

# Combat Edge

March 2006



## ANNUAL AWARDS EDITION

Combat Edge March 2006 Annual Awards edition





# GENERAL RONALD E. KEYS, COMMANDER

COLONEL CREID K. JOHNSON, DIRECTOR OF SAFETY

## Combat Edge

Volume 14 Issue 10,  
ACC SP 91-1

Visit us on the web @ <https://wwwmil.acc.af.mil/combat-edge>



### 4 PUSHING YOUR ENDURANCE LIMITS

by Lt Col Edward H. Jarrett, Davis-Monthan AFB, Ariz.



### 8 NOT YOUR ROUTINE COMMANDER'S CALL

by Mr. Vincent C. Dotson, Barksdale AFB, La.

### 10 0-0-1-3 PROGRAM TEACHES RESPONSIBLE DRINKING

by A1C Lauren Sixbey, F.E. Warren AFB, Wyo.

### 12 I NEVER SAW THE MOTORCYCLE

by Mr. Vincent C. Dotson, Barksdale AFB, La.

### 16 IT COULD HAPPEN TO YOU

by Mr. Vincent C. Dotson, Barksdale AFB, La.



### 18 IT'S ALL ABOUT THE FEET

Reprinted with permission of Safety Smart magazine

## DEPARTMENTS

20 ANNUAL AWARDS

26 MONTHLY AWARDS

30 STATS

31 FLEAGLE



**LT COL ANTON KOMATZ**  
EXECUTIVE EDITOR

**MAJ DANIELLE COLEMAN**  
EDITOR

**MRS. BARBARA TAYLOR**  
ASSOCIATE EDITOR

**SSGT RACHAEL PALUMBO**  
**A1C JAMES STEWART**  
PUBLICATIONS DESIGNERS

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

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

**DISTRIBUTION:** F. OPR: HQ ACC/SEM. DISTRIBUTION IS BASED ON A RATIO OF ONE COPY PER 10 PERSONS ASSIGNED. AIR FORCE UNITS SHOULD CONTACT THE COMBAT EDGE STAFF TO ESTABLISH OR CHANGE REQUIREMENTS.

**ANNUAL SUBSCRIPTIONS:** AVAILABLE TO NON-DOD READERS FOR \$51.00 (\$71.40 OUTSIDE THE U.S.) FROM THE SUPERINTENDENT OF DOCUMENTS, PO BOX 371954, PITTSBURGH PA 15250-7954. ALL SUBSCRIPTION SERVICE CORRESPONDENCE SHOULD BE DIRECTED TO THE SUPERINTENDENT, NOT HQ ACC/SEM.

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

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

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

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

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

COVER ILLUSTRATION BY: SRA ALEX SOTAK

 OR M = MANIPULATED IMAGE



# ACCent on Safety



## *And the Safety Award goes to ...*

A large portion of this month's issue is dedicated to our Air Combat Command Annual and Monthly Awards program. With mishap prevention at the forefront of our safety initiatives, this program promotes recognition of deserving individuals and units for safety-related sustained superior performance or one-time acts. While the process of writing and submitting awards takes a lot of time and effort, it is well-worth the investment. Not only does it motivate our Airmen to continue their hard work and accomplishments in the safety arena, but many valuable lessons are learned from the nomination write-ups. The narratives tell our readers how an incident started, how it was handled, and the end result. For all these reasons, it is so important for commanders and supervisors to support, be involved in, and publicize every aspect of our safety awards program. Congratulations to all the winners and keep up the great work!

Also in this issue is an article out of Seymour Johnson AFB, NC, which details how the 4th Fighter Wing went about their pre-departure commander's call this past holiday season. Knowing the holiday season often ends in tragedy for some of our Airmen, the leadership departed from what would be considered a "normal" commander's call filled with slides and lectures, and took a fresh approach in an attempt to reach its members. It worked! The audience was receptive and the 4th FW approach was a success. A little imagination, humor, and theatrics, while unconventional, went a long way to drive home the serious message of mishap prevention.

If your wing or unit safety office has found a unique approach to mishap prevention, share it with us, and we'll share it with the rest of the command. Let your best practice become our *Combat Edge*.



**Colonel Creid K. Johnson,**  
ACC Director of Safety





Pushing your endurance limit.

# PUSHING





About 6 months after joining the 12th Air Force safety staff in 2001, I ran into an old fellow KC-135 navigator. His most vivid memory of our past exploits was a long KC-135 trip we took from Beale Air Force Base, Calif., to Japan, back in the mid-1980s. He had been my flight commander on that mission. I had almost forgotten about that particular deployment, but the events came back quickly as we reminisced. Back then, I was a young aircraft commander who would have described myself as being pretty safety minded ... but you be the judge.

The venerable KC-135Q model that we flew was a modified tanker designed to support the SR-71 air refueling requirements. Every couple of weeks, we would deploy crews, aircraft, and parts to our two detachments. One was located at Kadena and the other at Royal Air Force Mildenhall in the United Kingdom. The mission in question was one of those regular swap-out sorties to Kadena — well almost ...

Typically, due to the fuel and performance constraints of the mighty J-57-equipped tanker, we would have to make at least one refueling stop either at

Eielson AFB, Alaska, or at Hickam AFB, Hawaii, before proceeding to Kadena. On this particular mission, we had an additional stop at Anderson AFB, Guam. Even with three full crews aboard, we knew this was going to be a long mission. Some crew swap-out dynamics to support other taskings added to the urgency of our timeline.

The guidance under the old Strategic Air Command for crew duty days was something like 20 hours for a regular crew consisting of an aircraft commander, copilot, navigator, and boom operator. An augmented crew with an additional aircraft commander, navigator, and

# YOUR ENDURANCE LIMITS

by Lt Col Edward H. Jarrett, Davis-Monthan AFB, Ariz.

boom operator could go for 26 hours. Based upon the winded flight plans and our planned turn times at Hickam and Anderson, we felt confident that we would be able to complete our deployment legs within the allowed 26 hours. Hack!

After about 4.5 hours of flying, we arrived without incident at Hickam and were expecting about a 2-hour turn for fuel. Luck would have it that business was booming, and we lost over an hour turning the jet. Tick, tick, tick ...

No big deal. We figured we could make it up on our 6- to 8-hour leg to Anderson. And we did, but only by burning a lot of extra gas trying to keep up with the winds and landing code 3 for a minimum equipment list required item. Then our time margins were further shaved by an additional hour waiting for the new replacement part for the copilot's instrument power generator. And, yes, the third crew — my crew — had the final leg into Kadena. The clock was ticking faster.

At this point in the mission, we all felt that we were being safe by pushing on to Kadena. No one saw the need to stay overnight at Anderson. Besides, that would have meant dealing with all the extra crew and duty passengers, and it just so happened that our Director of Operations (DO), now known as the Operations Group Commander, was one of those passengers. Even though our DO made no effort to push our crew, as a captain, I felt an urgency to get our colonel to his destination. He asked





a couple of times how we were doing on time, and I assured him that we should be able to get to our final destination within our crew duty time ...

Hatches buttoned up and engines running, we were tired, but ready to leave Anderson. Looking at our watches and counting the minutes instead of the 3.5 hours it would take us to make it to Kadena, we were a little less confident, but felt it was doable — just barely. Anxiously, we broke ground and headed for Kadena.

Shortly after we leveled off, my navigator spun the winds and we cross-checked our single inertial navigation system for confirmation of our time to landing. That is when we had to face reality. The stronger than expected headwinds indicated we were not going to make it and changing everyone's watches while they slept was not going to change the fact that we were going to land late.

Two hours into the flight, I looked back and the only other person awake was my boom operator. Even though my copilot and I had discussed his catching a few minutes of rest before starting the descent for Kadena, it was still an eerie feeling to know how exhausted folks really were. If something had happened, we would have probably been moving in slow motion until those first doses of adrenaline kicked in. Thankfully, our jet did not hiccup, and we managed a very quiet and uneventful approach and landing.

While we were taxiing to parking, my flight commander tapped me on the shoulder and asked, "How'd we do?" With regret and a certain amount of disappointment, I told him that we had missed our 26-hour crew limit by 20 minutes. After we opened up for customs, the DO came up and asked

me the same question. I responded nervously, "What would you like to hear, Sir? The book answer or what we actually flew?" He was clear, and I repeated what I had told my flight commander. He thanked me and that was the last I heard of it — until I returned home.

My crew, my flight commander, and the other crewmembers onboard learned some valuable lessons that should have been obvious to us all, but we missed them by leaning forward to get the mission completed. Looking back, my sense of risk management was not very well developed and my assessment of potential risk was pretty poor. Although supportive, the presence of the DO and the perceived importance of getting to our destination further crippled our crew's sense of risk exposure. Finally, the vagaries of stronger-than-planned winds and an unexpected maintenance problem sealed our crew duty day violation.

Wisely, upon returning to home station, the DO immediately issued a Flight Crew Information File or FCIF notice restricting crews to two legs for deployments to Kadena with a required Remain Over Night or RON if three legs were planned. The DO also understood that by taking some of the latitude away from the crews, he could mitigate the risks resulting from their willingness to push the limits of that long crew duty day period.

Nearly 10 years later, I had the opportunity to be a part of a mishap investigation where being late was a driving factor for a set of compounding errors that resulted in the loss of an airframe and all onboard. It was pure luck that stopped me from being the subject of someone else's investigation. Luck is a fickle thing — don't rely on it to get you to the safe end of your mission. ✪





Not your routine commander's call by Mr. Vincent C. Dotson, Barksdale AFB, La.

# Not your routine Commander's Call

*by Mr. Vincent C. Dotson, Barksdale AFB, La.*







Many bases have a commander's call right before the holiday season to see everybody off safely and wish them a merry vacation. It was no different here ... except for how the information was delivered.

The stage of the base theater looked like a late-night talk show, complete with a band, desk, couch, background cityscape, plants and other decorations. But that's just the beginning.

One by one, guest speakers appeared on stage and spoke to the crowd as the host asked questions related to safe driving and responsible drinking. The guests included the mayor of Goldsboro, N.C., Al King; the general manager of a local car dealership, Hal Howard; Goldsboro Chief of Police, Timothy Bell; 4th Fighter Wing ground safety manager, Tim Edwards; and Master Sgt. Troy Harris from life skills.

During the transition between guests, a sequence of funny and educational video clips played on the movie screen behind the couch and desk setup.

The main purpose of the commander's call was to educate Airmen ages 25 and under about the impact, dangers, and consequences of drinking and driving.

"We typically see an increase in DUIs during the holiday season and New Year's because of the extra time

off and more people attending parties," Mr. Edwards said. "I think the information that was presented reached a lot of people and reminded them that they're not invincible. I think the different delivery method was effective and will make people think about what they're doing when they get in their car."

A new drinking program called 0-0-1-3 was also introduced. It promotes responsible drinking.

"0-0-1-3 is an Air Force program that establishes the goal of zero underage drinking incidents, zero DUIs, one alcoholic drink per hour and no more than three drinks per night," Sergeant Harris said.

For a contest during the show, two volunteers were asked to put on "beer goggles," which distort vision to simulate the body's response to alcohol intake. While wearing the goggles, the volunteers had to ride a tricycle to the stage, get off the tricycle and then walk in a straight line, heel to toe. All participants made comments on how the goggles made it more difficult to reach their destination.

The secondary message conveyed during the event covered safe driving and seat belt usage.

Mr. Edwards was dressed up with fake wounds on his body that he supposedly received from a driving accident

while not wearing his seatbelt. Video clips of crash test dummies were shown in slow motion to show the difference between wearing and not wearing seatbelts.

Senior Airman Rebecca Hall, of the 4th Aeromedical Dental Squadron, said the material presented affected her so much that she will not only think about it during the holiday season, but also long after that.

"I have my own family starting, so it made me think a lot about my husband's safety, my safety, and our future," Airman Hall said. "This was a very unique way of presenting the material. I think it was way more effective than watching the same old videos or just hearing one person tell us what we should or shouldn't do. We got to see video clips and hear personal stories we could relate to." ✎







# 0-0-1-3 PROGRAM

## TEACHES RESPONSIBLE DRINKING

by A1C Lauren Sixbey, F.E. Warren AFB, Wyo.

0-0-1-3 program teaches responsible drinking

**T**he 0-0-1-3 program here began 1 year ago as a reaction to a national health crisis. Binge drinking, underage drinking and driving under the influence had become all too common.

"(Alcohol) has affected every community, every campus (and) pretty much every place that touches lives across the nation," said Col Evan Hoapili, 90th Space Wing commander here. "As a military, we represent the society we serve."

For that reason, base officials, with the help of Wyoming first lady


Nancy Freudenthal and a nonprofit organization called Facing Alcohol Concerns Through Education, created the program, which is designed to increase awareness of responsible drinking. "Every single quarter since we've implemented this program we've seen a decline in alcohol-related incidents," Col Hoapili said.

The average age for alcohol-related offenders has risen from 19 in 2003 to 22 in 2004. Also, the average blood-alcohol content has declined in each of the offenders, officials said. The program is based on science and physiology. The first "0" stands for zero drinks

for those younger than 21, while the second "0" stands for zero DUI offenses. The "1" stands for one drink per hour to give the liver enough time to process the alcohol. The "3" stands for a maximum of three drinks per night to keep the body's blood-alcohol content below 0.05 percent.

The purposes of the program are threefold, Col Hoapili said. First, it reminds people that it is not prohibition. Second, it keeps most people under the legal threshold of a blood-alcohol content of 0.05 percent. Third, it allows people to keep their behavior at a personally responsible level.



A man wearing a dark jacket with reflective white stripes on the sleeves and light-colored pants stands in a dark, wooded area at night. He is looking upwards and to the right, with his right hand near his face. In the background, the bright headlights and blue emergency lights of a vehicle are visible, illuminating the scene. The trees are dark and silhouetted against the night sky.

To get the program's message out to the troops, base officials made more than 600 posters and distributed them throughout the base's 12,000-square-mile missile complex. Four phases have debuted since the program's inception. Themes were "Bad Call," "Beer Man," "There's More to Life" and "It's About Drinking Responsibly."

The themes have taken different approaches to the program, from showing the consequences of a DUI offense, to poking fun at the common criticisms and misperceptions, to showing more

productive activities, officials said. Those productive activities, officials said, provide Airmen something of value in exchange for drinking, including late night basketball, late night dances, late night pool parties and a paint ball course. Young Airmen run Dorm Escape in the First Term Airmen's Center. It is open five nights a week and provides video games, movies on big screen televisions, pool, foosball and other recreational activities.

Airmen here have embraced the program. "(If you) stick to the rules,

you will stay out of trouble," said Airman 1st Class Dwane Samuel, of the 90th Logistics Readiness Squadron. "People like to poke fun at the 0-0-1-3 program, but you can't go into a bar and not think about it," said Airman 1st Class Tessa Cubbon, of the 90th Space Wing. "Airmen are changing the way they have fun."

"It's worthwhile because it takes care of our most precious resource - our people," Col Hoapili said. "This program keeps our people safe." ✪





# I never saw the motorcycle

*by Mr. Vincent C. Dotson, Barksdale AFB, La.*









**Y**our headlights are on and you're wearing a helmet and brightly colored clothing. The driver of an oncoming car looks right in your direction, and then turns directly into your path anyway. Later he tells the police officer, "I never saw the motorcycle." How could that be? Just ask all the people who didn't see the woman in the gorilla suit ... allow me to explain.

Recent scientific studies focusing on a phenomenon known as "inattention blindness" may help us understand why car drivers often end up causing accidents with motorcycles they "didn't see." One particularly interesting study was conducted by Daniel Simons and Christopher Chabris at Harvard University.

In this study, subjects watched a video comprised of two teams, with three people each. One team was in white shirts and the other was in black. Both were passing an ordinary basketball

among themselves. Some subjects were told to count the number of passes by either the team wearing white or the team wearing black (the "easy task"). Others were told to keep separate mental counts of bounce passes and aerial passes (the "hard task").

There are three video versions shown. In the first, a woman carrying an umbrella walks through the team players. In the second, a woman in a full gorilla suit walks through. Finally, in the third, the woman wearing the gorilla suit stops in the middle of the team players, thumps her chest, and walks off.

The results are pretty scary. Forty-six percent of the subjects did not see the umbrella woman or the gorilla in the first two video versions. In the third version, 50 percent didn't notice the gorilla at all.

Basically, people concentrating on one task do not see something unrelated because they aren't expecting it, says Simons, an associate professor of

psychology at Harvard. "The intuition people have is that something different like that will jump out at them and they will notice it," adds Simons. "But their intuition is wrong."

Simons believes it is not a stretch to apply the same thinking to car drivers encountering motorcycles on the street. In a sea of cars, a motorcycle could be that "something different" the driver does not expect and, therefore, does not see. The key, he says, is attention.

In this Harvard study, appropriately called "Gorillas in our Midst," the subjects engaged in the "hard task" were less likely to notice the umbrella woman or the gorilla than were subjects performing the "easy task." The more their attention was focused elsewhere, the less likely they were to notice unexpected occurrences. Simons notes that some of the subjects in the study did not believe a gorilla actually walked through the scene until they were shown the tape again. They were astounded they



missed something that was so obvious on second viewing.

Another study I encountered while stationed in England was done by researchers at Sussex University. They found that experienced drivers were actually less likely than inexperienced drivers to look for potential hazards in unexpected locations. The study, which analyzed eye movements of drivers watching video clips of traffic situations, appears to indicate that years of driving train someone to look for the expected, not what is actually there.

On the surface, these "inattention blindness" studies seem to be bad news for safety-minded motorcyclists. They suggest that no matter what motorcycle riders do, some inattentive drivers will still not see them. It also has obvious implications for those concerned with the whole subject of driver distractions,

including cell phone use. Despite this, there are useful lessons here for all of us.

For instance, although being conspicuous is no guarantee you'll be seen, Simons reports that it may improve your odds on the road. He cites other studies in which subjects were watching black-and-white objects on a screen and an unexpected red object appeared. Even with the color contrast, about 30 percent did not see the red object. The good news is that at least the other 70 percent did.

Simons plans to join the faculty at the University of Illinois next year and hopes to do further research more directly related to traffic safety by using the university's driving simulator. On the basis of the results so far, Simons suggests that while nothing can guarantee that motorcycle riders will be seen by

car drivers, attention-getting equipment like modulating headlights (legal in most states), along with brightly colored clothing and helmets, may help. "The goal," he says, "would be to make things more distinctive."

Because motorcycle riders are so vulnerable in any bike versus car collision, it is important to realize that just because a driver might be looking right at a motorcycle in traffic, it doesn't mean that he or she really sees it. Riders must be prepared at all times to respond to that reality. After all, half the people never saw the gorilla. ★

**Editor's Note:** to see video clip examples of the "Inattention Blindness" and "Gorillas in our Midst" study, visit the University of Illinois Visual Cognition Laboratory website, at the following link: [http://viscog.beckman.uiuc.edu/djs\\_lab/demos.html](http://viscog.beckman.uiuc.edu/djs_lab/demos.html).









# IT COULD HAPPEN TO YOU

by Mr. Vincent C. Dotson, Barksdale AFB, La.

**I**t was like a dream or even make believe, I peered again at my rearview mirror to see if what I was seeing was real. The fog seemed to illuminate the rotating lights, which were summoning my vehicle to stop. No! Not me, I thought as my mind raced for answers.

What did I do? Was I going too fast? Didn't I stop for that stop sign? I began to pull to the right and stopped my vehicle and pulled to the right side of the road. What was taking so long? Where was the Security Forces member?

A sudden thump! And big bright light from a metallic flashlight startled my thoughts. He identified himself and said, "Your vehicle was left of center Sir, may I see your identification and drivers license?" I

hurried to react to the officer's request. I began to fumble through my wallet attempting to locate the items. I recalled the party I had attended. Joe was a good host, he wanted me to stay the night, but I was the tough guy, besides I only had a couple of drinks. Hearing the words, "Could you please step out of the vehicle" broke my thought pattern. Can he smell the alcohol on my breath? Does he know? I asked to light a cigarette hoping to mask the odor, maybe I could

hide it. Again the officer repeated his previous request. As I stepped out of the vehicle, I held my composure (so I thought). Next came the sobriety test to determine my ability to drive. I've driven many times before, maybe in worse shape than this. As I completed the tests, even I decided I shouldn't have driven. My reflection became reality as the officer applied the handcuffs and placed me in the rear of his car. I began to contemplate my actions, what about my career, my family and my future. The pending

results greatly outweighed the small reason I had to drive. The impending punishment would undoubtedly cost well into the thousands of dollars, as well as my family's respect. Was it worth it?

**"Your vehicle was  
left of center Sir,  
may I see your  
identification and drivers license?"**

This is a fictional account but the statistics of drinking and driving are not. Don't be among the statistics dead or alive! The next time you want to drive when you drink alcohol – DON'T! Take along a designated driver, call a taxi, or call a friend. Don't allow this fictional tale to become true for you. Don't Drink and Drive! ★





**A**lthough you depend more on your feet than your car to get you around, you probably pay more attention to your tires than your shoes. But your shoes are important to your physical safety and can actually be a hazard if not chosen correctly.

Too many people wear just any old shoe to work, and the accident statistics show it. The National Safety Council reported that in a recent year there were 130,000 disabling foot injuries, plus another 40,000 toe injuries on the job. Most of these injuries could have been prevented by wearing the proper shoes.

The Occupational Safety & Health Administration (OSHA) has a regulation on foot protection (29 CFR 1910.136), which states that *"Each affected employee shall wear protective footwear when working in areas where there is a danger of foot injuries due to falling or rolling objects, or objects piercing the sole, and where such employee's feet are exposed to electrical hazards."* Protective footwear purchased after July 5, 1994, is required to comply with ANSI


Z41-1991. Protective footwear purchased before July 5, 1994, is required to comply with the ANSI standard "USA Standard for Men's Safety-Toe Footwear," Z41.1-1967.

The type of footwear mandated by these standards — and good old common sense — obviously depends on the kinds of hazards you encounter on the job (i.e., something falling on your feet, rolling over them, or stubbing or banging them into objects). Considerations include: working with or around heavy equipment, electricity, or where nails and other sharp objects are on the ground, working on wet surfaces or with corrosive or hazardous substances, and doing material handling. Finally, we all need protection from slipping and falling.

Basic foot protection is a sturdy shoe or boot made of leather, rubber, or a synthetic. It has an impact-resistant toe — usually steel — and non-skid soles with rubber or synthetic treads to prevent slips and falls. The American National Standard for safety-toe footwear referred to in the OSHA standard deals with the

strength of the toe box. The top classification, 75, will withstand the impact of 75 pounds per square inch falling on your foot. As further protection in jobs where heavy objects could land on your feet, you might also wear foot guards made of aluminum alloy, fiberglass, or galvanized steel over your shoes.

Even if you're working in an area or on a job with none of the hazards we've just discussed, your feet still need some protection. There is a basic minimum standard for what you wear to work: a sturdy shoe with low heels and non-skid soles. Specifically, that means no sandals or old run-down dress shoes. Work is not the place where old shoes go to die. Finally, fit is another important part of foot safety. A shoe should be the right size and comfortable.

Don't forget your feet when considering safety on the job. You sure won't get much done without them, and they are a frequently ignored — and injured — part of the body. Think on your feet — and about them. 





Other possible protections  
you may need in your shoes  
or boots are

- Metal insoles or reinforced soles to protect against puncture
- Non-conducting soles and no nails in the shoes themselves for work with electricity
- Rubber boots or shoes or leather shoes with wooden soles for work in wet conditions
- Heat-resistant soles for work in areas where the floor gets hot
- Easy-to-remove "gaiters" for work where you can be splashed by hot metal or by welding sparks
- Impermeable rubber or neoprene boots to wear over or instead of work boots for work with corrosives or hazardous chemicals

it's all about the  
**foot**

*Reprinted with permission of Safety Smart magazine*



# ACC FY05 ANNUAL AWARDS



Lt Col Kenneth B. Craib  
23rd Fighter Group  
Pope AFB, N.C.

CHIEF OF SAFETY OF THE YEAR



Mr. Vincent C. Dotson  
8th Air Force  
Barksdale AFB, La.

INDIVIDUAL SAFETY AWARD



TSgt David Haresh  
9th Reconnaissance Wing  
Beale AFB, Calif.

FLIGHT SAFETY NCO OF THE YEAR AWARD



Maj Donald Temple  
1st Reconnaissance Squadron  
9th Reconnaissance Wing  
Beale AFB, Calif.

OUTSTANDING AIRMANSHIP AWARD



Capt Thomas A. Cook  
27th Fighter Wing  
Cannon AFB, N.M.

FLIGHT SAFETY  
OFFICER OF THE YEAR AWARD



SSgt Dennis W. Carr  
55th Maintenance Squadron  
55th Wing  
Offutt AFB, Neb.

SPECIAL ACHIEVEMENT AWARD





TSgt Joseph R. Winfield  
2nd Bomb Wing  
Barksdale AFB, La.

**GROUND SAFETY SPECIAL  
ACHIEVEMENT AWARD**



SSgt Coda J. Whitehead  
20th Component Maintenance Squadron  
20th Fighter Wing  
Shaw AFB, S.C.

**FLIGHT LINE SAFETY OUTSTANDING  
ACHIEVEMENT AWARD**



TSgt Lewis E. Long  
509th Bomb Wing  
Whiteman AFB, Mo.

**NUCLEAR SURETY OUTSTANDING  
ACHIEVEMENT AWARD**



★TSgt Nicolas R. Manriquez  
27th Logistics Readiness Center  
27th Fighter Wing  
Cannon AFB, N.M.

**LOGISTICS SAFETY OUTSTANDING  
ACHIEVEMENT AWARD**



MSgt Ted Gacek  
9th Reconnaissance Wing  
Beale AFB, Calif.

**WEAPONS SAFETY  
OUTSTANDING ACHIEVEMENT AWARD**



Mr. Jack A. Wylie, Jr.  
7th Bomb Wing  
Dyess AFB, Texas

**SAFETY CAREER  
PROFESSIONAL OF THE YEAR AWARD**



# ACC FY05 ANNUAL AWARDS



MSgt Ted A. Gacek  
9th Reconnaissance Wing  
Beale AFB, Calif.

**EXPLOSIVES SAFETY OUTSTANDING  
ACHIEVEMENT AWARD**



SSgt Jennifer Pratt  
9th Reconnaissance Wing  
Beale AFB, Calif.

**GROUND SAFETY OUTSTANDING  
ACHIEVEMENT AWARD**



1SG Pillai K. Sivakumar  
428th Aircraft Maintenance Unit  
27th Fighter Wing  
Cannon AFB, N.M.

**CREW CHIEF SAFETY OUTSTANDING  
ACHIEVEMENT AWARD**



27th Fighter Wing  
Cannon AFB, N.M.

**FLIGHT SAFETY SPECIAL  
ACHIEVEMENT AWARD**



Capt Neil P. McCracken  
Capt Norma Shelton  
Maj Davin M. Shing  
Capt Patrick Snyder  
37th Bomb Squadron  
28th Bomb Wing  
Ellsworth AFB, S.D.

**AIRCREW OF DISTINCTION AWARD**



9th Reconnaissance Wing  
Beale AFB, Calif.

**TRAFFIC SAFETY SPECIAL  
ACHIEVEMENT AWARD**





509th Medical Operations Squadron  
509th Bomb Wing  
Whiteman AFB, Mo.

CHIEF OF SAFETY MEDICAL  
ACHIEVEMENT AWARD



5th Mission Support Squadron  
Minot AFB, N.D.

NUCLEAR SURETY AWARD



9th Reconnaissance Wing  
Beale AFB, Calif.

WING SAFETY PROGRAM OF THE YEAR



9th Air Force  
Shaw AFB, S.C.

NAF/DRU SAFETY PROGRAM OF THE YEAR

## OUTSTANDING ACHIEVEMENT AWARD FOR GROUND SAFETY

Category II  
28th Bomb Wing,  
Ellsworth AFB, S.D.



Category III  
33rd Fighter Wing,  
Eglin AFB, Fla.





# ACC FY05 ANNUAL AWARDS

## MISSILE SAFETY AWARD

27th Fighter Wing,  
Cannon AFB, N.M.



388th Fighter Wing  
Hill AFB, Utah



83rd Fighter Weapons Squadron,  
Tyndall AFB, Fla.



33rd Fighter Wing,  
Eglin AFB, Fla



5th Bomb Wing  
Minot AFB, N.D.



## FLIGHT SAFETY AWARD

388th Fighter Wing,  
Hill AFB, Utah



1st Fighter Wing,  
Langley AFB, Va.



421st Fighter Squadron,  
Hill AFB, Utah



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



4th Fighter Squadron,  
Hill AFB, Utah



34th Fighter Squadron,  
Hill AFB, Utah



27th Fighter Wing,  
Cannon AFB, N.M.



9th Reconnaissance Wing,  
Beal AFB, Calif.



55th Wing,  
Offutt AFB, Neb.



366th Fighter Wing,  
Mt Home AFB, Idaho



355th Wing,  
Davis-Monthan AFB, Ariz.



522nd Fighter Squadron,  
Cannon AFB, N.M.



## ACC EXPLOSIVES SAFETY AWARD

388th Fighter Wing,  
Hill AFB, Utah



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



9th Munitions Squadron,  
Beale AFB, Calif.



33rd Fighter Wing,  
Eglin AFB, Fla.



7th Munitions Squadron,  
Dyess AFB, Texas



27th Fighter Wing,  
Cannon AFB, N.M.



49th Fighter Wing,  
Holloman AFB, N.M.



366th Fighter Wing,  
Mt Home AFB, Idaho



2nd Bomb Wing,  
Barksdale AFB, La.



1st Fighter Wing,  
Langley AFB, Va.



28th Bomb Wing,  
Ellsworth AFB, S.D.



55th Maintenance Squadron,  
Offutt AFB, Neb.



## FAA CERTIFICATES

Barksdale Aero Club,  
Barksdale AFB, La.

Beale Aero Club,  
Beale AFB, Calif.

Lemay Flight Training Center,  
Offutt AFB, Neb.

Langley Aero Club,  
Langley AFB, Va.



# MONTHLY AWARD WINNERS



An outstanding safety rep, Ms. Jill Winters spearheaded a group-wide safety info blitz that resulted in a perfect score of zero mishaps for the quarter. Her attention-grabbing e-mails sustained high levels of safety awareness and compliance levels, and brought excellent ratings during every unit inspection for the past 3 years and her "Best Seen" programs set the wing standard. Her cross-functional and spot inspections are aggressive and findings are assiduously tracked. She helped establish a viable lockout/tagout program for a classified materials physical destruction system, and identified the need to re-write the operating instructions to determine the proper level of ownership. Conducted 12 safety hazard inspections; ensuring every flight's hazards were documented and or resolved through thorough documentation and prompt corrective actions. Ms. Winters trained additional duty supervisors/representatives on their new responsibilities, risk situations/outcomes, lessons learned and the safety program overall. Her "Wingman" cards double as an educational/emergency tool; containing leadership and key personnel contact information while emphasizing responsible off-duty conduct and a focus

on risk management processes. She also administered a program to identify, train, and classify both civilian and military motorcycle operators, while re-educating operators on DoD members' responsibilities w/regard to motorcycle riding, on and off base. She has an unyielding focus on seat belts, and was instrumental in the Wing's no-notice seat belt inspections on Security Hill; ensuring personnel were available, and took a highly effective approach by having previous violators work as inspectors. Pivotal in creation of the "Safety Spectrum" news bulletin, she researched photos, edited, provided graphics design and facilitated print plant operations to provide information to local AIA community. Ms. Winters truly sets the bar, and sets the safety management bar high -- her dedication, focus, and innovative style mark her as a leader and vigilant guardian of our people's safety.

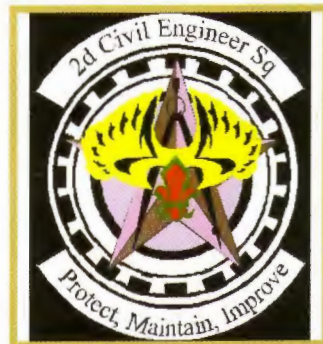


**Ms. Jill E. Winters**  
**690th Information Support Squadron**  
**67th Information Operations Wing**  
**Lackland AFB, Texas**



The Barksdale Explosive Ordnance Disposal (EOD) team was notified of a possible situation involving a missile in the Weapons Storage Area. In less than an hour, the entire EOD team was assembled and a deployment team prepared to enter the facility to assess the situation, acutely aware of the potential for a hazard. The team quickly took control of the scene, collected all data, confirmed the area was evacuated and isolated all potentially contaminated personnel. While the team waited for the Disaster Control Group to form, they created a "Hot Line" to facilitate entry at a moment's notice and completed a detailed, 45-minute safety briefing. The team waited patiently for follow-on forces from across the base to arrive and ensured proper monitoring equipment was available on scene before taking any action. Once bioenvironmental engineering personnel arrived and issued personnel monitoring devices to each team member, the EOD team completed the clearing, monitoring and recovery of the six

resources in less than 30 minutes. EOD flight's outstanding systems and hazard knowledge combined with their training made the team's response seem nearly routine from their perspective. In this rare and somewhat unique situation, the team's deliberate, systematic actions, strict adherence to published procedures, and professional execution safeguarded critical resources.



**Explosive Ordnance Disposal Team**  
**2nd Civil Engineer Squadron**  
**2nd Bomb Wing**  
**Barksdale AFB, La.**





## Aircrew Safety

Award of Distinction

**D**uring a 15-hour Operation ENDURING FREEDOM B-52 mission, the crew of RUFF 25 successfully handled a serious refueling system emergency. When the normal refueling system malfunctioned, the pilots used the alternate system for the first of two scheduled in-flight refuelings. After taking on the needed fuel and executing their operational tasking, the crew turned home and prepared for their final refueling. After successfully rendezvousing with the tanker, the alternate refueling system also failed. The crew attempted to re-energize the normal system to no avail, leaving them thousands of miles from home, unable to close the refueling doors and unable to accept the required fuel. The crew attempted to manually latch the boom receptacle toggles, an operation requiring extreme pilot skill as it bypasses the normal safeguards which prevent the boom from exceeding azimuth, elevation, and extension limits. Unfortunately, the manual operation also failed, and the situation became critical as the crew was low on fuel. The refueling doors and toggles were stuck open and the main refueling valve which directs fuel to the aircraft's fuel system was stuck closed. Minutes from diverting to a destination requiring an Operations Group Commander waiver, the instructor pilot

directed a crewmember to manually actuate the main refuel valve handle. With the valve manually opened but still no means to latch the boom receptacle toggles, the pilots proceeded with the only option remaining: refueling with nothing but continuous boom extension pressure to keep the boom seated in the receptacle. After maneuvering the aircraft into the refueling envelope, the crew skillfully maintained position to ensure a positive seal, allowing the boom operator to transfer the desperately-needed fuel. The crew of RUFF 25 showcased thorough knowledge of aircraft systems, exceptional airmanship and keen judgment in handling a highly unusual and dangerous air refueling malfunction.



**Capt Cameron Warren, Capt Darrin Morgan,  
Capt Kevin Kippie, 1Lt Josh Nuccio, 1Lt Richard Koll  
96th Expeditionary Bomb Squadron  
2nd Bomb Wing  
Barksdale AFB, La.**

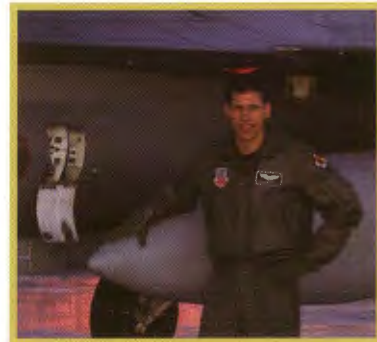


## Pilot Safety

Award of Distinction

**C**apt Stephen Pinchak distinguished himself by safely handling a serious braking malfunction during landing after completion of a training sortie. Capt Pinchak was the wingman in a flight of two F-16s, attempting a landing out of an instrument landing system approach at Hill Air Force Base, Utah, in a night radar trail recovery when he experienced the braking malfunction. After touching down on speed approximately 1,000 feet down the runway, the master caution light illuminated while still aero braking. Capt Pinchak then applied the brakes normally to check them and discovered that the brakes were ineffective. Capt Pinchak immediately recognized the problem and switched to "brakes channel two" while simultaneously checking to the hot side of the runway to ensure de-confliction from his flight lead. After stabilizing on the hot side of the runway, he then reapplied braking and found that the aircraft responded in channel two. Capt Pinchak expertly analyzed his airspeed to be approximately 120 KIAS

at the 6,000 feet remaining marker and chose to put the hook down to engage the barrier. He then passed his flight lead and successfully engaged the barrier arresting cable at approximately 80 KIAS, terminating a very dangerous malfunction. Capt Pinchak's expert handling of this emergency involved multiple accurate, controlled, split-second decisions all of which were necessary to safely resolve the situation. His actions reflect a very high level of airmanship and were absolutely critical in preserving a valuable asset as well as preventing injury to him or his flight lead.



**Capt Stephen J. Pinchak  
421st Fighter Squadron  
388th Fighter Wing  
Hill AFB, Utah**



# MONTHLY AWARD WINNERS



The 99 RS is tasked to support both an Air Expeditionary Force and Global Military Force Posture deployment schedule. Achieving an effective Safety program for 53 personnel locally and at four forward operating locations supporting an average deployment rate of 150 days a year is a challenge; however, the 99 RS has managed to maintain outstanding continuity and have an excellent safety program as evident by their recent "Outstanding" rating for their annual program evaluation. Key to this success is a dedicated Squadron Chief of Safety who constantly monitors both ground and flight programs and works with the TDY and mission schedulers to pre-plan and deconflict the rotation schedule. Using this system the 99 RS has reduced mishaps across the board -- reportable mishaps are down by 100 percent while there are zero on-duty or PMV mishaps. In addition, they have a 100 percent on-time rate for reporting mishap

incidents and received an "Outstanding" for exceeding the monthly seat belt check requirements -- a benchmark of excellence. Taking the lead in squadron Operational Risk Management (ORM) programs -- all personnel have received the Air Force ORM Fundamental Course; and above-and-beyond, all supervisors have completed the Air Force Operational Risk Management Leaders Course. The superior foresight and dedication of the 99 RS Safety team, led by Maj Mertens, has contributed significantly to their squadron being the benchmark organization within the wing for mishap prevention.



**99th Reconnaissance Squadron**  
**9th Reconnaissance Wing**  
**Beale AFB, Calif.**



Mr. Jason Schommer is a top aircraft maintenance seven-level craftsman on the U-2 "Dragon Lady" aircraft. His prior military experience is invaluable to the younger troops and he brings a wealth of U-2 knowledge with him every day. His keen eye for unique U-2 problems continues to make him an incredible asset to the flight line. While preparing his aircraft for a functional check flight, he noticed a discrepancy. After completing a preflight cockpit foreign object check on both cockpits, he took his usual extra step of checking the yoke for binding, a step not called for in the technical guidance. While manually moving the yoke forward and aft, he noticed that the yoke would bind ever so slightly then seem to move freely. He immediately notified the expeditor and the production superintendent of the possible defect. Feeling as though the binding was coming from just below the yoke, he removed the lower Q-bay hatch and investigated while the expeditor started a "Red Ball" action and dispatched a flight control team to the aircraft. Mr. Schommer discovered that the elevator flight control cable from the bottom of the yoke to the elevator surface had "jumped" away from its Teflon guide and was chaffing against a bolt head. The rigging team determined

the cable was undamaged and serviceable, and quickly re-routed the cable to its proper location. Without question, had the binding gone unchecked during the 2-hour sortie, the cable would have certainly sheared. The U-2 aircraft does not have hydraulically driven primary flight controls with a cable redundancy, and the loss of the elevator flight control cable would have prevented the pilot from maintaining lateral control of the aircraft. This type of extra measure of safety is normal for Mr. Schommer, a trait that he instills in everyone around him. Although his aircraft did take-off on time, his concern was not with the flying schedule, but with the safety of both pilots flying his aircraft.



**Mr. Jason H. Schommer**  
**9th Aircraft Maintenance Squadron**  
**9th Reconnaissance Wing**  
**Beale AFB, Calif.**



# Flight Line Safety

## Award of Distinction

Sgt Alton Allen, SSgt Torrey Byrd, and SrA Corey Richardson were evaluating a load crew performing an inert GBU-31 upload on a B-52 aircraft. As the load crew busily accomplished their task, SSgt Allen noticed JP-8 fuel leaking from a heater unit stationed next to the aircraft. Sgt Allen immediately recognized the danger and rushed in to shut down the unit. As he completed the shutdown procedure, the unit erupted into flames, endangering the \$74 million aircraft just a few feet away. Without hesitation, SSgt Byrd and SrA Richardson grabbed the Halon 1211 fire bottle, extinguished the fire, and pulled the smoldering heater unit away from the aircraft, eliminating the hazard. The team followed up by notifying Maintenance Operations Control so the appropriate personnel could respond. The Fire Department, Quality Assurance, and AGE supervision were on the

scene within minutes to assess the situation and file the appropriate paperwork. The quick thinking under pressure teamwork, and decisive actions of SSgt Hall, SSgt Byrd, and SrA Richardson prevented a potentially catastrophic explosion, injury to personnel, and damage to three B-52 aircraft parked on the crowded ramp.



**SSgt Alton C. Allen,  
SSgt Torrey J. Byrd,  
SrA Corey E. Richardson**  
2nd Maintenance Group  
2nd Bomb Wing  
Barksdale AFB, La.

## ACC Safety Salutes Superior Performance



**Maj Jon T. Tanner**  
T-38A Instructor Pilot/Evaluator  
1st Reconnaissance Squadron  
9th Reconnaissance Wing  
Beale AFB, Calif.

**Maj Christopher J. Zuhlke**  
**Maj Shane D. Steinke**  
F-15E Instructors  
17th Weapons Squadron  
57th Wing  
Nellis AFB, Nev.

**A1C Joseph M. Lopez**  
Dedicated Crew Chief  
523rd Aircraft Maint. Unit  
27th Fighter Wing  
Cannon AFB, N.M.

**SSgt Michael S. Lujan**  
Phase Inspection Tech.  
33rd Maint. Squadron  
33rd Fighter Wing  
Eglin AFB, Fla.

**SSgt Terrell E. Hardin**  
Ass't Inspection Dock Chief  
4th Equipment Maint. Squadron  
4th Fighter Wing  
Seymour Johnson AFB, N.C.




**A1C Adam K. Petrie**  
**A1C Wesley D. Walker**  
Big Bomb Crew Members  
57th Equipment Maint. Squadron  
57th Wing  
Nellis AFB, Nev.

**Maj Michael McCoy**  
F-16 Instructor Pilot  
149th Operations Support Flight  
Lackland AFB, Texas








## FY05 Aircraft

As of January 31, 2006

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

## FY05 Ground

As of January 31, 2006

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

## FY05 Weapons

As of January 31, 2006

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

### 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

## Aircraft Notes

We have successfully beaten the odds in the month of January keeping our streak of no rate producing Class A mishaps to 3 months. It is evident that our efforts to stress safety after the holidays have paid off, making the skies a safer place. However, continued success generates a larger need to stay in the "safety mindset." It is easy to rest on our laurels when things are going our way. We need to make sure that safety is in the forefront of our daily operations. Stay abreast of the latest and greatest procedures and techniques and let's stay equipped to not only provide air dominance, but to do it safely.

## Ground Notes

ACC has lost five Airmen during FY06. Three have lost their lives due to motorcycle mishaps; one to a 4-wheel mishap involving speed, alcohol, and fatigue; and one lost his life due to a house fire. Personal risk management needs to be in the forefront of everyone's mind as they go about their on- and off-duty lives.

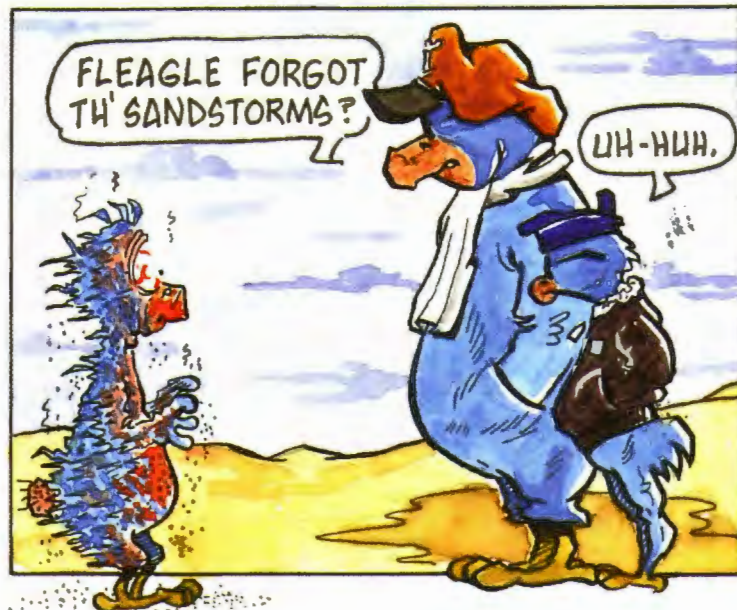
## Weapons Notes

While our streak of no Class A or B mishaps continued this month, we unfortunately experienced three Class D mishaps. All were attributed to inattention to detail where personnel did not double check what they were doing. Luckily, no one was hurt, but we shouldn't be relying on luck to keep us safe. We need to be vigilant and not cut corners. If we don't return to these basics, it WILL come back to haunt us. Take the time to make sure things are done right the first time no matter how much pressure you are under to get the job done. It will pay dividends in the end.

### Symbols for Mishap Aircraft









# Beale AFB, CALIF.



The award submission and selection process was extremely competitive this past year. This is indicative of the progress that our wings have made in mishap prevention, but there can only be one winner. We at Air Combat Command (ACC) Safety would like to extend our congratulations to all the men and women of the 9th Reconnaissance Wing out of Beale AFB, Calif., for having the most effective overall safety program in ACC during FY05. This month's cover recognizes the 9 RW for their "High Altitude Achievement," a job well done and we wish them continued success in the following year.