



Combat Edge

January 2006

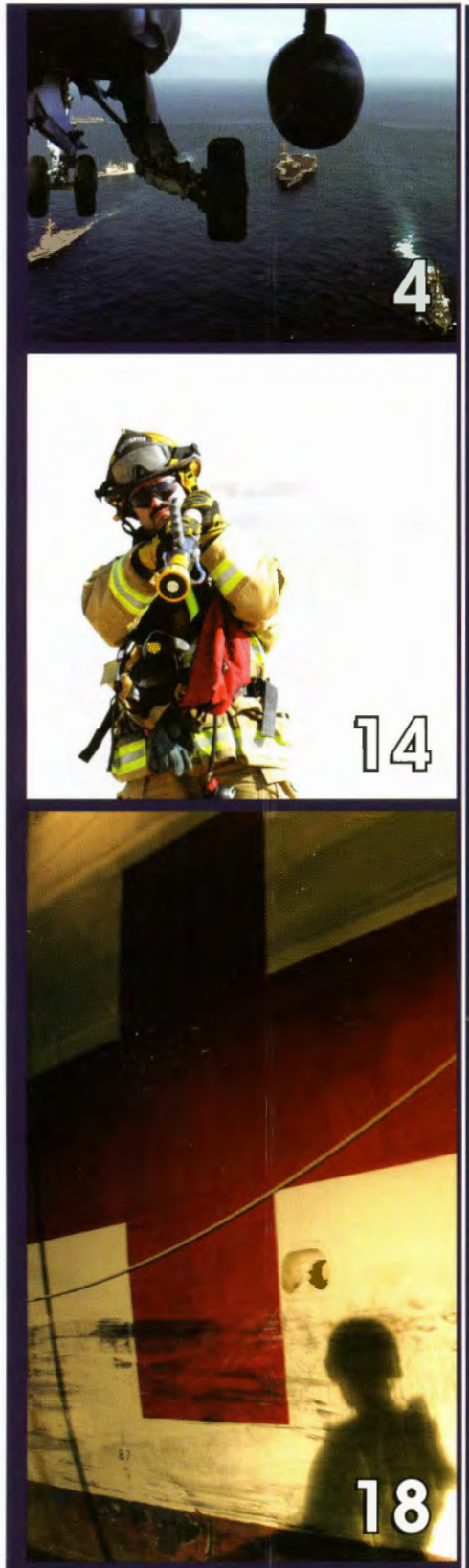


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COLONEL CREID K. JOHNSON, DIRECTOR OF SAFETY

Combat Edge

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COVER PHOTO BY TSGT BEN BLOKER

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SAFETY LEADERSHIP FOR 2006

ACC's New Year safety resolution is to focus on leadership, wingmanship, and accountability ... in our professional and in our personal lives. We are in the profession of arms ... a profession that has inherent risk, but it is risk that we weigh, risk that we understand, and risk that we consciously accept.

We are all responsible for doing it right ... Commanders, leaders and wingmen. Solid safety leadership is contagious, and safety leadership is the responsibility of each one of us. We need to focus on proper training so the person at the point of action can step in and break the accident chain ... and have the courage to do so. We've all heard it before: complacency, fatigue, misplaced enthusiasm, or just plain reckless behavior have ended in injury or loss of life. The result is always the same ... mishaps impact mission effectiveness. We are all accountable for our actions and inactions. Safety is a personal program; when something goes wrong, inevitably someone somewhere either made or refused to make a decision that affected the outcome. Each one of us bears a responsibility to look out for our leaders, our wingmen, and ourselves ... apply operational and personal risk management principles to all on and off-duty activities.

Finally, we need to get our safety heroes into the limelight. There are hundreds of times everyday that someone does it right. There are hundreds of times everyday that someone says, "Where's your checklist," "Don't do that," "Buckle up," "Slow down," or "Stop, let's start over on this" ... but we seldom hear the stories, and they become non-events. We need to talk about your success stories. We need to share them with **THE COMBAT EDGE**, and we need to start sharing good ideas across the command; it's your forum, let's use it. Remember, the goal is ZERO mishaps, and I need everyone's best effort to make 2006 the safest and most effective year on record. Make safety our **COMBAT EDGE** — it's one resolution we can't afford to break.



General Ronald E. Keys,
ACC Commander



"There was another problem. With the right engine stuck at the high power setting and the left engine at idle, I was flying at 190 knots."



MAY DAY

by Lt Kent M. Leonard, USN

calibrated airspeed, full flaps, and gear down just to stay level."



As a new guy in a FA-18 Hornet squadron, I was preparing for my first 6-week, pre-cruise exercise known as COMPTUEX.

I was scheduled for a night Field Carrier Landing Practice (FCLP) period at Oceana Naval Air Station. The weather at the field was marginal with 4,000-foot overcast and light rain. Our plan was to launch, fly a couple of All-weather Carrier Landing System (ACLS) approaches, and then enter directly into the FCLP pattern.

I took off on time and began mentally preparing myself to fly my best passes. My two ACLS approaches culminated in perfect OK 3 wire passes -- alright, maybe they were barely fair 3s. Upon completion of my second approach to a touch-and-go, I entered the Visual Flight Rules (VFR) pattern by turning downwind. Rolling into the groove on the first pass, I brought my throttles back during the wings-level transition and felt a noticeable hang-up in the throttles.

All systems appeared to be operating correctly, but there was definitely a "catch" that I hadn't noticed previously. On climb out, I retarded the left throttle to idle and then back -- everything looked and felt normal. I then reduced the right throttle and felt the same "catch" between 70 to 75 percent Revolutions Per Minute (RPM). Thinking the problem resided with the throttle friction, I attempted to readjust the setting. I exercised the right throttle several times feeling the hang-up each time, but continued to get appropriate engine response.

Rolling into the groove on the next pass, I acknowledged seeing the landing light indicators. I felt like I had made it to a pretty good start, but during the wings-level transition, the lights indicated I was too high. I slowly reduced the power, thinking I must have been overpowered throughout my approach turn. I was as far back on the power as my comfort level would allow and yet the lights continued to indicate that I was too high. What was going on? The airplane yawed left a little, but it felt more like a huge, rear-quartering wind shear. Feeling something just wasn't right, I took my own wave off.

Looking at my engine instruments, I noticed the RPM on my right engine was stuck at 93 percent while the left engine was steady around 80 percent. I pulled the right throttle back, but nothing happened. I advised the Landing Signals Officer (LSO) of my situation and what I had done.

The LSO suggested we switch base and start troubleshooting. I also advised tower that I would be climbing to 2,000 feet Mean Sea Level (MSL) to be above the VFR pattern while troubleshooting an engine problem. I didn't have much altitude with which to work because of the overcast, but I did not feel comfortable working an engine problem in the VFR pattern.

As base broke out the big Naval Aviation Training and Operations Procedures (NATOPS) manual, we went through the stuck throttle procedures step by step -- all to no avail. My fuel state was 4,200 pounds and with one engine operating near military power, I



USN Courtesy Photo

FA-18 Super Hornet



USN Courtesy Photo



Photo by Photographer's Mate Airman Justin R. Blake



Photo by Photographer's Mate 3rd Class Krisopher Wilson





was using gas quickly. I estimated we had about 15 minutes to figure out a game plan before I hit emergency fuel.

There was another problem. With the right engine stuck at the high power setting and the left engine at idle, I was flying at 190 knots calibrated airspeed, full flaps, and gear down just to stay level. We decided the best thing to do was to shut down the right engine and take an arrested landing.

Parallel to the field on downwind and at about 3,000 feet MSL and climbing, I advised tower that I was declaring an emergency and would be securing my right engine, extending downwind for about 6 miles, and taking a trap. With

my fuel state down to 2,100 pounds, I still had to maintain a slight climb to keep from over-speeding the landing gear.

I attempted to shut down the right engine normally with the throttle lever, but this had no effect. In this case, the NATOPS manual states to secure the engine by pressing the fire light, which shuts off fuel to the engine. I reached up to secure the right engine with the fire light, checking and verifying the correct light and throttle several times to make sure I didn't shut down the wrong engine. After pressing the right engine fire light, I selected half flaps and hook down. The cautions started stacking up

on my display. I went through each one of them with the Squadron Duty Officer (SDO) on base radio to make sure they were appropriate to securing the right engine. All displayed cautions were normal.

The rest of the flight was fairly uneventful as the LSO talked me through a single-engine, no grade, 1 wire. I landed about 40 minutes after takeoff.

Maintenance efforts the next day determined that the right throttle linkage had snapped, making it impossible to provide any inputs to the engine. The throttle linkage is a long rectangular rod that wraps around the engine to connect the throttle to the fuel control unit. The



rod appeared to simply shear without any sign of bending at the breakpoint. The “catch” I had felt earlier in the flight had been the impending break point rubbing against the linkage guide.

There were several lessons learned and confirmed from this incident. First, if something doesn’t “feel” right in the airplane, it is probably time to land and get it checked. Nighttime airborne troubleshooting in marginal weather is not something to practice. Second, I’m glad I was at 3,000 feet when I shut down the right engine. Although the hydraulic switching valves should switch normally during an engine shutdown event, I did experience momentary flight control

irregularities during the transition to half flaps. Having some altitude beneath me made the transition a lot less problematic. I’m also glad I had so many people working the emergency with me from a crew coordination perspective. The LSO, the SDO, and Air Traffic Control were all very receptive to my situation and requirements and backed me up with all the appropriate procedures.

This, once again, shows how quickly a very routine flight can turn into a dynamic situation. It’s also a great reminder of how important crew coordination is even in the single-seat community.

Photo by Photographer's Mate Airman Justin R. Blake



Aircraft Arrest Rip Line

Reprinted courtesy of the Navy Safety Center





in-between the SLATS

by MSgt Clifton Moore, Ellsworth AFB, S.D.
Photos by SSgt Eric Sheler

It was a sunny, warm, humid July day at Kadena Air Base, Japan. The 633rd Aircraft Maintenance Support Squadron was busy as usual, maintaining all sorts of aircraft. Luckily, I got to supervise a concurrent refuel while loading cargo on an airline 747.

While I was loading, I noticed Mike, the aviation and powerplant mechanic for the airline, preparing to change a landing light bulb in the wing of the 747. He lowered the slats on the wing's trailing edge to get access to the light bulb, and proceeded to change it.

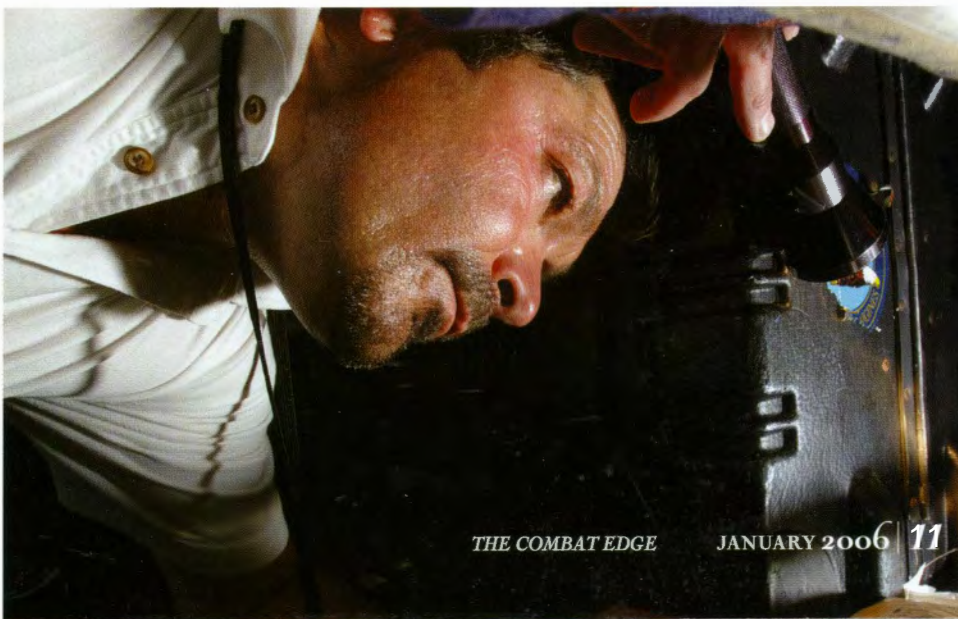
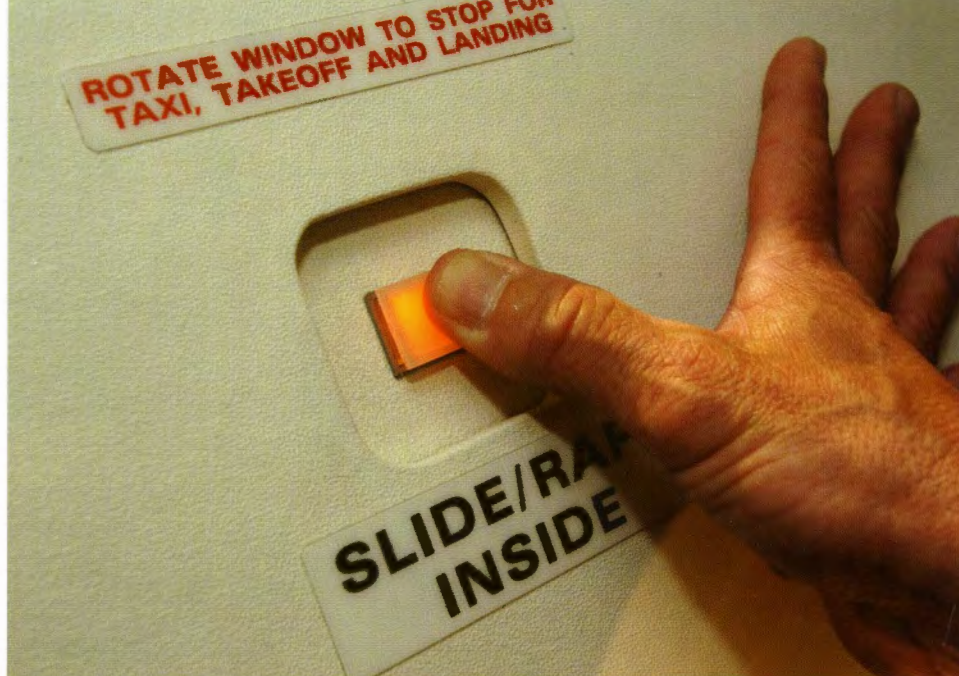
At the same time, there was a flight crew turnover. When the turnover was completed, the new crew closed the flaps and slats. They had no idea Mike was changing and repairing the landing light.

As the slats were closing, Mike somehow got up inside the wing trailing edge – thankfully he was a skinny guy. We thought he was playing a joke on us when all this first happened. After about 10 minutes, we heard banging. My single point refuel monitor noticed Mike in the light window, asking to get out.

I told the flight crew that there was someone stuck inside the slats and asked them to lower the slats. After 20 minutes of “discussing” the issue, the flight crew still didn’t understand the severity of the situation. I then took matters into my own hands. I told Mike to stay clear of the slats and began dropping them manually. Finally, we got Mike out, and amazingly, he was not hurt. If he had not been so skinny, he would have been a fatality.

There are two morals to this story. First, Mike should have tagged the circuit breakers and spoiler handles and followed the technical data. Second, the new flight crew should have followed their checklist and done a walk around the aircraft to see what was going on. They were going to fly this aircraft, but did not follow procedure to ensure it was in good operating order.

It doesn’t matter if we are civilian or military mechanics or flight crew, we all have a responsibility to take care of each other. The aircraft maintenance and aviation world is a very dangerous place. Follow all technical data, safety regulations, and checklists. You just might save a life. ✈



Safety Snake Dance

by Maj Heather Alexander, 380 AEW/SE (DEPLOYED)

Photos by A1C Christopher L. Ingersoll

Photo by MSgt Lance Cheung



How often have you heard someone grumble, "Why do we have to check? I know it will work fine. This is wasting valuable time." Well, we check and test run and follow the guidance for a reason. "This is a safety success story. A clear example of ORM working like it should," said Col Gregory Augst, the Wing Commander for the 380th Aerospace Expeditionary Wing (AEW).

With the build-up for Operation IRAQI FREEDOM, the 380 AEW became responsible for a majority of the coalition

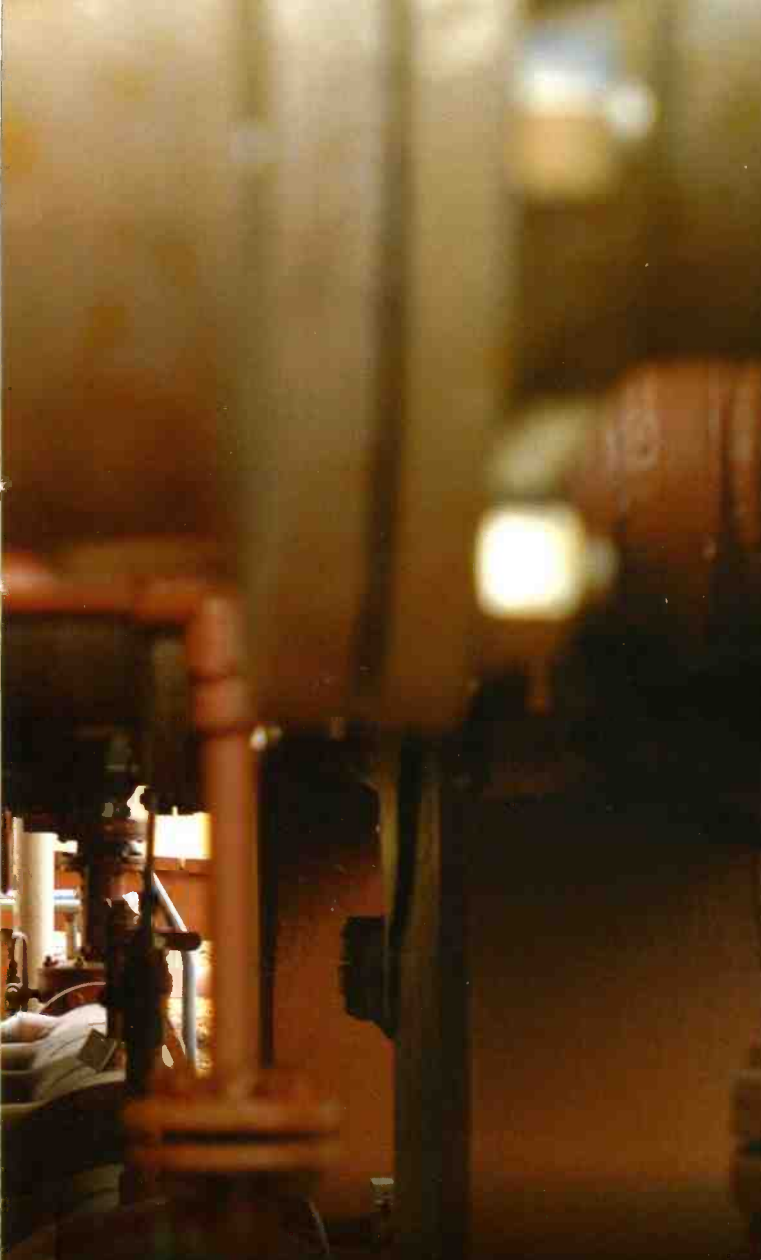
air refueling capability in the Persian Gulf. The Wing had to increase its capability to store and transfer fuel by over 1,000 percent in less than 3 months. Part of the project included an off load and transfer station along with the associated piping system.

The schedule was tight and the big push was approaching. Was anyone thinking "operational need" dictated a combat decision to cut a few corners? After all, system tests aren't that important are they? Whoa. Let's think about that one for a minute. Jet fuel at high pressure in an untested

system; is that really the best way to shorten a time line and win the war? Maybe not!

Exactly 2 months to the day dirt was first turned on the project, our team did perform that pressure test on the pipeline using simple, non-flammable water. The test was going fine as the team varied the pressure from 5 to 7 bar. However, when they increased the pressure to 10 bar (145 pounds per square inch), an 8-inch diameter pipe snapped up 10 feet in the air. It looked like something out of a snake charmer story as the big pipe whipped angrily around.

Safety Snake Dance Maj Heather Alexander 380 AEW/SE (deployed)



Apparently, one of the processes the supplier used wasn't quite right. The expansion tubing didn't work so well and broke. This would have been a big problem if the first "test" had been with fuel in the line.

And that's how safety success stories are written. There was no significant damage. No one was hurt; shocked, startled, and surprised perhaps, but not hurt. The pipeline system and design was re-evaluated and operational in less than a month, helping to safely deliver critical fuel throughout the area of responsibility.

So what can we learn? "There is a difference between hurrying and expediting," Col Augst says, "I expect people to expedite and get the job done efficiently, but when you hurry, you make mistakes." Yes, it would have been easy to press on

and skip a step or two. Yes, it would have been easy to believe everything would hold as it was designed to; "no problem." But all those yeses would have become one big safety nightmare. Think about it. Spraying fuel, irreplaceable Air Force assets, and a hot dry climate; add one little spark and this would have been a very different and tragic safety article.

While snake charmers might be a popular tourist attraction in some parts of the world, a "snake dance" by a pipeline full of fuel definitely would not be anywhere on the list of "must sees" for our deployed forces. Take that extra minute or hour or day to check, test run, and follow the guidance. Always ask yourself if you are hurrying or expediting to win the war. Lives are depending on your answer.



When a **Fire** erupts

by Mr. Vincent Dotson, Barksdale AFB, La.

There I was
Pretty exciting, huh?



... polishing my boots.

Well, it's a story that needs telling.

Over a recent 3-day weekend, I decided to get my dirty, grungy, work boots cleaned up. One can of boot polish was almost empty and another one was half full. Any idea what happened next?

Before I tell you, first let me share something about myself. I've been there, done that, and got the coffee cup, the T-shirt, and the idea that "it won't happen to me." I've been through a lot in my career and life, and somehow, have managed to come out in one piece. The really bad stuff has always happened "to the other guy" – NOT!!!

Anyway, I'm getting ready to polish the boots, while doing the laundry and drinking my ever-present cup of coffee. So far, life is good. As I mentioned earlier, I had two cans of polish; one almost empty and the other half full. Obviously, there was a simple solution – let me be clear here, I said "simple" not safe. Foolishly, I proceeded to put each can of polish on a burner on the stove, turned both on, and left the kitchen. And there, captured in one sentence are: mistakes number one, two, and three.

I was putting the clothes in the dryer, and it was taking too long, but I had no worries. "It's me; nothing can go wrong -- not to me!!!"

I walked back into the kitchen and all those thoughts went up into a literal puff

of smoke. Yep, you guessed it. A 2-foot flame was shooting out of one of the cans and the other was boiling. Luckily, I was able to turn off the two burners before the second can burst into flames. However, my misfortune did not end there.

I knew we had a fire extinguisher around the house, but didn't know where; mistake number four. Thankfully, my wife was in the next room and knew exactly where it was. I grabbed the extinguisher, pointed it at the base of both flames, and pulled the trigger. Nothing happened! In my "slightly" panicked state, I had forgotten to pull the charging lever; mistake number five.

It was then that my years of Fire Safety classes kicked in, and I finally got my act together. After two flareups, I was able to put out both fires. As I looked through the dry-chemical fog, I was stunned by the mess.

The flames burned the cabinets above the stove, melted the light fixture on the stove hood, melted the plastic splash guard behind the stove, and left smoke stains on the walls and ceilings. Boiling hot polish was splashed everywhere. Additionally, there was a thick coat of extinguisher powder on everything, and it was rapidly spreading throughout the house. Needless to say, it took me 2 days to clean up the mess and over \$150.00 to fix the damage. Not exactly the way I had planned to spend my long weekend!

Lots of lessons to learn here. ... Boot polish is a wax, which makes it flammable, easy to melt, and easy to burn. It should never be placed on a stove or over a candle or any other heat source. That should have been a no-brainer. Another no-brainer is having a fire extinguisher – right? Well, it's just as important to know where it is and how to use it. Figuring out how something works in the middle of a crisis is never a good idea and can be deadly.

I almost burned down my house, and since I live in a duplex, my neighbors would have probably lost their home as well. Not a good way to keep good neighborly relationship going. If I had been living in the dorms, I could have put the whole dorm population out on the street!

Throw the "it won't happen to me" attitude out the door and off the base. Mishaps are equal opportunity events that are usually a culmination of multiple bad decisions or mistakes. If I had stopped at mistake number one, two, or three, my boots would have been the only thing that I would have cleaned that weekend.


Recognizing mistakes, before you make them, is definitely the most challenging part of operational and personal risk management, but it can be done. Take the time to Assess the hazard(s), Consider the options, and then Take action (ACT). Reading stories like mine can also help. It's much better to learn from my mistakes than to make your own. 

Photo by SSgt. Samuel Rogers



Photo by TSgt. Ben Blaker



Photo by SSgt. Samuel Bendet



PRIMARY FUNCTION: Fighter, air-dominance

WINGSPAN: 44 feet, 6 inches

LENGTH: 62 feet, 1 inch

HEIGHT: 16 feet, 5 inches

POWERPLANT: Two Pratt & Whitney F119-PW-100 engines capable of supercruise and thrust vectoring

SPEED: Mach 1.8 (supercruise: Mach 1.5)

ARMAMENT: Two AIM-9 Sidewinders; six AIM-120C Advanced Medium-Range Air-to-Air Missiles (AMRAAM); one 20mm Gatling gun; and two, 1,000-pound Joint Direct Attack Munitions (JDAM).

CREW: One

BUILDER: Boeing and Lockheed Martin Corp.

PERSONNEL (APPROXIMATE): USAF Program Office, 350; Lockheed Martin Aeronautical Systems, 1,000; Boeing, 1,500; Lockheed Martin Tactical Aircraft Systems, 1,200; Pratt & Whitney, 1,700.

27th Fighter Squadron:

The 27th Fighter Squadron is the oldest fighter squadron in the U.S. Air Force. Over its history, it has had numerous aircraft assigned, to include the: Nieuport 28, Spad XIII, Sopwith F-1 Camel, Fokker D-7, PW-8, P-12, P-16,

P-26, P-35, P-36, YP-43, P-38, F-86, F-94, F-102, F-106, F-4E, F-15C, and F/A-22. As well as its many aircraft, the 27th Fighter Squadron has called a number of areas "home" during its existence: the European Theater during WWI, as well as Selfridge Field, Michigan. At the

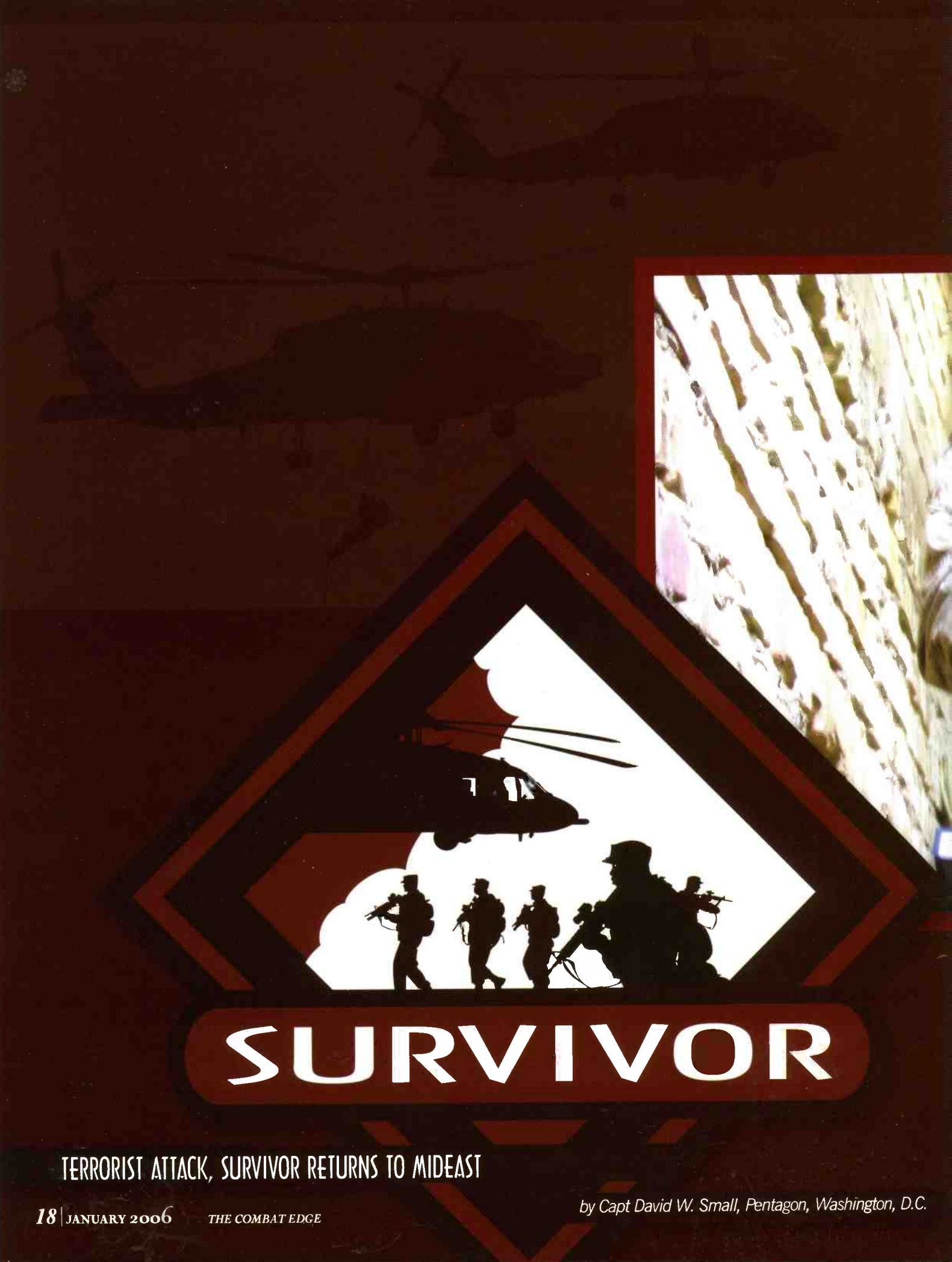


F/A-22 Raptor

beginning of WWII, the 27th performed anti-submarine duty at San Diego NAS and defense duty at Reykjavik, Iceland. The 27th participated in the European and the Mediterranean theaters of operations, and after WWI it was based in an Air Defense role around the Northeast

to include Griffiss AFB, New York, Loring AFB, Maine, and then sent south to MacDill AFB, Florida. In July 1975, the 27 FS was transferred from MacDill to Langley where it remains to this day. As one of three fighter squadrons of the 1st Fighter Wing, the 27th Fighter Squadron

is tasked to provide air superiority for United States or allied forces by engaging and destroying enemy forces, equipment, defenses, or installations for global deployment. The unit is equipped with the F/A-22 Raptor, the new air-dominance fighter. ✦



SURVIVOR

TERRORIST ATTACK, SURVIVOR RETURNS TO MIDEAST

18 | JANUARY 2006 THE COMBAT EDGE

by Capt David W. Small, Pentagon, Washington, D.C.



**"Sixty-Two seconds after deciding to move
the terrorists had arrived at our location."**

Lt Col Ed O'Neal is back in the theater exactly 1 year to the day after leaving, following a vicious terrorist attack where he was shot five times. Lt Col O'Neal, the new U.S. Central Command Air Forces Forward Director of Manpower and Personnel, acknowledges a single training course he took 12 years before as the reason he is alive. His devotion to duty is the reason he's deployed again, despite some apprehensions.

On May 29, 2004, Lt Col O'Neal was sipping coffee in Dhahran, Saudi Arabia. He was preparing for meetings as part of a 2-day temporary duty in his job as Director of Training for the U.S. Military Training Mission in Riyadh. A shop attendant calmly walked into the restaurant and told another attendant that the compound was under attack. Lt Col O'Neal and his partner, Lt Col James Broome, overheard the conversation and ran to the nearest security post to assess the situation.

There, the two Lt Cols decided to get to higher ground. They ran up to the third floor in one of two towers on the compound, grabbed some third-country nationals on the way, and barricaded the roof. Sixty-two seconds after deciding to move, the terrorists had arrived at their location.

The Lt Cols and the people they rescued were on the roof for more than 12 hours in the beating sun while a battle between the terrorist attackers and Saudi security forces raged below.

As the Saudi security forces swept the compound and extracted people trapped in the battle, O'Neal and Broome were both wounded.

Ricocheting gunfire hit O'Neal in five places and Broome was shot in the upper arm. None of their injuries were life threatening, but 22 people were killed in the attack.

Combat Rescue officers evacuated the two to Germany, where Lt Col O'Neal healed with his wife at his side and made the decision to go back to Saudi Arabia to complete his rotation. "If you fall off your horse, you can't just quit. I needed to go back, otherwise I'd never be able to do my job overseas," he told his supportive wife.



Photo by Journalist Sgt. Adam R. Cole

What happened during this brutal attack though is in the past and is another story. What he wants to convey to Airmen today is that he was able to take the appropriate actions during the attack because he paid attention to instructors during military training courses.

In 1992, Lt Col O'Neal, then Capt O'Neal, deployed to Africa as a U.N. observer. To prepare, O'Neal went to the International Terrorism Awareness Course at the John F. Kennedy Special Warfare



Photo by SSGT Sarayuth Pinthong

Center at Fort Bragg, N.C. The Joint Special Operations University at Hurlburt Field hosts the Air Force's shorter version of this course called Dynamics of International Terrorism.

At Fort Bragg, O'Neal learned, among other details, to be familiar with his surroundings, practice good security, make himself a hard target, and maintain vigilance. His instructors planted fake car bombs on students' rental cars and sent anonymous letters and packages to their hotels to train them in situational awareness. This class helped Lt Col O'Neal through his ordeal.

"I'm here today because of what I learned in that course," he said. "You'll use whatever you learn – you just don't know when you'll use it. You've got to be prepared. When the time comes, you can't say you need a re-do on the class."

He also drew on knowledge from his prior-service Army training. "During the attack, I harkened back to stuff I learned as an E-1," he said. "In class, I don't sleep, I pay attention. Not every training has an application the second you walk outside."

In short order, he had to approach the attack with no weapon, not even his uniform blouse on. "Your brain is the ultimate weapon system," he said. "Physical fitness and training determines your ability as a professional Airman. Training builds con-

fidence. You'll be amazed at how you'll react when the time comes and you need to react in the right way," Lt Col O'Neal said. "Nothing you learn is wasted."

Before he was repatriated to Germany, one of the medics asked the imposing 6-foot, 3-inch Lt Col incredulously, "We don't see many senior officers wounded. What's your job?" He replied with a snicker, "I'm a Personnel Officer." When the medic asked what he was doing to get shot, he replied, "My job. They didn't ask me what my Air Force Specialty Code was when they opened fire. Special operators are not the only Air Force combatants in this ubiquitous battlefield."

Lt Col O'Neal's decision to return to Saudi Arabia and complete the 50 days remaining for his deployment was not easy. He said it was painful to go back, but he was glad to have the opportunity to face his fears. "I knew I would stay in the Air Force and needed to complete that mission so I could continue to do my job with confidence," he said.

He finished his tour on July 21, 2004. On July 21, 2005, Lt Col O'Neal stepped off another rotator into muggy desert air on a runway near the Arabian Gulf for a 1-year tour here. "There's going to be others like me who are going to have to come back here," he said. "Each person has to come to terms with what's happened to them."

He modestly puts his experience in perspective by comparing it with an Army specialist he met at Landstuhl Regional Medical Center. While the specialist's partner held an insurgent detainee nearby, the soldier peered into a hole in the ground looking for a weapons cache. The hole had black powder around it and the detainee was smoking a cigarette. When he flicked the cigarette to the ground, the gunpowder ignited. The burn left an indelible scar – a bright pink circle covering the African-American soldier's face.

That was this soldier's second purple heart in 14 months, but he told the Lt Col he wanted to go back to Iraq and do his job. "When you see young men like him committed to the mission, whatever I felt from my attack can't be that bad," said Lt Col O'Neal.

His job today is Personnel Support for Contingency Operations or PERSCO teams up-range. He also handles organizational issues for units in theater and provides personnel and the Combined manpower support to the Forces Air Component Commander.

To read a full account of the terrorist attack, visit the web at: http://www.edwards.af.mil/archive/2004/2004-archive-col_oneal.html





MONTHLY AWARD WINNERS



Capt Jeffrey Wright displayed exceptional airmanship and flying ability in his handling of an in-flight T-38A flight control emergency. Capt Wright was instructing a routine re-qualification sortie with a non-current pilot in the Front Cockpit (FCP). The FCP pilot was performing a Rudder Effectiveness Maneuver when both pilots heard a loud bang and the aircraft immediately returned to a neutral rudder orientation. Although Capt Wright had full control effectiveness in all three axes, the FCP pilot had lost all left rudder authority. Immediately referencing the Controllability Check/Structural Damage checklist, Capt Wright and the FCP pilot performed a controllability check and found: all Rear Cockpit (RCP) flight controls worked normally, however, the FCP had no left rudder capability. In accordance with checklist procedures, Capt Wright left the aircraft configured and flew directly back to Beale AFB, Calif. With an approach speed of 186 knots indicated airspeed, significantly higher than normal approach and landing speeds, Capt Wright was concerned with a landing distance that approached 90 percent of the runway available. Flying a flawless approach and landing, Capt Wright was able to stop the

aircraft prior to the end of the runway. When he discovered the nose-wheel steering was inoperative, he used differential braking to safely exit the runway. He shut down the engines on the taxiway, egressed the aircraft normally, and had it towed to parking. It was later discovered that the 15,000-pound rated rudder connection cable between the FCP and the RCP had broken, thus preventing the FCP from controlling the rudder and the RCP from controlling the nose-wheel steering. The quick thinking, outstanding airmanship, and exceptional flying skills exhibited by Capt Wright directly contributed to the safe recovery of the aircraft.



Capt Jeffrey Wright
1st Reconnaissance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.



Capt Lee climbed up the ladder of his F-15C aircraft for a normal training mission. It was a rainy day, and he noticed that the surfaces of the jet were very slippery. As the crew chief climbed to the top of the jet to remove the canopy strut, Capt Lee paid particularly close attention because he was aware that the Air Force had unfortunately lost a maintenance worker during the spring due to a fall from an F-15 ramp. Although Capt Lee was rushed for time, he decided to delay his personal ground operations in order to observe the crew chief. Suddenly, the crew chief lost his footing on the wet surface of the ramp and began to fall. Capt Lee, without hesitation, sprang from the seat and grabbed the crew chief by his shirt to stop

him from falling the near 10 feet to the ground. While holding the crew chief, he began experiencing severe pain from a knee injury. Capt Lee then lowered the crew chief to the ground, called for an ambulance, and waited with the crew chief until help arrived. Capt Lee's exemplary situational awareness prevented serious injury and possible loss of life.



Capt William M. Lee, Jr.
58th Fighter Squadron, 33rd Fighter Wing
Eglin AFB, Fla.

Aircrew Safety

Award of Distinction

During climb out in their B-52, following a maximum gross weight takeoff for an Operation ENDURING FREEDOM combat sortie, the pilots of Havoc 21 noticed the number four engine low oil pressure light was illuminated. The pilots quickly cross-checked the corresponding pressure gauge, found it to be low, and immediately shut down the engine using the Emergency Engine Shut-down checklist in accordance with Dash One procedures. With the engine successfully shut down and an aircraft that no longer met 'mission go' criteria, they notified the tanker crew of their situation, allowing the tanker to remain on the ground. The crew held in the vicinity of their Forward Operating Location (FOL) while running no less than 15 normal and emergency checklists associated with the loss of the number four engine. The crew was faced with problems including the loss of half their braking, steering loss on one forward gear, loss of normal left side landing gear extension and a 50 percent reduction in stabilizer trim rate. The situation was further complicated by the weight of the 12 retained GBU-31 Joint Defense Attack Munitions and the thousands of pounds of ballast fuel required to keep the aircraft center of gravity in the safe range for landing with weapons on board. The pilots computed landing data for the stricken heavyweight aircraft while

burning fuel and keeping in mind their reduced braking action for the very real possibility of a wet runway landing at the isolated FOL. Meanwhile, the navigators kept a watchful eye on the weather and the electronic warfare officer coordinated with squadron supervision, the Supervisor of Flying, and the Duty Instructor Pilot. The crew remained ready to jettison the weapons if necessary to further reduce gross weight for the wet runway landing. Prior to landing, the aircraft commander turned on the number four hydraulic system standby pump and emergency extended the left aft gear. Now in a safe configuration and at a safe weight to land, the pilots executed a flawless approach and landing. The aircraft was towed clear and turned over to maintenance. The aircrew's skill in handling this complex, multi-faceted emergency showcased their thorough knowledge of aircraft systems, exceptional crew resource management skills, and keen judgment. The crew's actions resulted in the safe recovery of a \$74 million combat asset.



**Capt Jeremiah Baldwin, Capt Gabe Cantu
Capt Jeff O'Brien, 1Lt Gretchen Dues, Capt Steve Wilson
96th Expeditionary Bomb Squadron, 2nd Bomb Wing
Barksdale AFB, La.**

Weapons Safety

Award of Distinction

Sgt Erich Mansfield was driving an unloaded 10K forklift down the hill along the MSA perimeter road towards a live bomb build-up pad. As is normal protocol, he was driving backwards. As he began to go down the hill, his brakes failed. He attempted to use the emergency brake, but it did nothing to slow him. He cycled the engine off and back on again, but also to no avail. His end speed was approximately 30 miles per hour as he zipped through the pad between live bombs, trailers, dunnage, parked aerospace ground equipment, and other storage crew members at the location. SSgt Mansfield considered and disregarded the idea of bailing out of the forklift for fear that it would crash into a live bomb and kill more people. With an extremely tight grip on the steering wheel, he managed

to steer clear of all the assets on the pad. Upon clearing the pad, he struck one of the lightning protection system telephone poles, shattering its base into splinters. The forklift then came to a halt as it struck a ditch just beyond the edge of the pad. While the damage to the forklift is still being assessed, SSgt Mansfield miraculously walked away from the incident with nothing more than a higher than normal blood pressure.



**SSgt Erich A. Mansfield
57th Equipment Maintenance Squadron
57th Wing
Nellis AFB, Nev.**

MONTHLY AWARD WINNERS

Flight Line Safety Award of Distinction

A1C Owen Nowosielski was in the Local Control position monitoring an air traffic control trainee. At this particular time, the tower was experiencing a moderate surge in both B-52 and A-10 aircraft traffic, significantly increasing the trainee controller's workload. As one of the wing's B-52 aircraft touched down for a planned full-stop landing, A1C Nowosielski noticed the aircraft's drag chute had failed to deploy. During the landing rollout, the pilot chute which helps deploy the main drag chute departed the aircraft and landed on the runway surface approximately 3,000 feet from the approach end. Realizing the serious nature of the situation, A1C Nowosielski immediately took control from the trainee, notified the pilot of the malfunction and suspended all runway operations to mitigate the potential hazard. He promptly gave a B-52 on final approach go-around instructions to avert a potential aircraft mishap and coordinated with A-10s recovering from a mission to orbit and conserve precious fuel.

A1C Nowosielski then directed the Flight Data controller to call Airfield Management and inform them of the problem. Within minutes, Airfield Management removed the pilot chute from the runway and the tower was able to resume normal runway operations. All remaining aircraft landed without incident. The outstanding leadership, attention to detail, situational awareness, and decisive action displayed by A1C Nowosielski prevented possible damage to a \$74 million Air Force asset and permitted the safe recovery of numerous other Air Force aircraft.



A1C Owen M. Nowosielski
2nd Operations Support Squadron
2nd Bomb Wing
Barksdale AFB, La.

Ground Safety Award of Distinction

MSGt Daniel Mickelson was performing routine safety inspections on wash rack equipment when he identified a potential discrepancy with the fall arrest system located on spot 3. From the ground, he saw the anchor attach point sliding ram improperly positioned on the main support beam. Knowing the dangers involved to personnel and aircraft if the sliding ram were to derail, MSgt Mickelson immediately contacted the 20th Equipment Maintenance Squadron Aerospace Ground Equipment flight to deliver a stand that would allow for a more thorough inspection of the equipment. A closer look unveiled a bent steel restraining plate located at the end of the support beam that allowed a portion of the sliding ram to jump off of the track. MSgt Mickelson also identified a crack in the weld that attached the plate to the beam. If left undetected, the part would have soon failed, causing the entire ram assembly to fall off the support beam, which is directly above the canopy, and then possibly to the ground -- taking whoever was attached along for the ride. MSgt Mickelson informed the appropriate maintenance and safety agencies

that spot 3 was closed and then took it upon himself to inspect the remaining three fall arrest systems. To his surprise, all spots had the same defect, so MSgt Mickelson called the Civil Engineer Squadron (CES) to place an emergency work order. He also provided CES with a modified design of the restraining plate, which would eliminate this problem from occurring in the future. The quick action taken to contact the appropriate sections enabled all repairs to be completed within a day and prevented any disruption to the 20th Fighter Wing wash schedule. The vigilance and sense of urgency displayed by MSgt Mickelson averted catastrophic failure to all four fall arrest systems and thus prevented costly damage to aircraft structure and severe injury or death to wash crew personnel!



MSgt Daniel J. Mickelson
20th Equipment Maintenance Squadron
20th Fighter Wing
Shaw AFB, S.C.



After landing at Minot AFB, N.D., the Squadron Commander activated an 11th EBS operations desk to assure 100 percent accountability as aircraft recovered through the night in blowing snow with visibilities down to 1 mile. The squadron's actions saved 14 B-52 aircraft valued at \$1.1 billion, averting a potentially catastrophic loss to the nation's combat capability. Less than 16 hours elapsed from the evacuation order to the last jet landing at Minot. The total mission focus, supreme commitment to safety, and unrivalled professionalism of the 11th Bomb Squadron is to be commended.



**11th Bomb Squadron
2nd Bomb Wing
Barksdale AFB, La.**

The 11th Bomb Squadron distinguished itself by rapidly developing and executing a flawless evacuation plan when faced with potential devastation from Hurricane Rita. The squadron was directed to begin preparation to evacuate every airworthy B-52. A squadron crisis action response team created two courses of action: a "go" plan to handle immediate evacuation and a "stay" plan if directed to ride out the storm. Squadron supervision applied solid operational risk management procedures, assigning senior instructors to those aircraft that had to be evacuated with less than optimum systems operational. In addition, the squadron contacted each family remaining behind to ensure they were prepared. The evacuation plan included a full complement of instructors and students, which minimized disruption to the training syllabus and capitalized on a valuable and unique field training opportunity. The order to evacuate was issued at 3:30 p.m., and the first jet was in the air by 7:30 p.m. The squadron worked hand-in-hand with maintenance to clear every possible aircraft for flight and successfully launched 14 of 15 aircraft.

ACC Safety Salutes Superior Performance

Maj Jason E. Bailey

F-16C Pilot
523rd Fighter Squadron
27th Fighter Wing
Cannon AFB, N.M.

SSgt Edward E. Griggs

Dedicated Crew Chief
552nd Aircraft Maintenance
Squadron
552nd Air Control Wing
Tinker AFB, Okla.

MSgt Troy C. Kersey

Sortie Support Flight Chief
2nd Aircraft Maintenance
Squadron
2nd Bomb Wing
Barksdale AFB, La.

1Lt Meredith A. Jessup II

Operations Analyst
36th Electronic Warfare
Squadron
53rd Wing
Eglin AFB, Fla.

SSgt Eric Gordon

SrA Ryan Dehlinger
EOD Craftsmen
2nd Civil Engineer Squadron
2nd Bomb Wing
Barksdale AFB, La.

MSgt Lloyd E. Webb

FOD & DOPP Monitor
2nd Bomb Wing
Barksdale AFB, La.

TSgt Jose S. Para, Jr.
NCOIC, Safety Education and
Hazard Abatement
27th Fighter Wing
Cannon AFB, N.M.

SSgt Chester A. Ward
Weapons Safety Manager
2nd Bomb Wing
Barksdale AFB, La.

Maj James L. Gregoire
Chief, Fighter Sim Cert
29th Test Support Squadron
53rd Wing
Eglin AFB, Fla.



QUARTERLY AWARD WINNERS

Weapons Safety

Award of the Quarter

MSgt Krohn's superior blend of professionalism, expertise, and dedication, coupled with his focus on wing objectives, produced programs with fabulous safety results. During the fourth quarter of 2005, over 2,000 munitions were loaded safely and 1,349 sorties, totaling 1,469.6 hours, were flown with zero Class A, B, C, or D mishaps! During seven Operation NOBLE EAGLE (ONE) taskings, he implemented and coordinated impeccable weapons safety procedures for the loading of over 500 live missiles. He eliminated confusion on the flight line between routine training operations and potentially hazardous ONE operations, resulting in zero mishaps. He converted the base comprehensive explosives safety "D-8" map from Auto-Cad to the new Geo-Base electronic map program, coordinating with base civil engineers to ensure the new software exceeded requirements. He led the extensive rewrite of the 27 FW Unit Weapons Safety Representatives (UWSR) training guide and the Commander's safety guides, which clarify the roles for the Commander and UWSRs in explosives mishap prevention. His efforts were paramount in en-

suring 150 squadron personnel received training with zero overdue members. Additionally, he established cross-service explosives safety management procedures, again maintaining a zero reportable mishap rate. His safety expertise was greatly utilized for the Cannon Air Expo 2005 where there were approximately 8,000 attendees and over 50 static and aerial display aircraft. He inspected each static display aircraft and corrected numerous unsafe weapons conditions on the spot, yielding a safe show with zero mishaps! MSgt Krohn orchestrated and authored a wing weapons newsletter, cross feeding information on weapons safety criteria. This effort was lauded by the 12 AF Weapons Safety office and highlighted as a notable practice.



MSgt David C. Krohn
27th Fighter Wing
Cannon AFB, N.M.

Ground Safety

Award of the Quarter

Mr. Percy Adams demonstrated exceptional performance as the interim ground safety manager, flawlessly bridging a 6-month gap in the position. He deftly ensured seamless continuity of all key programs and achieved a 3 percent decrease in total mishaps. As the senior investigator for all ground mishaps, Mr. Adams guided four trainees through the investigation process, sharing his expertise, providing valuable mentorship on professional safety duties, and increasing the on-time reporting record beyond 88 percent. As the driving force behind the Traffic Safety Working Group, Mr. Adams worked hand-in-hand with civil engineers to upgrade crosswalks with reflectors, dramatically increasing pedestrian safety. Mr. Adams convened a wing-wide motorcycle safety summit in response to a sudden surge in single-vehicle motorcycle mishaps. He capitalized on his experience as a fellow rider to hammer home the importance of risk management and personal responsibility, halting the trend virtually overnight. Mr. Adams spearheaded a joint initiative with security forces to increase seat belt spot checks by 20 percent (over 6,000 a

month) leading to an incredible 99.2 percent sustained compliance rate. He also provided vital support during the aftermath of Hurricane Katrina, coordinating a vital risk assessment for the proposed on-base Federal Emergency Management Agency mobilization center. Mr. Adams inspected facilities, conducted spot checks, and delivered expert hazard briefings to ensure the safety of critical round-the-clock relief efforts. Prior to Hurricane Rita, Mr. Adams provided expert advice to the wing staff to safely deploy 20 B-52s, 91 aircrew, 600 plus support personnel, and 175 tons of cargo with zero injuries or equipment damage. Mr. Adams spearheaded a monumental summer safety campaign, addressing seasonal safety topics with a barrage of hard-hitting educational spots and reducing mishaps by over 4 percent. Mr. Adams demonstrated selfless dedication to mission, professionalism, and sustained superior performance in a position three steps above his grade.



Mr. Percy J. Adams
2nd Bomb Wing
Barksdale AFB, La.

Flight Safety

Award of the Quarter

TSgt Steele's unwavering dedication to excellence propelled the 27th Fighter Wing to one of its safest quarters on record. His safety programs ensured the 27 FW flew a total of 1,349 sorties and 1,469.6 hours without a Class A or B flight safety mishap. He ensured 52 critical aircraft emergencies were safely recovered, protecting pilots and over \$1.4 billion in Air Force assets. During a deployment to Operation IRAQI FREEDOM, he assured 3,236 multi-service and multi-national sorties and 4,189.3 hours were flown without a Class A or B mishap. His phenomenal efforts revamping the mishap response and investigation kits, Safety Investigation Board trained personnel tracking system, and flight emergency trend analysis set the new standard for his deployed location. He volunteered to train Security Forces personnel on All-Terrain Vehicle safety, greatly enhancing the base perimeter defense and combat patrol measures. He personally tracked, reviewed, and edited 11 Class E events and two Class C safety mishap reports, ensuring each investigation was completed well ahead of the 30-day timeline. TSgt Steele was the Commander's choice to lead the effort to reduce airfield wildlife hazards. His home station BASH protocols, which he implemented at the

deployed location, resulted in ZERO reportable mishaps! His mishap prevention efforts as the flight safety point of contact for Cannon Air Expo 2005 resulted in a flawlessly executed air show. Handpicked for his widely acclaimed expertise as the wing's liaison for Air Force Glider Events at Littlefield, Texas, and Hobbs, N.M. He worked with local airport managers to coordinate numerous MidAir Collision Avoidance (MACA) visits throughout the quarter. Single-handedly educated local civilian pilots on F-16 flying operations at Cannon AFB, N.M., and distributed revised MACA pamphlets crucial to making the surrounding area a safe place for all to fly. Safety is TSgt Steele's forte and passion.



TSgt David M. Steele
27th Fighter Wing
Cannon AFB, N.M.





- In the September issue of THE COMBAT EDGE, we inaccurately listed the byline that read; Photo by: A1C Trina Flanagan. This photo was actually a photo illustration that was manipulated.



= Manipulated


FY06 Aircraft

As of November 30, 2005

	Fatal	Aircraft Destroyed	Aircraft Damaged
8 AF			
9 AF			
12 AF			
AWFC			
ANQ (ACC-gullied)			
AFRC (ACC-gullied)			

FY06 Ground

As of November 30, 2005

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

FY06 Weapons

As of November 30, 2005

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

Aircraft Notes

We've just completed a good month with no Class As. Keep up the good work! Some of our recent SIBs have identified confusing or incomplete T.O. guidance or messages as factors. We've all read FCIFs or Dash 1s that leave us scratching our craniums saying, "What the heck does that mean?" or "now what?" We owe it to ourselves to make sure the guidance is clear. If it's not, then we need to push it back up the chain and make it so. Don't forget the 847 process, and keep Stan Eval in the loop. Not all emergencies or situations can be covered in the Dash 1. Be creative. Hangar fly or practice unscripted EPs in the sim. It pays to prepare for the unexpected.

Ground Notes

ACC experienced its second fatal mishap in Nov, and again it was a motorcycle mishap. This mishap brought the total to three fatalities in FY06 for motorcycles. The Department of Defense's directed 75 percent reduction had placed the ACC goal at not to exceed two fatalities.

Weapons Notes

Weapons safety has experienced an extraordinarily high number of mishaps during the first quarter of FY06. We have exceeded FY05's first quarter mishap numbers and have experienced one-third of the total mishaps for the last fiscal year. In the first quarter of FY05, ACC units experienced two missile mishaps and one explosive mishap; however, in the first quarter of FY06, ACC units have experienced five missile mishaps and one explosive mishap. All of these mishaps have been attributed to personnel error and could have been prevented. We must stop this trend! Please ensure your personnel are following tech data, procedures, and paying attention to details.

Legend

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

Symbols for Mishap Aircraft



Fleagle



