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Combat Edge

Air Combat Command's Safety Magazine



Combat Edge

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OOPS!

The Crew Chief Safety Award of Distinction (Sept. 06 issue) should have read: 455th AEW, Bagram AB, Afghanistan vs. Beale AFB, Calif. Please excuse our error!

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ACCent

ON SAFETY

Safety Ethos

ACC and the Air Force as a whole have just come off the best year ever in terms of Safety. As the new ACC Director of Safety, all I want to say is "keep up the good work." As I settle into this new position, I want to pass along a "job well done" to Col Creid Johnson and thanks for the service to your country. We all wish him good luck as he begins his retirement from the active duty Air Force.

During my transition to this new Air Force adventure, I have had an opportunity to reflect on Safety and would like to share a few thoughts. First of all, Safety is not a program or process; it is a culture. A "Safety Ethos" is fostered by the commanders and embraced at all levels, in all environments.

I believe we had a record year because each individual is beginning to take ownership of Safety and is accepting the responsibility to call "knock-it-off" or to fix the problem on the spot. Never forget that each of you has the power to prevent a mishap from occurring; you do not need your commander's intervention to break the mishap chain of events.

The Wingman is an integral part of the developing "Safety Ethos." I have already heard a number of anecdotal stories of Wingman saves; you've heard them. They all start something like, "If it hadn't been for Airman Jones, I would have been really messed up." Let's keep that up, taking care of each other both on and off duty.

Off-duty POV accidents are still a problem. Take individual ownership of safety. Wear your seat belt, don't drink and drive, and know your limits. If you ride a motorcycle, you are at a higher risk. Wear a helmet, know your equipment, be trained, and be defensive. The holidays are upon us, play it smart; don't push it. If it sounds or looks stupid, don't do it!

Commanders, you are still the cornerstone of Safety; build an environment that breeds the "Safety Ethos." We **can** achieve our goal of zero mishaps!

My holiday wish to each of you is a joyous and safe holiday season and a mishap-free 2007.



COL BILLY J. GILSTRAP,
Director of Safety

By Maj David F. Wachtel, Tinker AFB, Okla.

Photo Illustrations by TSgt Amber L. Jordan-Baloy, LangleyAFB, Va.

Safety First

ST

Everyone in the Air Force has heard the battle cry "Safety first!" However, is safety really first? More accurately, is safety first with everyone or just senior leaders? Why? Can or should anything be done about it?

Looking at past safety reports, you'll find that safety in the Air Force is actually pretty good. In fact, the U.S. Air Force is among the top if not the safest military service in the world. That said, ask any Airman about the Air Force safety program and you'll get various responses from "Safety is Paramount" to "wear your seat belt" or "wear steel toed boots" and "wear reflective belts at night" or other Personal Protective Equipment (PPE) type answers. Looking further you'll find over 90 percent of Airmen today don't even know the safety Air Force Instruction (AFI) series, nor the basic tenant of the Air Force safety program, which is "to

identify and control hazards and to prevent mishaps." In comparison, almost every Airman knows details of AFI 36-2903. Some even still quote 35-10. But of the two, which will help prevent injury, damage, or death?

To further illustrate, I recently asked some coworkers if they knew what ORM was. Happily, most answered correctly, "Operational Risk Management." Again taking it further, I asked if they knew how many steps are in ORM or – even more daring – what one of the steps was. I found dwindling numbers knew that ORM even had steps much less that it was a six-step process. Only 2 percent knew any of the steps. More specifically, as alluded to earlier, this knowledge was heavy at the top. Almost every commander and chief knew ORM and the tenant behind the Air Force's safety program. Safety knowledge and skills progressively faded: from commanders to flight

commanders to superintendents to senior NCOs to sergeants to company grade officers to supervisors and finally to the Airmen. Most concerning is that people simply shout "ORM" for the sake of mission accomplishment verses actually applying the steps to calculate and mitigate risks.

Another interesting observation is that our current Air Force safety program's basic guidance, Air Force Policy Directive 91-2, was last updated in September 1993. While it's possible a well-written document could survive 12 years of dramatic change, what other safety programs like safety training are still as viable in 2006 as they were in 1993? Looking back to 1993 and the glory days of Cold War manning, the Air Force had an abundance of specialized Air Force Specialty Codes (AFSCs) in every shop. Although additional duties haven't really changed today, most of those duties like safety were dedicated positions. There were dedicated safety representatives in every shop from every AFSC; not an additional duty, but a primary position. Today, however, there is significantly reduced manning, more additional duties per person, increased exercises, and combat training and expeditionary operations. Thus, safety is one of many additional duties in a squadron finding itself on the back burner where "mission comes first." The mentality is *safety is someone else's concern, principally, the safety representative*. Added up, the formula for increased safety incidents in the future begins to take shape.

As for training, the current average Airman's individual safety training program is an awareness program verses imparting skills and internalizing the safety vision. Typically, individual training consists of a day or two or sometimes an hour or less of death by PowerPoint in basic training or at officer training school, then a computer-based training refresher or some sort of "read this and sign here" type training at your unit and then back to the shop where the primary job comes first. This may work for safety awareness, but does it really provide any practical safety skills? Other than memorizing some snazzy catch phrases or learning enough not to get into trouble, the majority of the Air Force is safety illiterate when it comes to actually applying safety in every aspect of on-and-off-duty life.

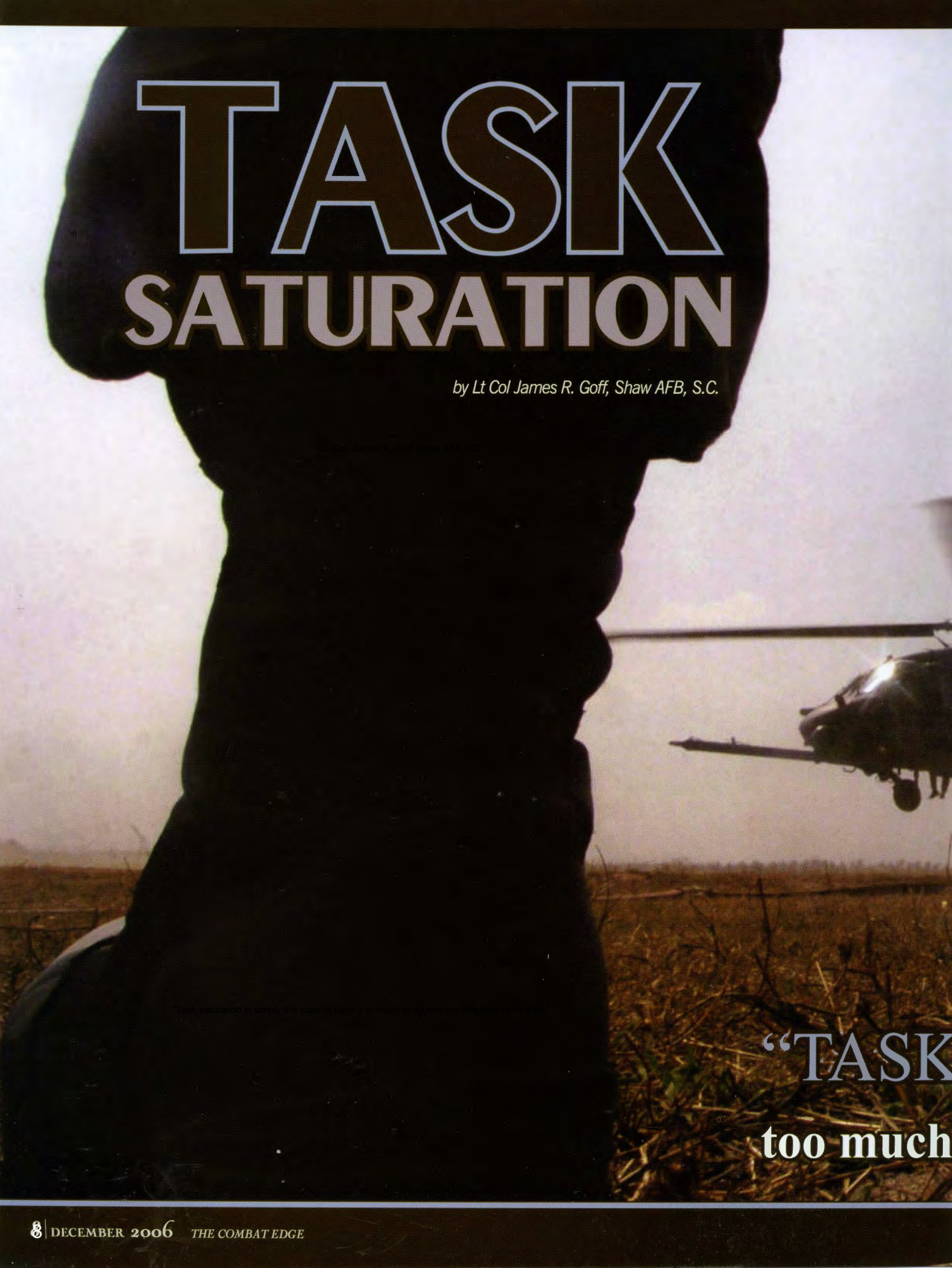
So, does the Air Force safety program need any improvements, and if so how can we improve the safety culture of our Air Force? With increased expeditionary operations and dwindling numbers, it couldn't hurt to curb our bet to improve safety and thwart looming disaster. The silver lining is to make every Airman, from an Airman Basic to a General, a safety expert by indoctrinating them from the beginning: basic training, officer training school, in the academies, ROTC, FTAC, or at an individual's first duty assignment. Again, while some may claim we already do this, the reality is we don't impart skills and abilities, only "awareness!"

What if instead of a quick "Wel-

come to Aim High AFB" brief, we required everyone to become familiar with the basic safety publications, know the three safety disciplines, learn the basic tenants of safety, the base safety organization from Chief of Safety to squadron, supervisor, and work center representatives? What if they all had to, as a capstone for example, conduct a safety inspection on an actual unit or at least accompany or assist a safety inspector during an inspection to really see and understand what they're looking for, why, and how to prevent accidents? How about actually learning the ORM process with a practical scenario at the end? The payoff is hundreds and possibly thousands of safety representatives in every unit and work center across the Air Force instead of relying on some NCO, supervisor, or safety individual yelling at you just before you do something dangerous.

In the end, safety is leadership. In reality, everyone is a leader or potential future leader. Thus, everyone needs to be a safety representative. If you walk into a work center and ask, "Who's the safety rep for this unit," everyone should raise their hand with the idea that at least they're responsible for themselves and fully knowing why and how. Once internalized, even if they're never directly assigned a safety position, everyone (enlisted, officer, and civilian) will have the basic safety insight, vision, and instinct to carry them through their careers making it a part of their daily lives. ★





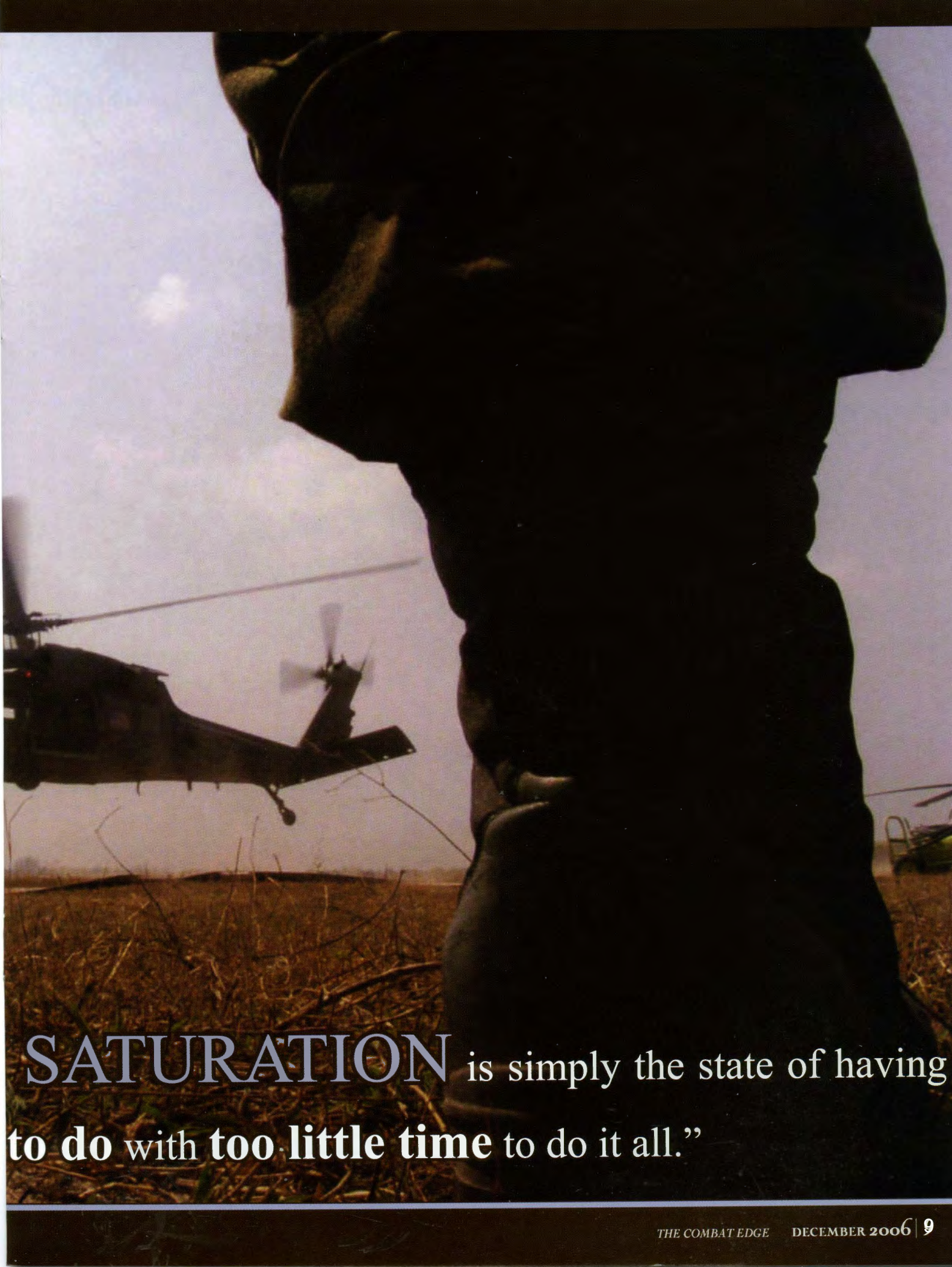
TASK SATURATION

by Lt Col James R. Goff, Shaw AFB, S.C.

Lt Col. James R. Goff, Shaw AFB, S.C.

Task saturation is simply the state of having to much to do and too little time to do it all.

“TASK
too much



SATURATION is simply the state of having
to do with too little time to do it all.”



Anytime something new is ventured into, whether on a combat deployment or in some start-up peacetime task, there's an overabundance of duties that need to be accomplished, making the mission seem overwhelming. These tasks can run the gamut from deploying to new locations, establishing new logistical requirements, buying new furniture, establishing a computer and printer network, selection of personnel, etc. ... the mission can be endless. I was recently part of a team advising a foreign government on the operation of a new flying unit, and I was reminded that starting something new is not only difficult, but can also be dangerous. Two words adequately describe this scenario; it's what aviators call, "task saturation."

Task saturation is simply the state of having too much to do with too little time to do it all. In the air, this is understandable when you have an enemy 40 miles in front of you that will merge with your flight in 2 minutes or less. But, what about on the ground? Oftentimes, many of us who fly for a living assume that responsibilities on the ground — better known as the "one-G-environment" — are not as dangerous and are much simpler than what is experienced in the air. Yes, flying is hazardous but this doesn't lessen the potentially hazardous situations found on the ground -- such as your morning commute to work. A mindset like that sets up anyone to fail when task saturation occurs, regardless of the environment.

So, how do you achieve victory over this chaotic state? Well, two common problems that were evident in this foreign unit were a lack of prioritization and a lack of communication. If you can prioritize your plan for the mission and clearly communicate it, your chance for success will increase significantly.

Prioritization is simply ordering events relating to their importance. In the words of those before me, it is "putting first things first." Critical to any organization is knowing what is important to get the job done both effectively and safely. What are the key processes/tasks to get things done



without harm to anyone or anything? This is the question every leader needs to ask and understand; otherwise the fog of war will cloud the judgment of your unit when it gets busy. But to do this, it doesn't have to be complicated. The major actions of any unit, especially a new unit, need to be simple and foundational using a building block approach. My first squadron commander introduced me to a principle that helps maintain focus and keep the first things first. It is called the KISS principle — Keep It Simple Stupid. Checklists are essential and great in keeping things simple. Even though the process or action is detailed, you can trust that the checklist is proven and has been thoroughly analyzed beforehand. It acts as a relief valve in times of stress. The action of using a checklist is simple, and that is the essence of using them. Aviators use checklists all the time. They are time-tested and keep things moving when you are having a helmet fire from the chaos you are experiencing. How about developing a checklist for the major processes of your unit — especially when you are just getting it started? How do you

know when you are not abiding by the KISS method? It is when your activity is so convoluted that it keeps your team guessing or question lines start to form outside your office seeking answers about the plan. If this happens, then either the plan is too complex or it is poorly communicated and trouble is waiting. From my flying experience, I knew that during a preflight brief, my chances of achieving total success diminished when the other pilots in the flight started asking me to repeat briefed items, or answer questions at the conclusion of the flight briefing. It became obvious that my flight didn't know the plan as they should. In those instances it became evident that my plan was either too complicated or poorly communicated, which brings us to the second point: clear communication.

The quote "what we have here, is a failure to communicate," from the famous movie "Cool Hand Luke," describes many of the problems encountered in executing the "best laid plans ..." You may have a flawless strategy that has been researched, richly-financed and discussed at the senior level in your organization, but unfortunately,

the key owners of the important processes aren't aware of, or don't understand the plan as you envisioned, or briefed. That being the case, the chance of success is in the hands of luck, at best. To achieve any mission objective, it's critical to outline the roles and responsibilities to each member in your unit, so that they understand your plan, the mission objective, and their role in it before you can achieve mission success. Not only do you need to identify the "what" that needs to be done, but you may need to describe the "why" behind the "what," as well as the "who" and the "how." Not all tasks and functions are obvious as to their importance; therefore, it is imperative that the stakeholders of the plan are not only informed but also inspired. If your team members are not moved to action, either from ignorance or from impetus, then the vision and purpose behind the "what" of the plan hasn't been clearly communicated. Communication is more than an interchange of ideas, as it also implies an understanding. Creating a connection so that your team members understand the plan is the hardest part of communicating. It requires more than just your mental faculties to do this. It demands the heart behind the mission. This is what inspires people to action and wins their devotion. When you have this kind of connection, it is as if everyone in your unit knows the thoughts, motives, and future actions of the plan thus ensuring a zero breakdown of the mission.

Task saturation is a crippler both on the ground and in the air. Don't be surprised when it occurs, because it will. So plan now to lessen the effects when it happens. Prioritize and communicate — seems simple but both require forethought and action today to ensure success for tomorrow. ■



Safety Over the Skies of IRAQ

by SSgt Corey M. Bowen, Balad AB, Iraq

Photos by SrA Brian Ferguson

Imagine you're driving on a busy stretch of an eight-lane interstate. On this interstate there are countless pedestrians, cyclists, and even dogs walking, weaving, and wandering across your path. An intricate and deadly ballet is taking place as you drive and you are concentrating intensely in order to avoid hitting them. Add road crews to this interstate, setting up sporadic road blocks so you must

instantly change your route. Now you have a good idea of a pilot's perspective while flying their aircraft through Central Iraq's airspace.

Keep that imagination going and picture yourself trying to communicate with every car on the interstate and giving advisories on the hazards ahead. It is an Air Traffic Controller's (ATC's) worst nightmare, but a reality in the skies over Iraq.

Twenty-four ATC's located at Balad Air Base, Iraq, have come together from four continents and 22 bases around the world to provide safety in the skies

over Central Iraq. Iraq is the only place in the world where civilian airliners are being controlled in conjunction with military aircraft performing active surveillance, troop support, and combat fire missions. This type of air movement has not been accomplished since the Vietnam War, and it has more than superseded the levels during that period.



At any given moment, air traffic receives notice to clear airspace surrounding Baghdad International Airport because of counter artillery fire from U.S. Marines or U.S. Army units. In an instant, fighter aircraft may descend to low-level altitudes to give vital support to U.S. and coalition troops in close combat with the enemy. Air traffic operations in Central Iraq are not described as "routine."

Baghdad Center and Baghdad Approach work directly with four countries and 15 controlling agencies to ensure civilian and military aircraft

have a safe passage as they navigate through Central Iraq's busy airspace. Baghdad Center makes it happen using a combination of six major airways (airways that are like eight-lane interstates), located miles above the ground, with as many as 11 aircraft on one airway at any given time.

Baghdad Approach is responsible for the approach control to the five main airports in Central Iraq. In addition, they provide arrival control to Baghdad International Airport and Balad Air Base. Aircraft are often lost on radar, due to lack of coverage, leaving the controllers to rely on their situational awareness. Approach and Arrival are the controlling agencies that put the finishing touches on a flight and enable safe arrivals. On average, Baghdad Center talks to 17,000 aircraft per month.

Balad Air Base is scheduled for a significant upgrade in radar equipment, with upgrades such as a new Airport Surveillance Radar (ASR), radar scopes, and radios that will improve upon the aged equipment currently being used. The new ASR will enable the radar to be compatible with neighboring controlling agencies. This will provide the controllers with the tools they need to see everything that moves across the Iraqi sky.

In the near future, Iraqi controllers will take control of Baghdad Center and Baghdad Approach leaving the U.S. and coalition allies to control operations at local air bases. In the meantime, the U.S. and coalition allied ATCs working Baghdad Center and Baghdad Approach are the eyes of the sky. They guide aircraft through the most congested and complex airspace in Iraq while ensuring civilian and military aircraft safe passage during their mission. ✈

Reprinted courtesy of *Air Scoop*

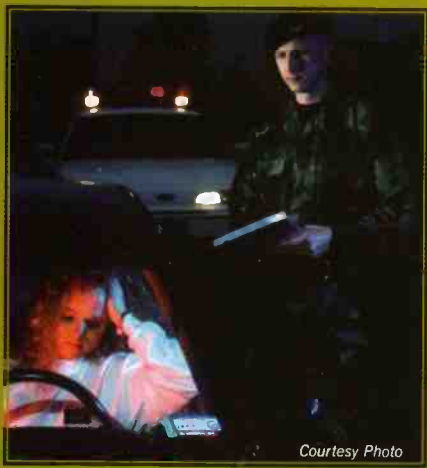
IRAQ

IRAQ is the *only place in the world* where civilian airliners are being controlled in conjunction with military aircraft performing active *surveillance, troop support, and combat fire missions*



The holidays are upon us, and I'm compelled to tell of a personal incident my wife and I experienced last summer when our family took some time off to visit relatives. Our trip had gone according to plan until our conscience was put to the test.

During a fun-filled evening at a local casino, my wife, sister-in-law, and I were joined by my wife's youngest sister, who appeared to be intoxicated. Her eyes were glassy and she tripped over the carpet when she walked. We asked her if she had been drinking and she responded ... "Yes, but only a few." After about an hour, we headed for the exit to go home. As we approached our cars, my young sister-in-law pulled her car keys from her purse and without skipping a beat, my wife snatched them from her hands.



Courtesy Photo

My wife then unlocked her sister's car door, sat in the driver's seat and told her sister to get in because she was driving her home. Her sister was furious. She blurted out that she was on her way to meet up with some of her friends. My wife responded with, "Not tonight." Ignoring my wife, she turned towards me and asked if I would get her keys for her and let her go on her way. I explained to her that she had been drinking and that by driving she not only was putting herself in danger, but others as well.

She sarcastically responded that she had only had "three drinks." Instantly, a light bulb appeared over my head and I remembered the 0-0-1-3 rule

of thumb ("0" drinks for those younger than 21, "0" DUI offenses, "1" drink per hour to give the liver enough time to process the alcohol, and a maximum of "3" drinks per night to keep the body's blood-alcohol content below 0.05 percent). Trying to avoid a confrontation, I wrongly began to rationalize and started to give her a way out. I reasoned that she had only "3" drinks that night and that enough time had elapsed to make her safe — even though my instincts and her

appearance told me otherwise. Before I could finish, my wife interrupted me by saying that "0-0-1-3 didn't apply to her family ... if you drink ... you don't drive, period."

I understood my wife loud and clear and told my sister-in-law she was fighting a losing battle, and we were taking her home. Before getting in the car, she blurted out, "The military has turned you into cornballs." During the ride home, my wife told her sister that

Be a CORNBALL

by TSgt Kelley Hill, Holloman AFB, N.M.



Photo Courtesy U.S. Air Force

CORNBALL



she would thank us later. When we arrived home, my wife placed the car keys on the coffee table and left the room. Suddenly, we heard the car backing out of the driveway. You guessed it. Her sister had snatched the keys and headed out the door to meet her friends. We stood there stunned as the car disappeared down the street. My wife became upset, and I tried to comfort her, telling her that she had made the right decision.

We didn't fall sleep until my sister-in-law returned to the house later that night. Luckily, neither she, nor anyone else, had been hurt by her reckless actions.

The next morning, I had one thought I just couldn't shake. I was floored that I had been called a "cornball." Being the "A-lister" that I once was, I felt insulted. Nevertheless, my wife's actions made me proud to be called a cornball that night. There are

several things I would have changed about that evening. I should have questioned my wife's sister when she said she had "only had three drinks." I should not have tried to bend the rules of the 0-0-1-3 program to fit the situation. We should have secured the car keys. Watch your Wingman. Don't rationalize to avoid confrontation. Stand your ground. Be a cornball. ✦



Santa's HOLIDAY BLUES

By Mr. Scott Eck, Barksdale AFB, La.
Artwork by Stan Hardison



hh ... the sights and sounds of the holiday season. The crackling fire in the fireplace, the Christmas tree with beautiful lights, all the houses in the neighborhood brightly decorated. Yes, this is a time to truly enjoy family and friends. While Santa enjoys the holiday season, he sometimes sees it as a chore. You know the routine: put up the decorations; rearrange the decorations; take down the decorations; let's go to this store; let's go to that store (for the fourth time!). Yes, our hero really gets bogged down this time of year, but he goes along with the holiday routine to keep peace in his home.

stall the lights on the house. Realizing he loaned his extension ladder to his neighbor, Frosty the Snowman, Santa has an idea. He will just use his 5 ft wooden ladder and 'stretch' to put the lights on the rain gutters. Deciding to start with the front porch, he wraps several strands of lights around his shoulder, and climbs up the ladder to begin his task. A small gust of wind blows some

The first order of business is to get the decorations from the attic. As Santa pulls the cord to drop the attic steps, his mind is on other things. He doesn't notice that he has pulled the cord with such force that the folding steps begin to unfold, just missing his head. Before ascending into the attic, Santa flips on the light switch. "Hmmm ... the lights worked last year," he thinks. Oh well, he knows where everything is anyway. He'll just feel his way around. Once in the attic, he hits his head on one of the rafters and trips over a large box. As he falls, he puts his arms out to catch himself. Considering he is somewhat chubby, this causes him to sprain his wrist as he hits the floor.

He gets back up and after dusting himself off brings the decorations down. Now it's time to pull them out of the box and put them all up. As our stalwart of the season untangles the endless strings of lights, he notices several areas where the wiring is frayed. No problem, some electrical tape will take care of that in no time (not really a good idea). Not finding his electrical tape, he decides to use duct tape instead (a worse idea). Hey, tape is tape, right?

With the lights marginally repaired, Santa looks for his ladder so he can climb on the roof to in-

debris from the roof shingles into his eyes. Temporarily blinded, he attempts to climb back down the ladder. Almost falling, he decides it's best to stay on the ladder and tries to wipe his eyes. His eyes are still watering, but he continues his season's work.

He slowly moves to the next section of the house to continue hanging the lights. He realizes this will take all day: climbing up the ladder; climbing down the ladder; climbing up the ladder; climbing down the ladder. There just has to be a faster way to do this. After thinking for a moment, he decides to stand on the very top step and lean all the way using the gutter for support, which will allow him (in his mind), to hang more lights at a time. When he tests his idea by leaning to the right, he begins to lose his balance. (You know what's coming, don't you?) In desperation, he tries to grab the rain gutter, but with his sprained wrist, the pain is too great, and he loses his grip.

The fall happens in slow motion; the ladder tipping, his body twisting in the air, that split second of weightlessness before ... impact. As he lies



on the ground looking at the clear blue sky above, he wishes he had gotten his extension ladder from Frosty. To add insult to injury, the ladder hooks the string of lights and pulls them all down with it.

Shaken and hurting, our valiant warrior tries to get up, however, the pain is too much. But help is on the way ... in the form of Mrs. Santa. Hearing her hubby moan (and the loud thud as he hit the ground), she comes running out of the house. In a panic, she calls for an ambulance and Santa is carted off to the local emergency room. Of course, on the way to the hospital he gets an earful from Mrs. Santa (which may be worse than any injury he has suffered). Luckily, nothing was broken this time ... only his pride.

For this holiday season, use risk management in all your holiday activities — even the mundane ones. Know your limitations and, above all, be SMART and be SAFE. ★

Kitchen Food Safety Test

Courtesy of the U. S. Food and Drug Administration



Photo by SrA Michelle Arslan

The winter holiday season is a time in which people get together to celebrate traditions as well as to ring in the New Year. Whether your holiday plans include hosting a party in which you do all of the food preparation or a casual “potluck” style affair, good food safety practices can go a long way toward making the event a memorable one for all the right reasons. As you go about your holiday preparations this year, ask yourself the following question: Can your kitchen pass the Food Safety Test?



What comes to mind when you think of a clean kitchen? Shiny waxed floors? Gleaming stainless steel sinks? Spotless counters and neatly arranged cupboards? They can help, but a truly “clean” kitchen — that is, one that ensures safe food — relies on more than just looks; it also depends on safe food practices.

In the home, food safety concerns revolve around three main functions: food storage, food handling, and cooking. To see how well you’re doing in each, take this quiz, and then read on to learn how you can make the meals and snacks from your kitchen the safest possible.

Quiz

Choose the answer that best describes the practice in your household, whether or not you are the primary food handler.

1. The temperature of the refrigerator in my home is:

- a. 50 degrees Fahrenheit (10 degrees Celsius)
- b. 40 F (5 C)
- c. I don’t know; I’ve never measured

2. The last time we had leftover cooked stew or other food with meat, chicken or fish, the food was:

- a. cooled to room temperature, then put in the refrigerator
- b. put in the refrigerator immediately after the food was served
- c. left at room temperature overnight or longer

3. The last time the kitchen sink drain, disposal and connecting pipe in my home were sanitized was:

- a. last night
- b. several weeks ago
- c. can’t remember

4. If a cutting board is used in my home to cut raw meat, poultry or fish and it is going to be used to chop another food, the board is:

- a. reused as is
- b. wiped with a damp cloth
- c. washed with soap and hot water

d. washed with soap and hot water and then sanitized

5. The last time we had hamburgers in my home, I ate mine:

- a. rare (140 F)
- b. medium (160 F)
- c. well-done (170 F)

6. The last time there was cookie dough in my home, the dough was:

- a. made with raw eggs, and I sampled some of it
- b. made with raw eggs and refrigerated, then I sampled some of it
- c. store-bought, and I sampled some of it
- d. not sampled until baked

7. I clean my kitchen counters and other surfaces that come in contact with food with:

- a. water
- b. hot water and soap
- c. hot water and soap, then bleach solution
- d. hot water and soap, then commercial sanitizing agent

8. When dishes are washed in my home, they are:

- a. washed and dried in an automatic dishwasher
- b. left to soak in the sink for several hours and then washed with soap in the same water

c. washed right away with hot water and soap in the sink and then air-dried

d. washed right away with hot water and soap in the sink and immediately towel-dried

9. The last time I handled raw meat, poultry, or fish, I cleaned my hands afterwards by:

- a. wiping them on a towel
- b. rinsing them under hot, cold or warm tap water
- c. washing with soap and warm water

10. Meat, poultry, and fish products are defrosted in my home by:

- a. setting them on the counter
- b. placing them in the refrigerator
- c. microwaving

11. When I buy fresh seafood, I:

- a. buy only fish that’s refrigerated or well iced
- b. take it home immediately and put it in the refrigerator
- c. sometimes buy it straight out of a local fisher’s creel

12. I realize people, including myself, should be especially careful about not eating raw seafood, if they have:

- a. diabetes
- b. HIV infection
- c. cancer
- d. liver disease



Photo by AIC Christopher Smith

Answers

1. Refrigerators should stay at 40 F (5 C) or less, so if you chose answer B, give yourself two points. If you didn't, you're not alone. According to Robert Buchanan, Ph.D., senior science adviser and director of science in the Food and Drug Administration's Center for Food Safety and Applied Nutrition (CFSAN), many people overlook the importance of maintaining an appropriate refrigerator temperature.

"According to surveys, in many households, the refrigerator temperature is above 50 degrees (10 C)," he said. His advice: Measure the temperature with a thermometer and, if needed, adjust the refrigerator's temperature control dial.

A temperature of 40 F (5 C) or less is important because it slows the growth of most bacteria. The temperature won't kill the bacteria, but it will keep them from multiplying, and the fewer there are, the less likely you are to get sick. Freezing at zero F (minus 18 C) or less stops bacterial growth (although it won't kill bacteria already present).

2. Answer B is the best practice; give yourself two points if you picked it.

Hot foods should be refrigerated as soon as possible within 2 hours after cooking. But don't keep the food if it's been standing out for more than 2 hours. Don't taste test it, either. Even a small amount of contaminated food can cause illness. Date leftovers so they can be used within a safe time. Generally, they remain safe when refrigerated for 3 to 5 days. If in doubt, throw it out, says

FDA microbiologist Kelly Bunning, Ph.D., associate senior science adviser in CFSAN: "It's not worth a food-borne illness for the small amount of food usually involved."

3. If answer A best describes your household's practice, give yourself two points. Give yourself one point if you chose B.

According to John Guzewish, CFSAN's director of emergency coordination and response, the kitchen sink drain, disposal, and connecting pipe are often overlooked, but they should be sanitized periodically by pouring down the sink a solution of 1 teaspoon (5 milliliters) of chlorine bleach in 1 quart (about 1 liter) of water or a solution of commercial kitchen cleaning agent made according to product directions. Food particles get trapped in the drain and disposal and, along with the moistness, create an ideal environment for bacterial growth.

4. If answer D best describes your household's practice, give yourself two points.

If you picked A, you're violating an important food safety rule: Never allow raw meat, poultry, and fish to come in contact with other foods. Answer B isn't good, either. Improper washing, such as with a damp cloth, will not remove bacteria. And washing only with soap and water may not do the job, either.

To prevent cross-contamination from a cutting board, the FDA advises consumers to follow these practices:

Use smooth cutting boards made of hard maple or a non-porous material such as plastic and free of cracks and crevices. These kinds of boards can be cleaned easily. Avoid boards made of

soft, porous materials.

Wash cutting boards with hot water, soap, and a scrub brush to remove food particles. Then sanitize the boards by putting them through the automatic dishwasher or rinsing them in a solution of 1 teaspoon (5 milliliters) of chlorine bleach in 1 quart (about 1 liter) of water.

Always wash and sanitize cutting boards after using them for raw foods and before using them for ready-to-eat foods. Consider using one cutting board only for foods that will be cooked, such as raw fish, and another only for ready-to-eat foods, such as bread, fresh fruit, and cooked fish. Disposable cutting boards are a newer option, and can be found in grocery and discount chain stores.



5. Give yourself two points if you picked answer B or C.

Ground beef must be cooked to an internal temperature of 160 degrees Fahrenheit (71 degrees Celsius). Using a digital or dial food thermometer is crucial, the U.S. Department of Agriculture says, because research results indicate that some ground meat may prematurely brown before a safe internal temperature has been reached. On the other hand,



research findings also show that some ground meat patties cooked to 160 F or above may remain pink inside for a number of reasons; thus the color of meat alone is not considered a reliable indicator of ground beef safety. If eating out, order your ground beef to be cooked well-done. Temperatures for other foods to reach to be safe include:

beef, lamb, and veal – 145 F (63 C)
pork and ground beef – 160 F (71 C)
whole poultry and thighs – 180 F (82 C)
poultry breasts – 170 F (77 C)
ground chicken or ground turkey – 165 F (74 C).

Seafood should be thoroughly cooked to an internal temperature of at least 145 F (63 C). Fish that's ground or flaked, such as a fish cake, should be cooked to at least 155 F (68 C), and stuffed fish to at least 165 F (74 C).

If you don't have a meat thermometer, there are other ways to determine whether seafood is done:

For fish, slip the point of a sharp knife into the flesh and pull aside. The edges should be opaque and the center slightly translucent with flakes beginning to separate. Let the fish stand 3 to 4 minutes to finish cooking.

For shrimp, lobster, and scallops, check color. Shrimp and lobster turn red and the flesh becomes pearly opaque. Scallops turn milky white or opaque and firm.

For clams, mussels, and oysters, watch for the point at which their shells open. Boil 3 to 5 minutes longer. Throw out those that stay closed.

When using the microwave, rotate the dish several times to ensure even

cooking. Follow recommended standing times. After the standing time is completed, check the seafood in several spots with a meat thermometer to be sure the product has reached the proper temperature.

6. If you answered A or B, you may be putting yourself at risk for infection with Salmonella Enteritidis, a bacterium that can be inside shell eggs. Cooking the egg or egg-containing food product to an internal temperature of at least 160 F (71 C) kills the bacteria. Refrigerating will not kill the bacteria. **Answer D — eating the baked product — will earn you two points.**



Other foods containing raw eggs, such as homemade ice cream, cake batter, mayonnaise, and eggnog, carry a Salmonella risk too. Their commercial counterparts are usually made with pasteurized eggs; that is, eggs that have been heated sufficiently to kill bacteria, and also may contain an acidifying agent that kills the bacteria. But the best practice, even when using products containing pasteurized eggs, is to eat the foods only as they are intended to be eaten, so answer C, sampling the unbaked store-bought cookie dough, will not earn you any points.

Consider using pasteurized eggs for homemade recipes that do not include a cooking step, such as eggnog or Cae-

sar salad dressing. Pasteurized eggs are usually sold in the grocer's refrigerated dairy case.

Some other tips to ensure egg safety:

Buy only refrigerated eggs, and keep them refrigerated until you are ready to cook and serve them.

Cook eggs thoroughly until both the yolk and white are firm, not runny, and scramble until there is no visible liquid egg.

Cook pasta dishes and stuffings that contain eggs thoroughly.

7. **Answers C or D will earn you two points each; answer B, one point.** According to FDA's Guzewich, bleach and commercial kitchen cleaning agents are the best sanitizers -- provided they're diluted according to product directions. They're the most effective at getting rid of bacteria. Hot water and soap does a good job, too, but may not kill all strains of bacteria. Water alone may get rid of visible dirt, but not bacteria. Also, be sure to keep dishcloths clean because, when wet, they can harbor bacteria and may promote their growth.

8. **Answers A and C are worth two points each.** There are potential problems with B and D. When you let dishes sit in water for a long time, it "creates a soup," FDA's Buchanan says. "The food left on the dish contributes nutrients for bacteria, so the bacteria will multiply." When washing dishes by hand, he says, it's best to wash them all within 2 hours. Also, it's best to air-dry them so you don't handle them while they're wet.

9. **The only correct practice is answer C. Give yourself two points if you picked it.**



Photo by TSgt Ben Bloker



Photo by TSgt Ben Bloker

Wash hands with warm water and soap for at least 20 seconds before and after handling food, especially raw meat, poultry, and fish. If you have an infection or cut on your hands, wear rubber or plastic gloves. Wash gloved hands just as often as bare hands because the gloves can pick up bacteria. (However, when washing gloved hands, you don't need to take off your gloves and wash your bare hands, too.)

10. Give yourself two points if you picked B or C. Food safety experts recommend thawing foods in the refrigerator, the microwave oven, or putting the package in a water-tight plastic bag submerged in cold water and changing the water every 30 minutes. Gradual defrosting overnight in the refrigerator is best because it helps maintain quality. When microwaving, follow package directions. Leave about 2 inches (about 5 centimeters) between the food and the inside surface of the microwave to allow heat to circulate. Smaller items will defrost more evenly than larger pieces of food. Foods defrosted in the microwave oven should be cooked immediately after thawing.

Do not thaw meat, poultry and fish products on the counter or in the sink without cold water; bacteria can multiply rapidly at room temperature. Similarly, marinate food in the refrigerator, not on the counter. Discard the marinade after use because it contains raw juices, which may harbor bacteria. If you want to use the marinade as a dip

or sauce, reserve a portion before adding raw food.

11. A and B are correct. Give yourself two points for either.

When buying fresh seafood, buy only from reputable dealers who keep their products refrigerated or properly iced. Be wary, for example, of vendors selling fish out of their creel (canvas bag) or out of the back of their truck. Once you buy the seafood, immediately put it on ice, in the refrigerator, or in the freezer.

Other tips for choosing safe seafood:

Don't buy cooked seafood, such as shrimp, crabs or smoked fish, if displayed in the same case as raw fish. Cross-contamination can occur. Or, at least, make sure the raw fish is on a level lower than the cooked fish so that the raw fish juices don't flow onto the cooked items and contaminate them.

Don't buy frozen seafood if the packages are open, torn or crushed on the edges. Avoid packages that are above the frost line in the store's freezer. If the package cover is transparent, look for signs of frost or ice crystals. This could mean that the fish has either been stored for a long time or thawed and refrozen.

Recreational fishers who plan to eat their catch should follow state and local government advisories about fishing areas and eating fish from certain areas.

As with meat and poultry, if seafood will be used within 2 days after purchase, store it in the coldest part of the refrigerator, usually under the freezer compartment or in a special "meat

keeper." Avoid packing it in tightly with other items; allow air to circulate freely around the package. Otherwise, wrap the food tightly in moisture-proof freezer paper or foil to protect it from air leaks and store in the freezer. Discard shellfish, such as lobsters, crabs, oysters, clams, and mussels, if they die during storage or if their shells crack or break. Live shellfish close up when the shell is tapped.

12. If you are under treatment for any of these diseases, as well as several others, you should avoid raw seafood.

Give yourself two points for knowing one or more of the risky conditions.

People with certain diseases and conditions need to be especially careful because their diseases or the medicines they take may put them at risk for serious illness or death from contaminated seafood. These conditions include: liver disease, either from excessive alcohol use, viral hepatitis, or other causes; hemochromatosis, an iron disorder; diabetes; stomach problems, including previous stomach surgery and low stomach acid (for example, from antacid use); cancer; immune disorders, including HIV infection; long-term steroid use, as for asthma and arthritis. Older adults also may be at increased risk because they more often have these conditions. People with these diseases or conditions should never eat raw seafood -- only seafood that has been thoroughly cooked. ✱

Rating Your Home's Food Practices

24 points

Feel confident about the safe food practices you follow in your home.

12 to 23 points

Reexamine food safety practices in your home. Some key rules are being violated.

11 points or less

Take steps immediately to correct food handling, storage, and cooking techniques used in your home.

*The Centers for
Disease Control
and Prevention
estimates that
there are 325,000
hospitalizations
and 5,000 deaths
related to food-borne
diseases every year*

Passing of the PEN



LT COL TONY KOMATZ,
Outgoing Editor



MAJ BRAD ROBINSON,
Incoming Editor

Before joining the service, I'd done some technical writing and magazine work. After several flying and ops-related jobs, I realized that I missed writing. I've taken past jobs that I or "others" felt were needed for promotion or development, but I'd never had a job that I wanted, so I jumped at the chance to become the Editor of **THE COMBAT EDGE**. Knowing that it's who you are, and not what you do that defines your success or failure, nearly 3 years later, I would make the same decision over again. This has been the highlight of my career; I've loved every minute, and I'll miss it.

The magazine would not come together without the support of some very talented people, who I'd like to take an opportunity to highlight and thank personally for making me look good. First, I want to thank the men and women of ACC Safety; the Flight, Ground and Weapons branches for all of their help reviewing articles and photos and for keeping the magazine as accurate as possible. With a photo budget of zero dollars; I would like to express my gratitude to the photographers of the 1st Communications Squadron, based at Langley, who shot photos for the magazine during their off-duty time to

illustrate the articles. Thanks go to Air Force Reserve Major Danielle Coleman, who despite relocating to Colorado, made the trip for her annual training and edited stories at home in support of the magazine, and to Major Wendy Hamilton, who penned a number of stories and ran the ship in my absence. For adding color and pictures to my words and turn-

to thank Barbara Taylor. Known for running the Safety Awards program, Barb handled all of the administrative details, was the "straight man" to my comedy act, corrected my mistakes, and acted as a sounding board for article ideas during brainstorming sessions – some of which I used. But her biggest accomplishment has been keeping me on track, in line, and not letting me fail, so for that, I'm eternally grateful.

Like the editors before me, I am relinquishing control of the tiller and moving on to my next assignment as the Registrar for the Joint Forces Staff College in Norfolk, Virginia. Assuming control is Major Brad Robinson, who is moving over from the Flight Safety branch, and has rated time in several different aircraft to include the C-130, T-44, and T-37, as well as civilian airliner experience. Brad will join the ranks of those before him who have guided the magazine and will

no doubt bring a different and unique set of talents and abilities to its pages, as well as leave an enduring mark on this publication before turning it over to his successor. I wish him the best of luck and ask for your articles and continued support in order to keep the magazine at the top of its game. ✈



ing them into "provocative, hard-hitting designs," go heartfelt thanks to my dedicated, and very talented graphic designers (SSgts Carrie Atwood and Alex Sotak, and TSgt Amber Jordan-Baloy), as well as SSgt Rachael Palumbo, who stepped in and helped out in a pinch. Last, but certainly not least, I would like

If you open the magazine and notice the photos and graphics first, and then read the articles, then the graphic artists have achieved their goal. Much like our editor position, we are experiencing a changing of the guard in our graphic artists. TSgt Amber Jordan-Baloy came to **THE COMBAT EDGE** back in late June to "bridge the gap" between SSgt Alex Sotak's departure to Hickam AFB, Hawaii, and A1C Jennifer Douglas' arrival in December 06. Amber brought 10 years of graphic design experience with her from the ACC Multimedia division, along with a desire to transform the magazine into a first-class publication. Despite the fact that she was only going to be with us a short period of time, she redesigned the logo, as well as the interior look and content of the magazine, the first complete redesign of the magazine in over 2 years. Along with her work with the magazine, Amber is an active member of the local fine arts

center and has begun writing art reviews for a local web-based arts and entertainment review publication. I would like to thank Amber for all of her hard work over the past several months, her service

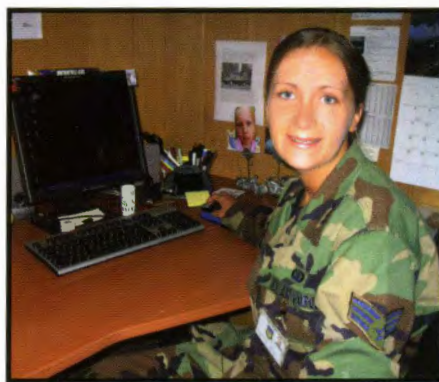


to our country, and wish her the best of luck as she transitions to life after the Air Force.

Joining us from Ramstein AB, Germany, is SrA Jennifer Douglas. Jennifer is currently working in visual presentations, running the Video Teleconferencing Center, but her talents and training lie in the graphic arts, and she will be given the chance to shine here at **THE COMBAT EDGE**. With over 8 years of graphic design experience, an undergraduate degree in Fine Arts and Visual Communication, as well as a soon to be completed Masters degree in International Relations, Jennifer is obviously motivated and qualified to take over the design division. Along with her academic and professional development, Jennifer is also taking classes in web design, so we are looking forward to her giving our website a needed update. Our graphic designers are what make the magazine as good as it is, and Jennifer is sure to bring her unique talents and abilities to the magazine. We're looking forward to seeing her showcase her talents in future issues of the magazine. ✈



TSGT AMBER JORDAN-BALOY,
Outgoing Publication Designer



SRA JENNIFER DOUGLAS,
Incoming Publication Designer

Passing of the **BRUSH**

MONTHLY AWARD WINNERS

Flight Line Safety

Award of Distinction

While locally manufacturing four new brake cables for B-52 rudder pedal assemblies, MSgt Jim Perkins removed and hand delivered from the phase supply point, four new brake cables to be used as examples. Upon his examination of the cables it was found that the cables were manufactured incorrectly and did not meet current technical data specifications. Placing these defective cables into service could have potentially induced a dangerous nose wheel steering input, which would have caused the aircraft to exit the runway and resulted in catastrophic damage and the possibility of losing aircraft and crew. With this information in hand, MSgt Perkins immediately directed inspection of the three aircraft flying that morning and the last four aircraft that had been through the phase cycle. MSgt Perkins dispatched a repair and reclamation technician with the assistance of a jet engine tech-

nician to inspect these aircraft using borescope equipment. All three aircraft flying that morning were inspected and found serviceable. However, two of the four suspected phase aircraft had the same improperly manufactured cables. These cables were removed and replaced preventing a future mishap. If not for the attention to detail and investigative nature of MSgt Perkins, this defect would have gone unnoticed until premature failure of the cable had occurred. MSgt Perkins went above and beyond the normal call of duty and alleviated any possibility of catastrophic damage to the B-2 aircraft from incorrectly made cables.



MSgt Jim J. Perkins
509th Aircraft Maintenance Squadron
509th Bomb Wing
Whiteman AFB, Mo.

Ground Safety

Award of Distinction

Besides providing basic briefings and reviewing required documentation, TSgt Chad Sischo organizes quarterly safety rides for all squadron members. Prior to departing on the 2 to 3 hour events, TSgt Sischo uses his technical expertise to inspect each member's motorcycle for discrepancies or malfunctions that may cause a hazard. Furthermore, he briefs members on how to complete their own safety inspections while stressing the importance of safe riding skills and practices. He briefs all aspects of safe motorcycle handling and then covers each during the group training session. During the ride, he demonstrates proper lane usage (single riding as well as group riding), safe distance thresholds, speed control and emergency handling procedures. The group typically stops for lunch where TSgt Sischo leads a discussion group allowing riders to share notable riding experiences, from which everyone learns. Incidents are discussed and participants are invited to share how they would react. Based on professional guidance, TSgt Sischo then provides the correct course of action should such a situation reoccur. Recently, due to the increase in motorcycle accidents, Fort Carson has initiated "security checkpoints" at each gate where every motorcyclist is required to stop and have their

vehicle and safety gear inspected. Since TSgt Sischo has taken the lead on this program, every squadron rider has passed this checkpoint with flying colors! Most importantly, not a single member under his care has suffered a motorcycle mishap. Without a doubt, TSgt Sischo has taken a basic safety program and elevated it to "life saving" levels. While on duty, he is the sole vehicle mechanic and tactical vehicle trainer for the 13th Air Support Operations Squadron. He is responsible for the safety of each trainee and safeguards everyone by covering all aspects of vehicle operation and safety prior to use. As the first Air Force squadron to receive the new up-armored High Mobility Multipurpose Wheeled Vehicle (HMMWV), TSgt Sischo undertook the responsibility of providing training for the new equipment to over 300 Air Force and Army personnel from within the Colorado Springs region. As a result of his training and emphasis on safety, there have been zero HMMWV mishaps this year.

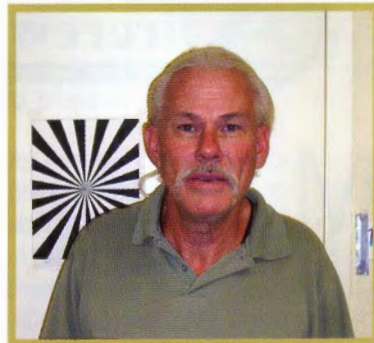


TSgt Chad W. Sischo
13th Air Support Operations Squadron
3rd Air Support Operations Group
Ft Carson AIN, Colo.

Flight Line Safety Award of Distinction

At Beale AFB, home to the 1st Reconnaissance Squadron, Formal Training Unit for the U-2 high-altitude reconnaissance aircraft, all student landings are video-taped from the side of the runway to facilitate debrief. Videographer Stephen Schweitz was filming a student's initial training sortie in a two-seat TU-2S, when he noted an unusual noise. He correctly diagnosed the sound as being caused by a failed tail wheel. The U-2 is very difficult to control during the landing phase, and relies on a fully functioning tail wheel for directional control. Mr. Schweitz flagged down the pilot in the chase car to tell him, "the tail wheel doesn't sound right." The pilot in the chase car directed the instructor pilot, via radio, to slow down during the next touch-and-go landing so that he could more thoroughly inspect the tail wheel. Once the aircraft had slowed

down to near taxi speed, the pilot in the chase car verified that the left one-third of the solid neoprene tail wheel had disintegrated, and called for a full-stop. Mr. Schweitz's quick thinking, attention to detail, and ultimate focus on safety saved an aircrew member and a high-value national asset.



Mr. Stephen Schweitz
 1st Reconnaissance Squadron
 9th Reconnaissance Wing
 Beale AFB, Calif.

Pilot Safety Award of Distinction

Maj Richard Mehl demonstrated exceptional skill as an aviator while landing his crippled U-2, at night, after a task-intensive 9.5 hour high altitude, single-seat, combat reconnaissance mission in support of Operation IRAQI FREEDOM. After finding his aircraft flaps inoperative on a radar vector to instrument landing system final, Maj Mehl coordinated for a block altitude between 5,000 and 6,000 feet, terminated the approach, and began to troubleshoot the problem. With no discernable horizon and having to hand fly his aircraft at night in a maintenance orbit while checking circuit breakers and running checklists, he determined the no-flap condition was most likely the result of a flap asymmetry circuit which prohibited the flaps from any further movement. He conducted a controllability check of the aircraft in its no-flap landing configuration down to stall speed to check fuel balance and rule out a gross flap split that would make landing the aircraft extremely dangerous. He coordinated his findings and game plan with the mobile officer and air boss, all of whom were in concurrence. This situation required Maj Mehl to fly

a night, no-flap approach just two knots above stall speed to a runway with 3 to 4 miles visibility. Additionally, he had to compensate for cross winds that were near the aircraft limit while wearing a full pressure suit. No-flap landings at night are not permitted for practice, and the pilot was expired for basic currency in no-flap landings. Furthermore, the landing distance, taking into account the inability to fly a shallow glide slope at night and having to cross the threshold higher than the recommended 2 to 4 feet, was nearly 80 percent of the runway available. Every additional knot above this approach speed would add another 1,000 feet to the landing distance. Maj Mehl demonstrated extremely precise aircraft control making a flawless tail-wheel first landing, saving a national asset that is one of only 33 U-2s left in the Air Force inventory equipped with a sensor of which only six exist worldwide.



Maj Richard R. Mehl
 99th Expeditionary Refueling Squadron
 9th Reconnaissance Wing
 Beale AFB, Calif.

MONTHLY AWARD WINNERS



Maj Jefferson O'Donnell and Capt Michael Duniyak took off at night from Al Udeid AB, Qatar, leading a flight of F-15Es in support of Operation IRAQI FREEDOM. On departure, passing 12,000 feet mean sea level, Maj O'Donnell retarded the throttles out of afterburner and immediately identified that the MASTER CAUTION light illuminated with Environmental Control System (ECS), DSPL FLO LO, and OXYGEN warnings. The crew assessed that the aircraft's ECS had malfunctioned. After confirming the backup oxygen system was operating normally, Capt Duniyak initiated checklist procedures, and Maj O'Donnell reduced the aircraft's climb rate and accelerated to 370 knots calibrated airspeed in order to increase the airflow to the avionics. Maj O'Donnell swiftly coordinated with Doha approach to split the formation, obtain a separate clearance back to Al Udeid, and descend to a lower altitude. After the aircrew had carefully completed the remaining steps of the checklist, the caution lights extinguished. Maj O'Donnell also initiated fuel dumping to reduce the aircraft's gross weight and increase the margin of safety for the anticipated emergency landing. As the heat in the cockpit increased, white smoke entered accompanied by the odor of burning electrical equipment. The crew immediately gang-loaded their oxygen regulators and turned the cabin temperature control switch off, shutting down

the ECS turbine. Over the next 3 minutes, Maj O'Donnell lost all four front cockpit displays including his Heads Up Display (HUD), and Capt Duniyak lost two of his four. Without his displays, Maj O'Donnell relied solely on the backup instrument gauges and Capt Duniyak's inputs from the rear cockpit. Capt Duniyak assisted Maj O'Donnell to align the aircraft on instrument landing system final using no-gyro-type instructions from his operating displays. Maj O'Donnell expertly executed a night heavyweight, HUD-out approach and landing, taxied off the runway and into the de-arming area. The crew shut down the engines to prevent further damage to the avionics, and egressed normally. Maintenance determined the clamps around the inlet ducting to the ECS turbine had loosened. Hot air spilled into the open areas of the avionics compartments causing multiple systems to overheat and shut-down. The spot-on analysis, crew coordination, and safe execution of emergency procedures by Maj O'Donnell and Capt Duniyak prevented further damage to a \$54 million aircraft.



**Maj Jefferson O'Donnell
Capt Michael Duniyak
335th Expeditionary Fuel Squadron
4th Fighter Wing
Seymour Johnson AFB, N.C.**



As engines were started on a DHL DC-8, Transient Alert (TA) crew chief SrA Dennis Rutledge noticed that the number two engine cowling blow-out door was flapping. He motioned to the Aircraft Commander (AC) to shut off the number one and number two engines. The AC waved him off. SrA Rutledge immediately notified the TA NCOIC, TSgt Michael Leach. TSgt Leach quickly notified the Air Control Tower of the concern, that the panel could separate and damage the number one engine or it could be dropped on the runway endangering another aircraft landing or taking off. Despite the warning, the tower granted the DHL clearance to taxi because the aircrew stated it was not a concern. SrA Rutledge continued to stand

firm motioning to the aircrew to shut down engines even when the aircrew ran them up to prepare to taxi. TSgt Leach notified Airfield Management of the TA concerns. Finally, Airfield Management persuaded the Control Tower to order the DHL crew to shut down the numbers one and two engines. TSgt Leach and SrA Rutledge assisted the crew mechanic with repairs to secure the panel. By standing ground and having a strong conviction, TSgt Leach and SrA Rutledge averted a possible aircraft mishap.



**SrA Dennis A. Rutledge
TSgt Michael D. Leach
455th Air Expeditionary Wing
CENTAF**



Award of Distinction

The 9th Maintenance Squadron phase personnel responded to a large grass fire near the flight line dining facility caused by a blown electrical transformer. While performing maintenance on an aircraft in the phase dock, they heard a loud explosion near dock number four. They exited the hangar to investigate and noticed a large fire behind dock number four. SSgt Grenier called 911 while SSgt Fielding notified a passing security forces patrol. SSgt's Grenier, Fielding, and McClasky and A1C Strain proceeded to the location of the fire to assess its severity. Once they arrived upon the scene, it became readily apparent that if the fire remained unconfined, millions of dollars in Air Force assets would be in jeopardy. SSgt Grenier and A1C Strain scaled a 6-foot fence which separated them from the fire while SSgts McClasky and Fielding went to the near-by flight line dining facility to secure as many dry chemical fire extinguishers as possible. Their efforts were soon augmented by Mr. Waite, Mr. Pfiel, A1C Apple and A1C Alexander while A1C Negron remained behind to secure dock number two. They formed two teams, team one handed the fire extinguishers

over the fence while team two aggressively fought the fire and ultimately extinguished it after exhausting the contents of several fire extinguishers. While the fire department was containing an additional on-base grass fire, all members returned to dock number two and established an emergency U-2 aircraft tow team should the second grass fire threaten flight line assets. During this time, they heard a fire alarm in a nearby Petroleum, Oil, Lubricants (POL) building. SSgt Grenier, A1C Apple and A1C Negron proceeded to the building while SSgt McClasky called the fire department to inform them of the alarm. They swiftly determined that the POL building was evacuated and no fire existed and then proceeded to the POL compound to ensure no hazards remained undetected. They successfully extinguished the fire prior to emergency services' arrival and ultimately saved numerous Air Force assets from damage and/or destruction.



**9th Maintenance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.**

ACC Safety Salutes Superior Performance

Maj Eric D. Sparks

F-16 Pilot
4th Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

Capt William Alcorn

Aircraft Commander

1Lt Ethan White

Copilot

Maj Allen Wilson

Offensive Systems Officer

1Lt Edward Valle

Defensive Systems Officer

9th Bomb Squadron/ACC TRS, Det 14
Dyess AFB, Texas

Mr. David Parisi

Dedicated Crew Chief
9th Aircraft Maintenance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.

Capt Andrew Landwer

1Lt John Burrell

Capt Allen Agnes

1Lt Ryan Hubbard

1Lt Scott Zaveri

Capt Michael Pritchett

1Lt Patrick Godinez

B-52 Aircrew Members

23rd Bomb Squadron

5th Bomb Wing

Minot AFB, N.D.

1Lt William L. Dalton, Jr.

F-15 Flight Test Engineer

28th Test and Evaluation Squadron, Det 2
Tyndall AFB, Fla.

SSgt Nathan Shook

Inspection Section Craftsman
4th Equipment Maintenance Squadron
4th Fighter Wing
Seymour Johnson AFB, N.C.

TSgt Edward Timmons

Mr. Leonard Wheeler

Product Improvement Managers
7th Maintenance Operations Squadron
7th Bomb Wing
Dyess AFB, Texas


SSgt John H. Jones

Conventional Maintenance Crew Chief
509th Munitions Squadron
509th Bomb Wing
Whiteman AFB, Mo.





FY06 Aircraft

As of October 31, 2006

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

FY06 Ground

As of October 31, 2006

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



= Fatal



= Fatal due to misconduct

FY06 Weapons

As of October 31, 2006

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

Aircraft Notes

ACC had one Class A bird strike during a low level. Fortunately, the crew recovered the damaged aircraft! The holiday season is fast upon us and it is a time of minimum manning and added stress for many people. Take time to keep your Wingman in your cross-check -- in the briefing room, on the flight line, and off duty. And remember, some Wingmen are turning wrenches, driving fuel trucks, and guarding the perimeter. Enjoy the holidays. Let's start 2007 refreshed, recharged, and ready for the next mission.

Ground Notes

ACC experienced two fatal mishaps in October. The first involved the high risk sport of drag racing and the second mishap was an on-duty sports mishap that occurred at a base gym. ACC personnel need to be aware of the risks involved in all activities they participate in and take appropriate measures to reduce the risks as low as possible.

Weapons Notes

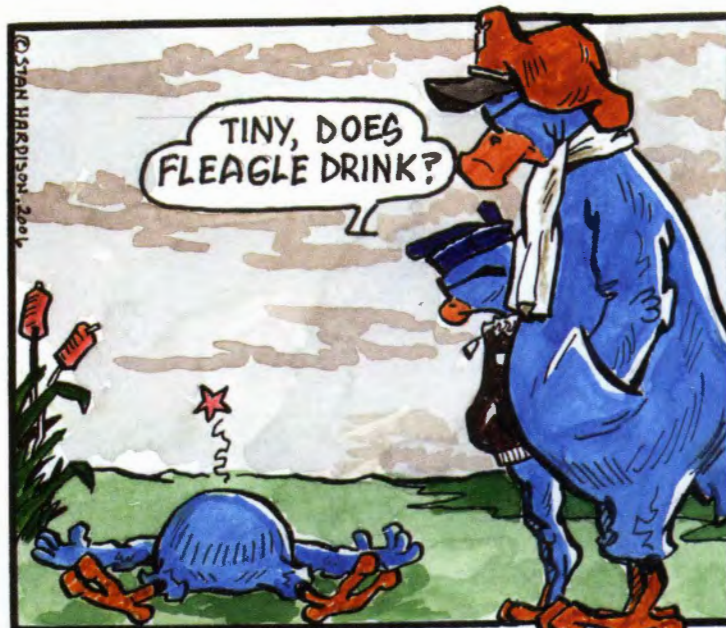
Congratulations on a great year in ACC for weapons safety mishap rates. We have gone 5 years without a Class A mishap; an ACC record. We also saw a reduction in all of the other mishap classes as well. Although we had a good year, we have started the new fiscal year with three mishaps that were caused by personnel error. We need to stay vigilant in our mishap prevention programs and ensure personnel are following all of the directives they are required to. Keep up the good work and let's have another banner year.

Legend

Class A - Permanent Total Disability; Property Damage \$1,000,000 or more
 Class B - Permanent Partial Disability; Property Damage between \$200,000 and \$1,000,000
 Class C - Lost Workday; Property Damage between \$20,000 and \$200,000
 Non-rate Producing


Symbols for Mishap Aircraft





THE COMBAT EDGE

is Going Bimonthly

eginning in 1950, with the first edition of Strategic Air Command's "**COMBAT CREW**," and then Tactical Air Command's "**TAC ATTACK**" in 1961, and finally Air Combat Command's "**THE COMBAT EDGE**," there has been a safety magazine published on a monthly basis. It is with much sadness that the staff and I announce that, due to budget cuts, "**THE COMBAT EDGE**" will no longer be a monthly magazine, but will now be published on a bimonthly basis starting in January 2007.

The move to a bimonthly format was implemented in January to ease the transition without disrupting the distribution schedule; however, the new format will allow us to feature 2 month's worth of awards at a time, while still allowing us to bring you an issue in time for the start of the 101 Critical Days of Summer and the holiday season. Please continue to submit your safety stories for publication. Even though we will have a new printing schedule, your stories are just as critical as they have always been to us. Each one represents valuable lessons learned that help others avoid the same mistakes or errors in judgment. Your continued support ensures that Safety is everyone's **COMBAT EDGE**.

-- Lt Col Anton Komatz, Editor

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