agitation, progressing to delirium, abnormal behavior, hallucinations and insomnia. The acute period of disease typically ends after 2 to 10 days. Once clinical signs of rabies appear, the disease is nearly always fatal, and treatment is typically supportive. To date only six documented cases of human survival from clinical rabies have been reported and each included a history of either pre- or postexposure prophylaxis” (receipt of rabies vaccine).

According to the CDC, “rabies kills if it is not prevented. Once signs of the disease appear in an animal or a human, they usually die within 10 days. But you can get anti-rabies shots to fight off the disease. Rabies shots need to be given as soon as possible after a bite has occurred, before symptoms appear. The vaccination consists of a series of six shots given over 30 days.”

Postexposure prophylaxis regimen, the treatment program following rabies exposure in the United States, “consists of a regimen of one dose of immune globulin and five doses of rabies vaccine over a 28-day period. Rabies immune globulin and the first dose of rabies vaccine should be given as soon as possible after exposure. Additional doses of rabies vaccine should be given on days 3, 7, 14, and 28 after the first vaccination. Current vaccines are relatively painless and are given in your arm, like a flu or tetanus vaccine.”

The medical treatment following rabies exposure has improved greatly from the horror stories of the past — “you’ll get 10 shots in the stomach with huge, square needles.” The CDC is happy to report that although not completely painless, people exposed to rabies will receive one shot given around the area of the bite, with the rest being given in the arm. Sometimes an additional shot is required the first day if they are unable to give it all around the site of the bite. The rabies shots produce an immune response, which helps the body fight off the virus. The shot makes the body produce antibodies that kill the virus.

The CDC recommends that “if you are exposed to a potentially rabid animal, wash the wound thoroughly with soap and water, and seek medical attention immediately. A health care provider will care for the wound and will assess the risk for rabies exposure.

The following information will help your health care provider assess your risk:

- the geographic location of the incident
- the type of animal that was involved
- how the exposure occurred (provoked or unprovoked)
- the vaccination status of animal
- whether the animal can be safely captured and tested for rabies

Steps taken by the health care practitioner will depend on the circumstances of the bite. Your health care practitioner should consult state or local health departments, veterinarians, or animal control officers to make an informed assessment of the incident and to request assistance. The important factor is that you seek care promptly after you are bitten by any animal.

The old adage “an ounce of prevention is worth a pound of cure” is never more applicable than in the case of rabies, and the CDC recommends the following rules you can follow to help prevent the spread of rabies.

Be a responsible pet owner:

- Keep vaccinations up-to-date for all dogs, cats and ferrets. This requirement is important not only to keep your pets from getting rabies, but also to provide a barrier of protection to you, if your animal is bitten by a rabid wild animal.
- Keep your pets under direct supervision so they do not come in contact with wild animals. If your pet is bitten by a wild animal, seek veterinary assistance for the animal immediately.
- Call your local animal control agency to remove any stray animals from your neighborhood. They may be unvaccinated and could be infected by the disease.
- Spay or neuter your pets to help reduce the number of unwanted pets that may not be properly cared for or regularly vaccinated.

Avoid direct contact with unfamiliar animals:

- Enjoy wild animals (raccoons, skunks, foxes) from afar. **Do not** handle, feed or unintentionally attract wild animals with open garbage cans or litter.
- **Never** adopt wild animals or bring them into your home. **Do not** try to nurse sick animals to health. Call animal control or an animal rescue agency for assistance.
- Teach children never to handle unfamiliar animals, wild or domestic, even if they appear friendly. “Love your own, leave other animals alone” is a good principle for children to learn.
- Prevent bats from entering living quarters or occupied spaces in homes, churches, schools, and other similar areas, where they might come in contact with people and pets.
- When traveling abroad, avoid direct contact with wild animals and be especially careful around dogs in developing countries. Rabies is common in developing countries in Asia, Africa and Latin America where dogs are the major reservoir of rabies. Tens of thousands of people die of rabies each year in these countries. Before traveling abroad, consult with a health care provider, travel clinic, or your health department about the risk of exposure to rabies, preexposure prophylaxis, and how you should handle an exposure, should it arise.

For additional information, please reference the Centers for Disease Control Website at:

<http://www.cdc.gov/ncidod/dvrd/rabies/Introduction/intro.htm>



Photo by: SFC Milton H. Robinson

Subject: General Order 1A and Rabies in CENTCOM AOR

Date: 28 Jan 05

To: CC, CV

Info: HQ ACC Staff - Directors

Narrative:

1. A recent event in the AOR underscores the importance of an oft-ignored section of General Order 1A, under PROHIBITED ACTIVITIES: "Adopting as pets or mascots, caring for, or feeding any type or domestic or wild animal." Briefly:

- a. A group of US civilian contract employees working for the Army at Base X adopted a stray dog as a pet. On Wednesday, 19 Jan 05, the dog bit one of them, but the victim didn't tell anyone. By Saturday, 22 Jan, the dog had bitten 14 individuals.
- b. The dog was placed in quarantine 22 Jan, and died the next day. The local Army veterinarian submitted the head to the military lab in Germany for rabies testing.
- c. Rabies postexposure prophylaxis (treatment) was initiated on the 14 exposed contractors Sunday, 23 Jan. When on 25 Jan test results indicated the dog was positive for rabies, the treatment group grew to include other exposed individuals. It now includes 32 people, is expected to grow further, and may reach 50 or more.
- d. The up side: Postexposure prophylaxis is 100% effective at preventing rabies if administered in time (as it has been in this situation). There are no Airmen in the exposed/treatment group.
- e. The down side: So far, 32 people are undergoing postexposure prophylaxis (~10 ml rabies immune globulin, half injected in/around the bite wound, the other half in the arm plus 5 shots of human rabies vaccine over a 28-day period), at a direct cost of \$550 each (\$18K total). Beyond dollars, this scenario is costing man-hours, tying up resources, and detracting from mission focus. As well, any exposed individual who, for whatever reason, does not self-identify and receive treatment is at very high risk; once rabies symptoms develop, death is the typical outcome.

2. Rabies exists throughout the AOR, with hundreds of rabies deaths among the local national population every year. Animal rabies immunization programs are essentially non-existent. While the AOR threat is primarily from dogs, cats are also a ready source of infection. However, it is important to note that any mammal can transmit rabies, infected animals won't necessarily act "rabid," and transmission does not require being bitten (e.g., scratch, mucous membrane exposure).

3. Unfortunately, this does not represent an isolated incident. News stories featuring the "unit mascot" are not infrequent, neither are AOR medical visits for "animal bites" (130 at AF treatment facilities since Jan 02), often from an "adopted" stray. Commanders and Airmen need to appreciate the serious threat pets/mascots in the AOR pose to lives and mission, and the importance of obeying and enforcing the rules. Bottom line: This situation was entirely preventable, had these individuals complied with General Order 1A.

//Signed//

RUSSELL J. KILPATRICK

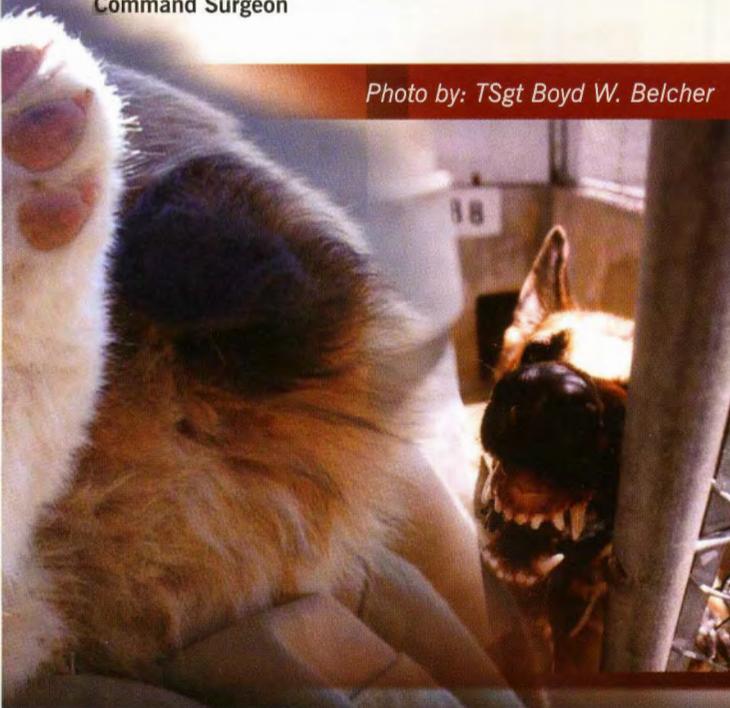
Brigadier General, USAF, MC, CFS

Command Surgeon

Photo by: TSgt Boyd W. Belcher

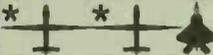
Photo by: Bob Houlihan

Photo by: PH2(AW) Felix Garza Jr.



FY05 Aircraft

As of February 28, 2005

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

FY05 Ground

As of February 28, 2005

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

FY05 Weapons

As of February 28, 2005

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

Aircraft Notes

February's only Class A occurred when an E-4 shelled a motor in flight. During yesterday's flight, I heard, "Aux, 2 is blind." Naturally, I responded, "Left 9, 2 miles, 20° High." Unfortunately, my wingman was on MY left (I should have said "Right 3"), and I forgot to use my call sign. Comm discipline is crucial! As it turns out, it wasn't my wingman who had made the original call, it was another element sharing the Aux frequency. There is no greater asset than a sharp wingman. This day, mine put an end to all this foolishness with one perfect radio call. "Jake 2 is visual, your left 9, 2 miles, 20° low, no joy my left 9." Let's strive to make every radio call perfect. Check yourself before you wreck yourself. Fly Safe!

Ground Notes

ACC experienced 4 Class A mishaps during the month of Feb. Two were PMV4s, 1 miscellaneous and 1 on-duty industrial. This brings ACC's total to 8 for FY05, a reduction of 28 percent over FY04's total of 11 mishaps. Lack of seat belt use, alcohol use, speed, and darkness continue to be the leading causal factors in these mishaps. We must continue to remind all our Airmen to use the principles of Personal Risk Management in all they do.

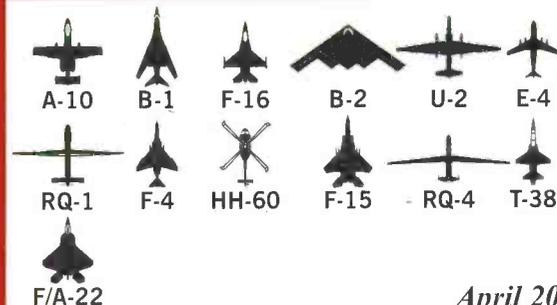
Weapons Notes

Great Work! Only one mishap in the month of February. Continue to enforce the use of tech data and following warnings and cautions. Weapons continue to lead the way with over 4 years with no Class A mishaps, knocking on wood as I type this! However, over the past 6 months we have seen a huge rise in tech data violations. Given this trend, the weapons community could jeopardize the fifth year of zero Class A mishaps. Continue to use Operational Risk Management and be safe!

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



ANNUAL AWARD WINNERS

AIR FORCE ANNUAL AWARDS

COLOMBIAN TROPHY

27th Fighter Wing
Cannon AFB, N.M.

SAFETY CAREER PROFESSIONAL OF THE YEAR

Ms. Karen D. Rogow
366th Fighter Wing
Mt Home AFB, Idaho

AF CHIEF OF SAFETY OUTSTANDING ACHIEVEMENT AWARD FOR GROUND SAFETY

CATEGORY II:

366th Fighter Wing, Mt Home AFB, Idaho

CATEGORY III:

33rd Fighter Wing, Eglin AFB, Fla.

CATEGORY IV:

819th Red Horse Squadron, Malmstrom AFB, Mont.

CATEGORY V:

3rd Combat Communications Group, Tinker AFB, Okla.

FLIGHT SAFETY PLAQUE

552nd Air Control Wing, Tinker AFB, Okla.

1st Fighter Wing, Langley AFB, Va.

9th Reconnaissance Wing, Beale AFB, Calif.

33rd Fighter Wing, Eglin AFB, Fla.

509th Bomb Wing, Whiteman AFB, Mo.

49th Test & Evaluation Squadron, Barksdale AFB, La.

43rd Electronic Combat Squadron, Davis-Monthan AFB, Ariz.

MISSILE SAFETY PLAQUE

33rd Fighter Wing, Eglin AFB, Fla.

83rd Fighter Weapons Squadron, Tyndall AFB, Fla.

EXPLOSIVES SAFETY PLAQUE

23rd Fighter Group, Pope AFB, N.C.

355th Civil Engineer Squadron, Davis-Monthan AFB, Ariz.

NUCLEAR SURETY PLAQUE

2nd Bomb Wing, Barksdale AFB, La.

AERO CLUB CERTIFICATE

Barksdale AFB, La.

NATIONAL SAFETY COUNCIL AWARDS

AWARD OF HONOR

2nd Bomb Wing, Barksdale AFB, La.

9th Reconnaissance Wing, Beale AFB, Calif.

20th Fighter Wing, Shaw AFB, S.C.

23rd Fighter Group, Pope AFB, N.C.

33rd Fighter Wing, Eglin AFB, Fla.

53rd Wing, Eglin AFB, Fla.

67th Intelligence Operations Wing, Lackland AFB, Texas

552nd Air Control Wing, Tinker AFB, Okla.

Headquarters, Eighth Air Force, Barksdale AFB, La.

AWARD OF MERIT

7th Bomb Wing, Dyess AFB, Texas

AWARD OF COMMENDATION

3rd Combat Communications Group, Tinker AFB, Okla.

PRESIDENT'S AWARD LETTER

819th Red Horse Squadron, Malmstrom AFB, Mont.



Fleagle

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HEY (HIC) PAL. HAVE YOU SEEN MY CAR? (HIC)



OH, IT'S 'BOUT SO LONG. (HIC) GOT A (HIC) WHEEL IN EACH CORNER.

WHAT DOES IT LOOK LIKE?



I'LL LOOK OVER HERE. (HIC)

NO. BUT DON'T YOU THINK...



THERE IT IS. (HIC)



WAIT! WHY DON'T YOU LET ME...



CRASH!

DRIVE...



I FOUND MY CAR. (HIC)