

Combat Edge

October 2006

Air Combat Command's Safety Magazine

What you should do in case of a hotel fire. Do you have a fire plan for your home? Smoke and an

EC-130

**WHAT YOU SHOULD
DO IN CASE OF A
HOTEL FIRE**

**DO YOU HAVE A
FIRE PLAN
FOR YOUR
HOME?**

**SMOKE
AND AN
EC-130**

**OCTOBER IS
FIRE SAFETY
MONTH**

SAFETY TIPS FOR HALLOWEEN

ON OUR BACK COVER!

October is fire safety month. Safety tips for Halloween on our back cover.

Combat Edge

Volume 15 Issue 5, ACC SP 91-1



GENERAL RONALD E. KEYS, COMMANDER
COLONEL CREID K. JOHNSON, DIRECTOR OF SAFETY

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ACCent

ON SAFETY

Involved Leadership

If someone were to ask you how "safety" is working in Air Combat Command, what would you say? Would your answer include a vignette about the last vehicle mishap and the lack of seat belt use, excessive speed, and failure of a wingman to act? Or would it be about the latest flight mishap where human error was the prime factor? Here is how I know safety is working in ACC:

We just finished the 101 Critical Days of Summer campaign for 2006 — we had zero Class A mishaps for the extended Labor Day weekend. That is 33 percent better than last year, and when we look back to the beginning of ACC in 1993, mishaps during the summer campaigns are down an incredible 80 percent. Overall, in ground safety we're on track to beat last year's stats, and 2005 was the Command's best year to date. Ground safety is working in ACC because of your involved leadership. In the flight arena, our current Class A mishap rate in ACC is 1.33; significantly lower than 3.31 for the same time last year. Two aircraft have been destroyed this year due to material failures — five were lost last year due to a combination of human factors and material deficiencies. We're on track to match or beat our best year posted in 2004. Flight safety is working in ACC because of your involved leadership. For the past 5 years we have not had a weapons Class A mishap in ACC. Safety is obviously working because of your involved leadership!

The trends are all in the right direction thanks to your leadership, your focus on training safely, and holding everyone accountable to make safety work within ACC. As I transition later this month back to civilian life I'll be taking everything I've learned during my nearly 29 years with me. Involved leadership does make a difference. Mission first, safety always ... after all, safety is our **Combat Edge**.



Colonel Creid K. Johnson,
ACC Director of Safety

Where There's

SMC



Where there's smoke

It seemed to me that I had a bulls-eye on my forehead when I got the call to join a crew scheduled to fly an Operational Check Flight (OCF) for an EC-130 aircraft that had already failed twice before it even left the chocks. You see, this was my fifth OCF flight in 4 months, including four during a recent deployment to Operation IRAQI FREEDOM. I was hoping that the "third time was the charm," as two previous flights were stopped early due to the aircraft failing engine run checks. As the "new guy on the crew," I asked a lot of questions about how the previous power runs had gone, and specifically why they failed.

I told everyone to remain vigilant for any minor issues and to bring any up as they could be an indicator of larger issues, and to bring any up as they may be an indicator of larger ones. Because all the major systems had been touched during the maintenance actions, our fo-

cus was on the power runs, gear and the fuel leaks, but we tried to give the entire aircraft a "once-over" to ensure it was safe to release to the line. After talking with the crew, I wasn't too concerned about the upcoming flight because I figured all the bugs had been ironed out during the previous two attempts, and that maintenance had made the final adjustments and brought the engines within limits.

We planned a vanilla sortie aimed at getting some time at altitude to let the fuel seals get cold so we could check a fuel leak that had been plaguing this plane. Fully briefed, we stepped out the door ready for anything.

After the engines were turning and all power checks were within Technical Order (T.O.) limits, we declared the aircraft airworthy and taxied out for an easy 2-hour sortie. Our expectations were met throughout the first 90 percent of the sortie until it came time for the last check, which required the

flight engineer to depressurize the aircraft. The check went fine and we departed our holding fix 20 miles from the base to execute an instrument approach followed by a touch-and-go landing so we could beat up the pattern for a few minutes before calling it a day.

The Flight Engineer reset the pressurization corresponding to the base elevation in accordance with his Before Landing Checklist. When he did, the aircraft began to pressurize. As the aircraft began to pressurize, I caught a whiff of something that just didn't smell right. Now, anyone who's been on a Here knows that these airplanes don't smell like a summer day in the country (unless you're downwind from a farm), but I thought this was something a little more than that. Analyzing the situation, no one else on the crew noted anything abnormal, and we initially determined that the smell was a product of a dirty air conditioner in a 33-year-old plane. So I continued my routine of setting the

OKIE

by Capt Mike Cundiff, Davis-Monthan AFB, Ariz.



by Capt Mike Cundiff, Davis-Monthan AFB Ariz

aircraft up for the instrument approach until the entire cockpit began to fill with white smoke.

Displaying superb Crew Resource Management (CRM), as you would expect from an experienced crew, we donned our oxygen masks, and executed the Smoke and Fume Elimination checklist. The engineer shut off the air conditioning packs that pressurize the aircraft and slowly the smoke stopped pouring in. The smoke began to dissipate once the overhead escape hatch was opened, and we configured the landing gear and flaps for landing. When we were "checklist complete," and had the aircraft "buttoned up" for landing, we informed tower that we were now an emergency aircraft due to the smoke, and would be making a "full-stop landing."

Since we weren't sure if the fire had been eliminated, we gave thought to stopping straight ahead on the runway for the emergency egress. During an

EP, my first thought is usually the most conservative answer until I apply solid Operational Risk Management concepts to the situation, and then I back myself out from that as far as I feel is safe. Davis-Monthan is a Flight Training Unit (FTU) for the A-10 and the pattern is always busy with either launches or recoveries and with only one runway, any airborne A-10s would have to divert. I also realized that a new A-10 class had just started the flight phase of their training, and that there were about 20 local A-10s airborne who would have to divert if we made a full-stop landing on the runway and egressed the aircraft; effectively closing the runway until the EP was terminated, and the aircraft was towed.

With all engines appearing to operate normally, I deduced that the problem was in the AC system. With the AC turned off, I felt it wouldn't cause any more problems, and that I would have enough time to exit the runway

into the Arm/De-Arm area. Reaching the Arm/De-Arm area would also allow the fire department to deal with our emergency without feeling pressured to get the plane off of the runway and out of the way. With that in mind, combined with the fact that the smoke had subsided, I decided we could afford the extra 60 seconds to exit the runway before egressing the aircraft. The decision paid off and we were able to turn the plane over to the fire department out of the way of the traffic to the single runway airfield without incident. Once we were all standing outside the plane, we looked at each other and took a deep breath thinking to ourselves, "What just happened?"

EPs can become compressed, and sometimes we get tunnel vision and just focus on getting the aircraft on the ground, but we often run this emergency procedure in the simulator with the Mission Crew on board, so we're pretty used to running the checklist. Unlike the

simulator, EPs occur “out of the blue,” and a crewmember’s biggest asset is to fall back on their training, at which point things begin to happen automatically. Smoke and Fumes is a boldface EP for us, and the crew performed it perfectly. Once the smoke came, the call was made, and the crew went into “auto-mode.”

Within seconds, everyone was on oxygen, checked in, and the Flight Engineer (FE) was flipping to the checklist before I could even call for it. The transfer of aircraft control from me to the copilot was smooth as he came up on oxygen and took control while I put mine on, and then took back control so he could get the aircraft configured for landing. The FE accomplished the checklist quietly and quicker than I’ve ever seen; only stopping to ask if I wanted the overhead escape hatch out, which the navigator then accomplished. Once the air conditioner was turned off and the hatch opened, the smoke cleared and we closed that checklist and moved to configuring the aircraft and executing the Before Landing Checklist. Even though there was little conversation, everything happened like clockwork. We all knew our duties and we accomplished them very quickly.

Everyone on the crew has input, but there comes a point at which, as the aircraft commander, you stop the process, make a decision, and lay out the plan of action to the crew. There was a quick question posed concerning



Photo by MSgt Dave Casey



Photo by Ann Elizabeth J. Harris



Photo by TSgt Lance Cheung



whether or not to take the aircraft “once around the pattern” to analyze the problem. This was the only point during the EP that I dictated anything. Realizing that we were in a safe position to land, I was not about to take a burning aircraft once around the pattern to find out exactly where it was burning and why, and there was very little discussion about it after that.

Our communications between the Command Post and tower were not a player in this case due to the quick nature of the EP. The EP occurred as we were handed off from approach control to tower so when we checked in with tower, we declared the emergency stating fuel, souls, and nature of emergency. The tower copied and cleared us to land, only breaking in once to ask if we would be shutting down on the runway. We probably surprised them by checking in as an emergency, so I was expect-

ing a lot of questions from the tower and command post, but realizing they see three to five emergencies a day, and knowing that we had our hands full of aircraft they stayed off the radios and let us fly the plane.

I brief in my AC brief that the egress will be in accordance with egress training, which designates the crew entrance door as the primary exit, with the crew running in the direction of the 10 o'clock position, and gathering 300 feet off the nose of the aircraft. We treated this as a textbook, “as briefed” standard egress with nothing dictating any special considerations. The EP unfolded so quickly that we actually ended up taxiing past the fire trucks, but they quickly set up to cover our aircraft egress, which went as planned. Once stopped, we made it out of the crew entrance door, and ran probably 200 feet off the nose to where the fire department was waiting,

formed up, and took a head count.

The cause of the smoke and fumes was determined to be from residual grease and/or oil in a bleed air duct, so I'm not sure why or how we made it through the first 90 minutes of the sortie without a problem. Only minutes after the smoke poured into the cockpit, we were safely on the ground after completing our checklists, notifying the tower of our problem and safely landing the aircraft. I was truly impressed with how quickly the crew reacted in response to the situation. They instantly went from fairly relaxed after an easy sortie to full-up “thrash mode” as the situation was quickly defused and we safely landed and egressed the aircraft.

Always being vigilant in the aircraft and knowing that the sortie isn't complete until the paperwork is finished is the key to being able to react to this kind of situation. I now use this example as a learning tool for my students. I always remind them that, “when you're in the aircraft, anything can happen at any time; therefore, you have to remain ready to react to any situation.” The process went smoothly and ended successfully, which I attribute to quality training, familiarity with this particular EP, and the experience and professionalism of the crew. ✈

THERE'S ALWAYS

There's always room at Edwards



at

Edwards

by Capt Leslie W. Morland, Castle AFB, Calif.

ROOM

Photo by TSgt Richard Freeman



The day started as a routine training mission out of Castle AFB. We had a full airplane with five students and five instructors. The first scheduled activity was a fighter intercept exercise in W-285. The pilot students were proficient, so I placed them both in their respective seats, and I sat behind them in the IP seat. The AC was in a left 20-degree bank turn to align us for another intercept when the IRN advised him to roll out on the desired heading. Rather, surprisingly, the AC's terse response was, "I can't."

At this point I could see the AC struggling with the control column. I leaned forward and grabbed the pilot's controls only to find they wouldn't move either. I rather undiplomatically

directed the pilot to get out of the seat. In the few seconds it took for him to get out of the seat I turned the autopilot on and off to ensure the problem wasn't sticking servos. I climbed into the seat, and pulled throttles 7 and 8 back to idle to level the aircraft. As I started strapping in, I looked back and saw the pilot was already in the IP seat, chute on, mask up, and visor down. I've never seen a seat swap done faster.

For the next 15 to 20 minutes I experimented with the amount of aircraft control I had. I could keep the wings level with differential thrust and rudder effectiveness was normal. I could roll to the left. Of course rolling to the left took time, power, and rudder. Roll rates were unpredictable, but manageable. During these first few tense min-

utes the instructor team acted like true professionals. They were preparing the crew for a possible ejection to include a cold Pacific landing. I depended heavily upon them to provide the emergency preparation I felt was my responsibility, but I had my hands too full of airplane.

The IEW put up the sextant in an attempt to look at the wings for structural damage, but a raised hatch lifter blocked his view. The fighters joined up on us and were able to tell us that we had no visible structural damage.

With the aircraft flyable and no visible exterior damage my thoughts went to my recovery options. I knew that I could not land the aircraft in its current condition. Fortunately the demands of learning to fly this aircraft left little time to dwell on the bailout option.



Photo by Jebbi C. Garza

The IRN called our command post and began the emergency coordination with the experts on the ground. How many times have you made that obligatory call to command post to report an IFE only to be greeted by the same inane questions? Yeah, me too! On this occasion the questions asked actually helped me analyze the problem and start thinking of my options. As my understanding of the problem increased, so did my confidence in my ability to fly this hurt bird.

The crew on the ground quickly realized that the Dash-1 doesn't have a section labeled "Rollout, I can't" and set up a comm link with the Boeing representatives. The decision was made to attempt a landing at Edwards AFB. The IRN contacted Oakland ARTCC, advised them of our emergency, and passed our desired routing. Boeing began making suggestions such as fuel differential to correct our uncoordinated flight. They even had the IRN climb into the wine cellar to check the control cables for possible FOD. The most curious suggestion of all was to try full right lateral trim. Being the good pilot that I am I induced full right lateral trim in one continuous increment. I then tried to force the column right, and sure enough, it broke loose whereupon the jet snapped off into a right bank which I caught at 45 degrees by pulling 1 and 2 to idle, left lateral and rudder and zeroing the trim. I then tried to force the column right and sure enough it broke loose whereupon the jet snapped off into a right bank which I caught at 45 degrees

by pulling 1 and 2 to idle, left lateral and rudder and zeroing the trim. Once the trim was zeroed, the column locked up again. Now I'm thinking that maybe those guys knew what they were talking about. I induced right trim again, this time leaving us wings level.

There was no happy ending yet because it still didn't "feel" right. Experimenting further, I found I did indeed have right lateral control, up to about 8 degrees, then the column free floated to full deflection without any corresponding control surface movement. Also, the control loading in the lateral axis was about 25 percent of normal while the pitch was normal. So I still had to complement lateral control with differential thrust to stay wings level. Now that I had a few degrees of actual right control I felt better about our recovery prospects, but I had to reorient myself to a new stick and rudder/power technique again.

I reported my control effectiveness to Boeing via the DO while the IRN supplied ARTCC with our desired routing and obtained clearance. In the 35 minutes it took to arrive overhead Edwards the command element at Castle organized the required assistance with Edwards, while my student pilot team reviewed on controllability checks and flaps up landing procedures. When within range of Edwards, I was sent to a discrete UHF frequency and greeted by the familiar voice of a fellow pilot I had known at a previous assignment. Being now associated with the 31 TES,

he provided me with a quick lesson on lake bed landings and launched two of his bomber-qualified pilots in a T-38 as chase.

Once the chase ship was in place and my gross weight reduced below 290,000, I set up for the flaps up check. Boeing recommended I perform a control check both clean and configured to determine which provided the most control. Since I had only $\frac{1}{2}$ lateral control, I slowed until I had $\frac{1}{2}$ of that remaining for approach speed. It occurred at approach plus 5 kts. I felt as though I had enough control in this configuration to land safely and reported this to Boeing. The configuration process was slow; extending 10 percent flaps at a time while managing airspeed and updating trim as required. The object of this procedure was to effect slight changes in the aircraft equilibrium at a rate that would not induce any lateral transients I could not account for. With flaps down, I extended the gear. The only control problem I encountered was a large power addition to maintain level flight. Airbrakes at position four with its more rapid control response made it exciting for awhile until I retrained my inputs again.

Once the aircraft became manageable and predictable I slowed to BF+10 (15,000 MSL) and felt as though I had enough control to attempt a landing. I reported this to Boeing. They were leaning towards a flaps up landing, but elected to let me make my own decision. I had decided to do a low approach with flaps, gear, and AB4 (air brakes) to identify the landing area and confirm I could manage this configuration. I could foresee a possible situation necessitating egress developing rapidly. Lengthy discussions and maintaining a stable escape platform might not be possible. Therefore, prior to the descent, my instruction team had prepared everyone well. I merely went over how I would command it... "If I say get out, get out, no questions."

The transition from our holding pattern to the low approach was done visual with the IRN providing the Airborne Radar Directed Approach assist. He also handled approach control communications while I talked on the emergency net frequency. I had been advised to expect some visual degra-

dation in depth perception due to the vast expanse of flat, white lake bed. A 26,000-foot section of lake bed had been outlined with black oil-stained lines 300 feet apart with a set of "captain's bars" identifying the landing area/aim point. No VASI, precision/non-precision information of any kind. The chase ship was to provide "feet remaining" calls.

I planned to fly the low approach at 200 feet and do a large closed pattern to an extended visual final. I got to 200 feet at about landing zone and slowed to BF+17. I was satisfied that I could control the aircraft for a landing and the only area that caused me con-

able, in that it gave me the information necessary to create my descent profile. The lack of depth perception was more pronounced below 100 feet AGL. I started to drift right faster than I could correct for so I stopped the descent, got back to centerline, and then continued still at BF+10. The centerline correction ate up so much runway that now I had no visual aim point. The OAS altitude calls from the IRN were crucial. With a stabilized final approach power setting, at or above BF+10, aircraft control was good. Below 100 feet AGL with a 15-18 kt quartering headwind and a gradual speed reduction, I realized im-



Photo by SMSgt John Rohrer

cern was my power available and roll response low to the ground. By using differential power, rudder, and slight lateral inputs I felt confident. With tower approved maneuvering room, I advanced the power to climb and turn. There was barely enough power available to maintain a 500 fpm climb in a 10-degree right bank. I was going to fly a 2,000 foot AGL, 10-mile pattern for a smooth, slow alignment. As soon as I rolled out downwind, I hit some thermals and associated turbulence. For the next 10 minutes we were passengers because I didn't have the control response to counteract these displacements. All I could do was to increase the speed and altitude which had no easing effect but gave me a larger "pad" to deal with.

When the turbulence eased up, I aligned with the lake bed at about 10 nm and 2,500 feet AGL. The IRN called radar range and height above terrain all the way to touchdown. This was inval-

mediately I did not have enough control at go-around power setting to perform a go around. In this airspeed regime, I had the throttles cocked so that number 1 was at MRT and number 8 at idle. The only way I was able to keep the left wing up was to come in with the power then back it off in rapid succession to stabilize the roll. Of course this didn't help with the speed reduction so my intention was to try to touch down power on. When the IRN called "5 feet ... 5 feet ... 5 feet" it seemed it was as low as I could get holding any power. With only 16,000 feet remaining and my leg giving out from holding so much rudder, I just pulled power off to accept dropping in the last 5 feet. It settled fairly heavy, but did not bounce. I held the chute and only tested the brakes but did not apply them until approximately 30 kts ground speed coming to a stop 2,000 feet short of the edge of the world, I had used over 24,000 feet. ✈

What did I

LEARN?

What would I have done DIFFERENTLY?

1. For those of you not blessed to fly with an experienced crew, sit down and have a realistic emergency egress discussion to include options such as: bomb bay exit; altitude and airspeed preference; making everyone bring a water bottle; reviewing landing area terrain and travel directions; requiring the navs and pilots to stick their charts in their pockets ... get the point?

2. Everyone generally considers landing on the lake bed at Edwards their pat answer for situations requiring lots of landing room. It's worth the effort to look at the IAP for the several outlined landing areas available. How are you going to manage your approach with no approach guidance? The illusions are real, I can attest.

3. Throttle management would have been made easier if I had been in the left seat since they would have been in a more natural grasp position (top left to lower right).

4. Knowing the outcome of the normal configuration landing, I would choose the flaps up for two reasons. First, I neglected to consider the possibility of poor control during the short period still airborne below BF+10. The rapid power in/out method of lateral control is a crap shoot. The control response at this speed was nothing like the control check indicated. Second, the flaps up would have allowed a power-on landing at a high airspeed. In my haste to make everything appear "normal," I glossed over some valid options.

Oh, yes, what was wrong with the jet? The maintenance report said, "Bolt came loose from the right spoiler over-travel spring." The control rod attached to this bolt jammed the control mechanism, causing our initial problem. It appears that during installation the cotter pin was left out of the bolt allowing it to vibrate free.

Article Courtesy COMBAT CREW Magazine, February 1990

by TSgt Brian D. Sprague, Nellis AFB, Nev.

Chain of Mishap



LINKS

It was 13 years ago. I can't remember the names or all of the small details, but I remember each link like it was etched in my mind. I was a young A1C at my first assignment and had just recently been allowed to launch and recover an aircraft without supervision. When I look back on it through the lenses of today's standards, it seems like a lot of responsibility for a three level.

I launched out a full Colonel, which did not bother or intimidate me. The launch was uneventful and the aircraft left on time. The expeditor came and got me for another job. I can't remember if it was to help with a tow or to do a chow run.

It was policy to close up the Hardened Aircraft Shelter (HAS) if no one was in it. Before leaving, I dutifully closed the blast doors and the front doors. While on the way in the truck, we heard a squawk. My jet was coming back early. **(LINK ONE)**

We had to travel about a mile and go through an entry control point to get back to my HAS. I had prepped everything before leaving, so the winch cable was pulled out and my soap paperwork (what it was called back then) was pre-filled. When we got back, the jet was sitting there waiting for me. I was in a panic to get it back into chocks. **(LINK TWO)**

I opened up the HAS, attached the winch cables to the jet, and started to winch it back. When I got it straight

and moving backwards, I realized I had forgotten to open the blast doors. I told the expeditor, but he told me to keep going and get the aircraft back in the HAS because ... I listened to him because he was a TSgt and was more experienced. **(LINK THREE)**

I noticed debris flying around in the back of the shelter. Some of it was coming dangerously close to the intakes and swirling around the tail of the aircraft. I kept going as I reminded myself that my expeditor would not steer me wrong, right? **(LINK FOUR)**

All of sudden, I just could not continue and got the guts to shut it down. The jet was only halfway into the HAS. **(MISHAP CHAIN BROKEN)**

The expeditor was furious. Now he had to get a tow crew together to finish the job. I felt bad about the extra inconvenience, but knew in my heart that I had done the right and safest thing.

Things were flying around and could have caused some serious damage to the aircraft and or the engines. Every mishap has a chain of events leading up to it. I broke the chain and stopped the mishap from happening. You too can break the chain, not just in aircraft maintenance, but in every day situations. Stay aware of how your actions can contribute to a mishap chain, recognize bad advice even if it is coming from a more experienced or seasoned source, and have the guts to break the chain before the mishap occurs. ✪



Photo by SSgt Chyrece E Campbell

by MSgt Thomas S. Foster, Jr., Langley AFB, Va.

Photos by A1C Scott Aldridge

RAGE and My GT

Road rage on our nation's highways has grown to new heights. One thing for sure, it doesn't matter if you live in the city or in rural areas. Almost everyday you can read about aggressive drivers in our newspapers or hear about their acts of rage on the daily newscast. Needless to say, these people are high-risk drivers that climb into the anonymity of their "vehicular projectiles" and take out their frustrations on anybody at any time. I have experienced this firsthand while stationed here in the Hampton Roads area. Here's my story ...

It was an early, crisp, February morning and of all days, Friday the 13th! I live approximately 10 miles from my office; and at this particular time, I had to be at work at 0700. So, like any other day, I would head off to work around 0615 in the morning. As I was merging onto the interstate, I noticed that the traffic varied from moderate to heavy. I merged into the first lane as usual, using my turn signals. After waiting for the center lane to clear, I then merged into the center lane. Because of the high volume of traffic that morning, I stayed in the center lane for approximately 1 mile. Once the far left lane opened up, I merged and continued my usual travel route maintaining speed to stay with the rest of traffic.

After driving in the left lane for awhile, I noticed in my rearview mirror a pair of headlights coming up fast behind me. With the traffic situation as congested as it was that morning, I couldn't merge back into the center lane because other cars were already there — all three lanes were bumper to bumper.



It was very evident that "Mr. Excitement" was in a real hurry; his front bumper came to within a foot of my car. Because I was driving a Mustang GT and he was in a Ford 4x4 pickup, his headlights were right smack dab in my rearview mirror. To make matters worse, he began to constantly flash his high beams at me. There was absolutely nothing I could do but wait till the center lane opened up. I even slowed down some, hoping an opportunity would open up for him to be able to merge into the center lane. But no! He wanted this

far left lane, and he wanted it now! For a moment, it got so bad that I actually thought he was going to pass me on the far left shoulder of the road just to get in front of me.

Eventually, the center lane opened up for me; and I merged. But then I noticed something. He also changed lanes and was still on my rear bumper — flashing his lights. I really didn't know what this person wanted me to do. So I slowed down again, hoping he would pass me and go on his merry way. Well, he did merge to the right of me and started to pass. But instead of passing and going on, he was now beside me; and it looked like he was trying to move back over into my lane.

I checked on my left to see if I could merge back into the left lane, but there was already another car there; I couldn't change lanes. So I got over to the left as far as I could into my lane ... without crossing over the lane markers. This is when I noticed that "Mr. Excitement" had rolled down his driver's side window, had his left arm hanging out of the window, and was holding something in his hand — something that I could not quite figure out.

Then all of sudden, he threw whatever was in his hand directly at me. At that same instant, something hit the side of my car — "WHAM!" My natural reflex prompted me to

jerk the car left. As a result, I almost lost control of my vehicle. Then as I attempted to bring my car back over to the right, I inadvertently overcorrected. This is when I lost total control of my automobile and began sliding sideways down the interstate ... hanging on for the ride. When the skidding stopped and the smoke cleared, my car was turned around 180° and sitting in the middle of the median with the engine cut off. Fortunately, all the cars behind me had enough time to stop in order to avoid a major accident. From the corner of my eye, I noticed the Ford 4x4 heading up the adjacent off-ramp.


Right then and there, I lost my temper! "Road Rage" had taken over me! I was going to get "Mr. Excitement" at any cost ... I didn't care! I got my car started again and noticed the long line of previously stopped cars had barely begun to move. I had just enough time to cross over the interstate ahead of the traffic, and up the off-ramp I raced ... chasing after my mystery aggressor.

My 5.0 Mustang GT and I were on "Mr. Excitement" in the blink of an

eye. I was determined to follow this guy to wherever he was going and get a big piece of his "you know what." But as I was following him, I had a chance to calm down a little and think about what had just happened. That's when I realized this wasn't the smartest thing to do. Not only had I possibly endangered other people around me, but now I didn't even know where this guy was leading me. So I finally did the only smart thing to do. I wrote down a description of the vehicle along with his license plate number, abandoned the chase, and reported the whole incident to the State Police. Within an hour and a half, I received a phone call from the State Police stating that they had arrested "Mr. Excitement." They asked me if I wanted to press charges, and my answer was YES.

Friday the 13th wasn't a very good day for "Mr. Excitement" for sure. "Road Rage" is a federal offense; and after his court date, it cost him a permanent mark on his record, \$2,000 in lawyer fees, \$500 in fines, 2 years probation, and \$168 worth of damage to my

car. He was fortunate; if he had killed someone, he could still be behind bars.

The bottom line to my story is, "Report acts of aggressive driving to the proper authorities." Most states have a telephone number that motorists can use to report dangerous drivers to local law enforcement officials. If you have a cellular telephone in your vehicle, keep that number handy. Then when you see a driver operating a vehicle in a threatening manner, pull over and make the call. In addition, always remember to be courteous when you're driving. Don't get lured into duplicating some of the same irresponsible driving patterns of the aggressor. Every motorist has the ability, as well as the obligation, to set a good driving example for others. By working together, we can help make our roadways safer and prevent unnecessary tragedies. Take this advice from a seasoned weapons troop — the mixture of road rage and vehicular projectiles can be an "explosive" one! 

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Fire in the home by SSgt Byron Randolph, Kadena AB, Japan

Fire IN THE HOME

by SSgt Byron Randolph, Kadena AB, Japan
Photos by A1C Christopher L. Ingersoll

Does your family know what to do if a fire breaks out in your home? Is there some kind of plan that everyone in the family has been made aware of? Many families never think about fire and how to ensure the safety of their family until it is too late.

Here are two stories about fires that broke out in the home. The first story is about a family who made the mistake of never discussing or planning what to do in case of a fire. Because of this lack of knowledge and planning, this family paid a painful price. The second story, luckily, has a different twist, because this family discussed and planned what to do in case of a fire in their home.

The families' names will not be revealed because that is not what's important; the important thing is how planning and basic knowledge of fire issues can make the difference.

Family A had two parents and three young children. The father went to a fire briefing that military families typically receive when they move into base housing. This father paid very little attention to the briefing because he didn't think it was that important, and never passed the knowledge along to the rest of his family — a decision he later regretted.

One day Family A decided to have a birthday party for one of the children. Many people were invited and everyone was having a blast. But when the party ended, tragedy struck.

After everyone had gone home, the father, who had been drinking, asked his wife to cook him something to eat. She fussed at first, telling him how tired she was, but soon gave in to his plea. Though exhausted from all the cooking and cleaning she did in preparation for the party, she went into the kitchen and turned the stove on. She then went back into the living room where the husband had dozed off, and ended up dozing off beside him.

The two were awakened by the smell of smoke through the house, and

quickly ran into the kitchen to find a huge grease fire. The somewhat intoxicated father picked the pan up from the stove and tried to throw it out the back door. This was a major mistake. The mother, not knowing what to do, ran into the other part of the house, grabbed her children, and ran out the front door to the neighbors' house to call 911. When the fire department arrived on the scene, the father had suffered burns to his upper body and the kitchen was nearly destroyed. The mother and children, who had escaped earlier, suffered from smoke inhalation.



This was a lesson learned the hard way. Things might have turned out differently had the entire family received some knowledge on what to do in case of a fire. Even though the father received the fire safety briefing, he had not paid attention and his judgment was impaired because he had been drinking. The mother panicked because she had no idea what to do; she could only think about saving her children.

Everyone in this family paid a price because no fire safety planning was done. This family was lucky though — no lives were lost, and material goods can always be replaced.

Family B is a husband and wife and their two dogs. This family planned their traditional get-together with some friends for a nice dinner during the Thanksgiving holiday, but the couple's rush to get the side dishes prepared almost cost them their lives and their

property. Having a plan for what to do in case of a fire gave this story a different ending.

The cooking and baking was almost complete — all that was left was the sweet potato casserole with marshmallows. The couple became careless worrying about getting dressed in time for the special dinner, so to make the marshmallows melt quicker on top, the husband decided to turn the oven up to broil, asking his wife to keep an eye on the dish. Preoccupied with getting ready and not really listening to what was being said, the wife forgot she was

supposed to watch the dish. When she realized she had forgotten about the casserole, she rushed to the kitchen and opened up the stove to flames. Panicking, she started screaming for her husband to help her. The husband calmed his wife down and coolly put out the fire by smothering it with a cover.

Looking back, I'm sure both families could think of things they could have done differently, but one thing for sure is that Family A will carry greater scars from their experience with fire than will Family B. It is so important to develop a plan of action in case a fire breaks out in your home and to ensure that the entire family is in on this plan. Hopefully, these two stories will help you realize just how basic knowledge and planning can make a world of difference in someone's life. Knowledge is power and everyone can benefit — even YOU. 🐶



“PANIC
is a sudden,

OVERPOWERING TERROR

often afflicting many people at once ...

Panic will make you do things that can

KILL YOU.”

Surviving a HOTEL FIRE

by Capt R.H. Kauffman, Los Angeles County Fire Department

Surviving a Hotel Fire

I have been a firefighter in Los Angeles, Calif., for over 10 years and have seen many people die needlessly in building fires. It is sad because most could have been saved.

Contrary to what you have seen on television or in the movies, fire is not likely to chase you down and burn you to death. It is normally the bi-products of fire that will kill you. Super heated fire gases (smoke) and panic will almost always be the cause of death long before the fire arrives. This is very important. You must know how to avoid smoke and panic to survive a hotel fire, since the fire may not reach your location.

Smoke and Panic

Where there is smoke, there is not necessarily fire. A smoldering mattress, for instance, will produce great amounts

of smoke. Air conditioning and air exchange systems will sometimes pickup smoke from one room and carry it out to other rooms or floors. You should keep that in mind because smoking and matches cause 70 percent of hotel fires.

Smoke, being warmer, will start accumulating at the ceiling and work its way down. The first thing you will notice is THERE ARE NO "EXIT" SIGNS — when you have smoke, it is too late to start looking for "exit" signs. Smoke is also irritating on the eyes. The problem is your eyes will only take so much irritation, and then they close. Try all you want. You will not be able to open them. It is one of your body's compensatory mechanisms. Lastly, the fresh air you want to breathe is at or near the floor. Get on your hands and knees (or stomach) and STAY THERE as you make your way out.

Panic is a sudden, overpowering

terror often afflicting many people at once. It is the product of your imagination running wild and it will set in as soon as it dawns on you that you are lost, disorientated, or you do not know what to do. Panic is almost irreversible: once it sets in, it seems to grow. Panic will make you do things that can kill you. People in a state of panic are rarely able to save themselves. However, if you understand what's going on, what to do, where to go, and how to get there, panic will not set in.

Find and Use Your Exit

It is important that you find your exit as soon as you arrive at your room. You open the door and drop your luggage. AT THAT VERY MOMENT, turn around and go back into the hallway to check your exit. You may NEVER get another chance. If two of

you are sharing a room, BOTH of you need to locate your exit. Talk it over as you walk towards it. Is it on the left or right ... do you have to turn a corner? Open the exit door ... what do you see ... stairs or another door? (Sometimes there are two doors to go through, especially in newer hotels.) I would hate to see you crawl into a broom closet thinking it was the exit! Is there anything in the hallway that would be in your way ... an ice-machine maybe? As you arrive back at your room, take a look once more. Get a good mental picture of what everything looks like. Do you think you could get to the exit with a "blindfold" on?

Close all doors behind you and take your room key. Closing doors is a very effective way to keep out fire and also minimizes smoke damage to your belongings. Some doors take hours to burn through. They are excellent "fire stops." If you find smoke in the exit stairwell, you can bet people are leaving the doors open as they enter.

Take your key with you. Get into the habit of putting the key in the same place every time you stay in a hotel. While it is important that you close your door as you leave, it is equally important that you do not lock yourself out. You may find conditions in the hallway untenable and want to return to your room.

What to do if You Wake Up to Smoke in Your Room

Grab your key, roll off the bed, and head for the door on your hands and knees. Even if you could tolerate the smoke by standing, DO NOT. You will want to save your eyes and lungs for as long as possible. BEFORE you open the door, feel it with the palm of your hand. If the door or knob is quite hot, do not open it. The fire could be just outside. With the palm of your hand still on the door (in case you need to slam it shut), slowly open the door and peek into the hallway to "assess conditions."

As you make your way to the exit, stay against the wall on the side where the exit is. It is very easy to get lost or disorientated in a smoky atmosphere. If you are on the wrong side of the hall-

way, you might crawl right on by the exit. If you are in the middle of the hall, people who are running will trip over you. Stay on the same side as the exit and count doors as you go.

When you reach the exit and begin to descend, it is very important that you WALK down and hang onto the handrail as you go. Other people will be running and might knock you down so that you are not able to get up. Just hang on and stay out of everyone's way.

Smoke will sometimes get into the exit stairway. If it is a tall building, this smoke may not rise very high before it cools and becomes heavy. This is called "stacking." If your room is on the 20th floor, for instance, you could enter the stairway and find it clear. As you descend you could encounter smoke that has "stacked." Do not try to "run through it" — people die that way. Turn around and walk up.

Now you must really hang onto the handrail. The people running down will probably be glassy-eyed and in a panic and will run over anything in their way, including a fireman. Hang on and keep heading up towards the roof. When you reach the roof, prop the door open with something. This is the ONLY time you will leave a door open. Any smoke in the stairwell may now vent itself to the atmosphere and you will not be locked out. Now find the windward side of the building (the wet finger method is quite reliable), have a seat, and wait until they find you.

Roofs have proved to be a safe secondary exit and refuge area. Stay put. Firemen will always make a thorough search of the building looking for bodies. Live ones are nice to find.





Your Room May Just Save Your Life

Become familiar with your room. See if your bathroom has a vent; all do, but some have electric motors. Should you decide to remain in your room, turn it on to help remove the smoke. Take a good look at the window in your room. Does it open? Does it have a latch, a lock? Does it slide? Now open the window (if it works) and look outside. What do you see? A sign, ledges?

How high up are you? Get a good mental picture of what is outside, it may come in handy. It is important you know how to OPEN your window; you may have to close it again.

Should you wake up to smoke in your room and the door is too hot to open or the hallway is completely charged with smoke, do not panic. Many people have defended themselves quite nicely in their room and so can you. One of the first things you will want to do is open the window to vent the smoke. Those who do not know how to open their window will probably throw a chair through the window. The broken glass from the window will cut like a surgeon's scalpel. Besides, if you break out your window with a chair, you could hit a fireman on the street below.

Photo by SSgt Bennie J. Davis III



Photo by SSgt Lanie McN





If there is fresh air outside, leave the window open, but keep an eye on it. If there is smoke outside, close your window. At this point, most people would stay at the window, waving frantically, while their room continues to fill with smoke. This is not conducive to survival. You must be aggressive and fight back.

Flip on the bathroom vent. Fill the bath with water. (Do not get into it — it is for fighting the fire. You would be surprised how many people try to save themselves by getting into a tub of water — that's how you cook

lobsters and crabs!) Wet some sheets or towels, and stuff the cracks of your door to keep out the smoke. With your ice bucket, bail the water from the bath onto the door to keep it cool. Feel the walls — if they are hot, bail water onto them too. You can put your mattress up against the door and block it in place with the dresser. Keep it wet — keep everything wet. Who cares about the mess? A wet towel tied around your nose and mouth is an effective filter if you fold it in a triangle and put the corner in your mouth. If you swing a wet towel around the room, it will help clear

the smoke. If there is a fire outside the window, pull down the curtains, move everything combustible away from the window and bail water all around the window. The point is there should not be any reason to panic — keep fighting until reinforcements arrive. It will not be long.

Never Use Elevators

There isn't an elevator made that can be used as a "safe" exit. In all states, elevators by law, cannot be considered an "exit." If you get into an elevator,

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you are in trouble. Elevator shafts and machinery extend through all floors of a building, and besides, with the shaft filling with smoke, there are hundreds of other things that could go wrong and probably will. Everyone tries to get on the elevator in an emergency. Fights break out and people get seriously injured. Smoke, heat, and fire do funny things to elevator call buttons, controls, and other complicated parts. Hand-operated elevators are not exempt — some elevator operators have been beaten by people fighting over the controls. If you have any idea that there might be smoke or fire in your hotel, avoid the elevator like the plague.

Jumping Is Not a Good Choice

It is important I say something about jumping because so many people do it. Most are killed or injured in the process.

If you are on the 1st floor, you could just OPEN the window and climb out. From the second floor you could probably make it with a sprained ankle, but you must jump out far enough to clear the building. Many people hit windowsills and ledges on the way down, and they go into cartwheels. If they do not land on their head and kill

themselves, they are seriously injured. If you are any higher than the 3rd floor, chances are you will not survive the fall. You would probably be better off fighting the fire. Nearby buildings seem closer than they really are and many have died trying to jump to a building that looked 5 feet away, but was actually 15 feet away.



Photo by Ann Scherrie K. Gates


Call the Fire Department

Believe it or not, most hotels will not call the fire department until they verify whether or not there really is a fire and try to put it out themselves. Should you call the reception desk to report a fire, they will always send the bellhop, security guard, or anyone else that's not busy to investigate. Hotels are

very reluctant to "disturb" their guests, and fire engines in the streets are quite embarrassing and tend to draw crowds.

In the New Orleans hotel fire, records show that the fire department received only one call, from a guest in one of the rooms. The desk had been notified of fire 20 minutes earlier and had sent a security guard to investigate. His body was later found on the 12th floor about 10 feet from the elevator.

Should you want to report a fire or smell of smoke, call the fire department and tell them your room number in case you need to be rescued. We would much rather come to a small fire or smoking electrical component that you smelled than be called 20 minutes later after six people have died. Do not let hotel "policy" intimidate you into doing otherwise.

As a Captain in the Los Angeles County Fire Department, it is my sincere hope that these tips will help you should you ever find yourself in a hotel fire. Only you can condition yourself to react in a hotel emergency by developing these habits — the bottom line is be prepared! 

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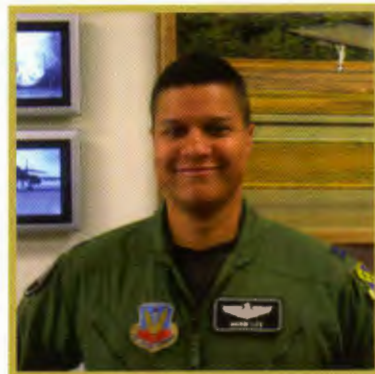
PS Form 3526, October 1999 (Revised)

MONTHLY AWARD WINNERS

Flight Line Safety Award of Distinction

While performing Supervisor of Flying (SOF) duties at Dyess AFB, Texas, Capt Lee noticed significant oscillations near the left overwing fairing (a system that protects internal wing components with an inflatable barrier when the wings are not in the swept back position), as Hawk 02 approached the hold short line. He moved closer to investigate, and prepared to help the crew manually reset the system from outside the aircraft. A moment later, he saw smoke and fumes, followed by an apparent flare up of red flame at the rear of the left overwing fairing, just above the nozzles for Engines one and two. Assuming the worst possible scenario, a fuel leak being ignited by hot engine exhaust, he informed Hawk 02 of the apparent fire, and verified with Hawk 01 that hydraulic fluid was now streaming freely from Hawk 02's left overwing fairing area. The crew of Hawk 02 shut down the aircraft and lowered the ladder. Capt Lee, realizing the potential for brake failure as hydraulic fluid levels were depleted, quickly chocked the front landing gear to prevent the crippled aircraft from rolling backward as the crew began their ground egress.

He then used the SOF vehicle to relocate the crew to a safe distance away as emergency vehicles arrived on scene. An investigation determined the "flames" Capt Lee had observed were actually aerosolized hydraulic fluid particles being blown away by the wind and engine exhaust. Nonetheless, the situation had a remarkable potential for disaster, as there were large quantities of hydraulic fluid dripping from not just the overwing fairing, but from the bomb bay area as well. This catastrophic hydraulic system failure would have easily complicated any takeoff, or abort, attempted by the crew. Capt Lee's situational awareness and conservative judgment ensured the crew was able to avoid a hazardous in-flight emergency.



Capt Norman L. Lee
9th Bomb Squadron
7th Bomb Wing
Dyess AFB, Texas

Pilot Safety Award of Distinction

Capt Karrs exhibited superior skill and exceptional airmanship when he safely recovered a Block 50 F-16 with System B hydraulic failure. Capt Karrs was number six of a six-ship ferrying aircraft from Cannon AFB across the Atlantic Ocean. He was just under 9 hours into the sortie as he completed his 11th and final air-to-air refueling when he noticed his System B hydraulics pressure fall to zero. The System B hydraulic system in the F-16 is the sole hydraulic source for the gun, landing gear, brakes, nose-wheel steering, and most importantly in this case, the air refueling receptacle door. He advised his flight lead of the situation, adjusted his course towards the nearest suitable airfield, and completed the emergency checklist for System B hydraulic failure. The nearest suitable airfield was Beja Air Base, Portugal, which was 150 miles closer than Moron AB, Spain (the flight's planned desti-

nation). The remainder of the flight proved uneventful until the approach, which was nonstandard only because the System B hydraulic failure necessitated an alternate gear extension. He completed the emergency checklist, and landed his aircraft without incident. Maintenance personnel inspected the aircraft and found a hairline crack in the hydraulic pressure manifold. After 9 hours into his flight, the slow hydraulic fluid leak from the crack had finally exhausted the System B hydraulic fluid reservoir.



Capt Nathanael L. Karrs
522nd Fighter Squadron
27th Fighter Wing
Cannon AFB, N.M.

Ground Safety Award of Distinction

TSgt Andren has displayed superior performance in ground safety and mishap prevention as the 963 AACs's Ground Safety NCO. His passion for safety and motorcycles led him to create a benchmark motorcycle safety program that was not only recognized in his own squadron, but also throughout the 552 ACW, the 72 ABW, and the Oklahoma City ALC (OC-ALC). He quickly established himself as lead rider/mentor to other motorcyclists and developed a monthly motorcycle safety newsletter for the riders of the 552 ACW. Covering such topics as group riding dynamics, motorcycle maintenance and personal protective equipment requirements. His newsletter "The Ride" provided a forum where TSgt Andren could focus attention on reducing the number of motorcycle-related mishaps. "The Ride," was acclaimed throughout the 552 ACW, and wing leadership requested that TSgt Andren spearhead a mass motorcycle safety meeting with all riders in the wing. Unit commanders were given guidance to aid them in the development and management of their own motorcycle safety programs, while commanders with very little background in motorcycles were

provided with an understanding on the risks associated with riding and how they can be mitigated. TSgt Andren's work was further recognized by the Chief of Safety, OC-ALC (AFMC), who requested his expertise and assistance in writing the base policy on motorcycle safety. Working closely with base agencies across two separate MAJCOMs, TSgt Andren is currently working to secure a base Motorcycle Center to serve as a focal point for the Motorcycle Safety Foundation training courses, motorcycle safety related information, and meeting place for Tinker Riders and Mentors (TRAM), the base motorcycle club. TSgt Andren has worked above and beyond the scope of his normal duties as Ground Safety NCO to create a culture of motorcycle safety not only in his own wing's riders, but across the Tinker AFB community.



TSgt Joel D. Andren
963rd Airborne Air Control Squadron
552nd Air Control Wing
Tinker AFB, Okla.

Weapons Safety Award of Distinction

EOD Team Two team members, TSgt Wayne and SrA Bykowski, were called out to perform a post blast investigation on an Improvised Explosive Device (IED) strike on a Romanian Light Armored Vehicle approximately 10 kilometers outside of Kandahar Airbase, Afghanistan. The strike left one Romanian soldier dead and another lost a leg as he approached the stricken vehicle. Upon arrival at the scene, TSgt Wayne put experience and proper ORM to work. He found that the incident did not fit standard enemy tactics techniques and procedures (TTP). The team quickly moved to redeploy Romanian Security Forces out of areas that they felt could possibly contain secondary devices, preventing further casualties. Using a metal detector, TSgt Wayne and SrA Bykowski discovered an additional buried anti-personnel landmine was connected by a detonating cord to an anti-tank

mine. The team safely disposed of the two mines and quickly reported the new enemy TTP to leadership. TSgt Wayne and SrA Bykowski personally briefed this incident to all local coalition forces that operate in and around Kandahar and ensured the information was disseminated to effected units in Iraq and Afghanistan. TSgt Wayne and SrA Bykowski's solid risk management possibly saved more casualties, recognized a new enemy TTP, and ensured quick dissemination of the information. TSgt Wayne and SrA Bykowski are truly deserving of acknowledgement.



TSgt Ray J. Wayne
SrA Matthew J. Bykowski
451st EOD [Deployed]

MONTHLY AWARD WINNERS



HAWG 95 departed RAF Mildenhall, United Kingdom, on a routine RIVET JOINT training mission. Upon climbout, the RC-135 experienced fumes and pressurization difficulties. TSgt Russell Robinson, the Airborne System Engineer (ASE), requested the flight deck to deactivate the air conditioning system for further analysis. This was accomplished and an aircraft level off altitude was commanded at 9,000 feet. The Electronic Warfare Officer (EWO) compartment alerted TSgt Robinson to a WARNING in the EWO aircraft checklist that required the EWO compartment to power down all electronic reconnaissance compartment if the aircraft cabin altitude rose above 10,000 feet. The WARNING contained in the EWO's aircraft checklist was not contained in the ASE's aircraft checklist, but further research by the EWO Compartment (Lt Col McGreer, Lt Col Anderson, and Capt Marquez) and TSgt Robinson revealed inconsistencies between the primary aircraft

reference manual and the crew checklists. As a result of this incident, TSgt Robinson spearheaded Technical Order changes to correct the inconsistencies between the aircraft checklists and reference manuals. Lt Col McGreer, Lt Col Anderson, Capt Marquez, and TSgt Robinson's attention to detail during emergency actions averted potential damage to critical aircraft components and corrected inconsistencies within the aircraft checklists; preventing the problem from happening again.



Lt Col Alan R. McGreer
Lt Col John R. Anderson
Capt Edward F. Marquez
TSgt Russell L. Robinson
95th Reconnaissance Squadron
[Deployed]



SSgt Davis (a seasoned U-2 crew chief) and Amn Bae (a recent technical school graduate) showcased superb situational awareness and sound reactionary skills in averting a devastating Class A ground mishap. While performing duties as ground crew members during the end of the day engine run on a TU-2S "Dragon Lady" two-seat trainer aircraft, SSgt Davis observed flames erupting from the exhaust stack of the ground air start cart. SSgt Davis knew something was wrong, as the unit's turbine was only spinning at 10 percent. He immediately performed emergency shutdown procedures on the unit, while Amn Bae terminated the engine run and evacuated other technicians from the hangar. SSgt Davis and Amn Bae flew into action when white and grey smoke started to billow from the unit within seconds after the unit shutdown. Focusing on saving an irreplaceable national intelligence surveillance and reconnaissance asset, Amn Bae quickly disconnected the unit from the

aircraft and assisted SSgt Davis in pushing the 2,680-pound unit out of the shelter and away from the aircraft. Once in the open, SSgt Davis swiftly retrieved a nearby fire extinguisher and assisted Amn Bae in extinguishing the fire before it consumed the unit. SSgt Davis and Amn Bae's level-headed thinking and actions defused a catastrophic situation while preventing the loss of life and saving a irreplaceable asset.



SSgt Joseph E. Davis III
Amn Bosco Bae, Jr.
9th Aircraft Maintenance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.



The 966th Airborne Air Control Squadron is responsible for the largest Programmed Flying Training unit in Air Combat Command. The Flight Safety office is led by Flight Safety Officer Capt Olin Lau, Additional Duty FSO Capt Dean Jackson, and FSNCO MSgt Kevin Leard. The Flight Safety office introduces safety topics to over 700 students weekly. The 966th Flight Safety office has created a rotating schedule of briefing topics covering a wide range of subjects including Safety Privilege, Flight Line Safety, BASH, MACA, ORM, and FOD. The initiatives developed by Capts Lau and Jackson, and MSgt Leard are instrumental in reaching new flyers and instilling a safety mindset that will stay with them for the rest of

their careers. Safety briefing topics are included daily during mission planning briefings and weekly during Friday hall calls. Capt Jackson has developed two benchmark initiatives at the 966 AACs: A weekly safety newsletter and safety flyers. The weekly safety initiatives have been recognized as a best practice in the 552 ACW and are passed on throughout the flying squadrons in the wing. The safety flyers cover the previously mentioned briefing topics and also include guidance for approaching multi-engine aircraft with engines running, Auxiliary Power Unit safety procedures, AGE safety procedures, and refuel/defuel safety procedures. These efforts to preach the safety message throughout the wing have directly contributed to their unit's zero flight or ground mishaps this month!

**966th Airborne Air Control Squadron
552nd Air Control Wing
Tinker AFB, Okla.**

ACC Safety Salutes Superior Performance

Lt Col George Elefteriou, MCC
Lt Col Drue McCroan, AC
Capt Royal Preston, SD
1Lt John Blackburn, CP
Maj Joseph Braziel, DMCC
Lt Col Thomas Wiswell, NAV
Capt Nathan Andrews, SMO
TSgt Thad Allen, FE
1Lt Charles Loiacono, AWO
SSgt Alexis Adames, AIT
1Lt Jack Rhodes, AWO
SFC Glen Wright (USA), ATSS
1Lt Mario Jimenz, AWO
SSG Jeremy Welch (USA), ATSS
TSgt Ronnie Carter, SDT
TSgt Charlton Smith, CST
A1C Stephen VanPelt, AOT
A1C Steven Wiseniske, CST
A1C John Manning, AOT
SrA Michael Bates, AMSS
128th Expeditionary Airborne
Command & Control Sq
[Deployed]

SrA Brian A. Longerbeam
Ass't Dedicated Crew Chief
CENTCOM
Al Udeid AB, Qatar

Lt Col Robert Wehner
High Altitude Recon Pilot
99th Reconnaissance Sq
9th Reconnaissance Wing
Beale AFB, Calif.

Capt James D. Akers
Ass't Ops Officer
27th Fighter Sq
1st Fighter Wing
Langley AFB, Va.

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

A1C Luke J. Claver
Ass't Dedicated Chief
4th Aircraft Maint. Sq
4th Fighter Wing
Seymour Johnson AFB, N.C.

SSgt Christopher R. Bebout
Aircraft Egress Syst Craftsman
40th Equipment Maint. Sq
Diego Garcia

TSgt Valorie A. Mathes
Aerospace Propulsion Craftsman
388th Component Maint. Sq
388th Fighter Wing
Hill AFB, Utah

SSgt Nathan G. Scruggs
Munitions Support Crew Chief
9th Munitions Sq
9th Reconnaissance Wing
Beale AFB, Calif.

TSgt Jason M. Moriset
CAST Chief
355th Equipment Maint. Sq
355th Wing
Davis-Monthan AFB, Ariz.

Mr. Joseph H. Gray
Flight Safety Manager
8th Air Force
Barksdale AFB, La.

SSgt Elizabeth Nifong-Velazquez
Safety Specialist
2nd Bomb Wing
Barksdale AFB, La.

SSgt Gregory A. Myers, Jr.
NCOIC, Cmd Supp Staff
20th Maint. Ops Sq
20th Fighter Wing
Shaw AFB, S.C.

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



QUARTERLY AWARD WINNERS

Weapons Safety Award of the Quarter

TSgt Ward performed exceptional service as nuclear and conventional weapons safety manager for ACC's largest dual-role wing. While deployed to Anderson AB, TSgt Ward submitted 80 site plans to PACAF, performed 50 spot inspections, and conducted the 36 MUNS and the 25 HSC annual inspections. Upon his return, TSgt Ward began working on finding solutions to AFSC issues with 25 site plans that were submitted in 2003. TSgt Ward inspected 13 units prior to the June 06 ACC Nuclear Surety Staff Assistance Visit (NSSAV) and personally performed over 30 spot inspections, promoting mission success through face-to-face safety education. In order to hone the wing's knowledge, TSgt Ward implemented an ambitious plan to administer practice nuclear surety tests to over 3,000 personnel certified under the Personnel Reliability Program. He relentlessly tracked a broad range of testing statistics and reported data weekly to the wing leadership. TSgt Ward's initiative led the wing to an impressive 96 percent pass rate on random nuclear surety testing during the NSSAV. Additionally, TSgt Ward personally spearheaded the training

of seven squadron additional duty weapons safety monitors; fostering standardization and enhancing mission safety across the wing. Next, TSgt Ward served as the nuclear surety expert during the Special Assignment Airlift Mission for the NSSAV. He verified the proper nuclear certification of mission-related vehicles and equipment, ensuring zero discrepancies. Finally, TSgt Ward resolved a long term discrepancy involving electromagnetic radiation hazards. He identified, located, and analyzed 215 frequencies to ensure there were no hazards to explosive locations or movement routes. TSgt Ward's attention to detail, expertise, and "hands-on" approach to weapons safety energizes mishap prevention efforts and sets the pace for the entire wing.



TSgt Chester A. Ward
2nd Bomb Wing
Barksdale AFB, La.

Ground Safety Award of the Quarter

TSgt Parlin has revamped the squadron safety awards program; sent crossword/word find puzzles with weekly safety briefings, elevated safety awareness, and rallied troops at commander's calls — motivating others to practice safety 24/7. TSgt Parlin ensures one-on-one motorcycle safety briefings for all squadron riders by scheduling each briefing with the commander. His exceptional implementation and oversight guaranteed 100 percent compliance with zero mishaps to date. He scrutinized 13 HazCom lesson plans and identified/corrected shortcomings. Wing Safety benchmarked his trend analysis program for the commander's weekly brief that visually depicts mishap trends throughout the unit. The program isolates and identifies root causes of mishaps and graphs results by shop. During a monthly spot inspection, he identified tow vehicles with cracked door hinges, and then up-channeled the defect for correction. He then initiated a squadron-wide one-time special inspection — three of 13 units were identified as deficient and in need of repair. While conducting 59 facility assessments, four infractions were identified, controls applied, and repairs initiated. TSgt Parlin merged Crash

Recovery and Phase Support hazardous materials inventory which corrected accountability and management concerns. He provided Lock-out/Tag-out program guidance to sections with a LOTO program and completed on-site training and oversaw quarterly shop level meetings. His hands-on, pro-active approach to safety identified a hangar door training deficiency. He helped develop and implement procedures in order to prevent injury to personnel. He wrote squadron guidelines and the directive for high risk activities that exceeded wing policies, with no high risk mishaps reported. He also spearheads weekly squadron FOD walks, acquired state of the art equipment that sweeps and removes objects from areas, and has reduced FOD damage to wing aircraft.



TSgt Daniel Z. Parlin
366th Equipment Maintenance Squadron
366th Fighter Wing
Mt Home AFB, Idaho

Flight Safety

Award of the Quarter

MSgt "Ozzie" Oswald continues to be the lynchpin for the Cannon AFB flight safety program. Ozzie laid the foundation for mishap prevention with superb flight safety programs for the 27th Fighter Wing to safely conduct joint, multi-national training exercises during the third quarter of 2006. The result: Cannon participated in Exercises IRON FALCON, MAPLE FLAG, and FALCON AIR MEET with zero Class A, B, or C mishaps! He improved operational safety for the wing by personally initiating over 55 aircraft technical order changes to eliminate safety discrepancies. Ozzie was lauded for his initiative with the 27 FW 2006 ACC Productivity Excellence and Innovation Award. His Herculean effort saved the USAF an incalculable number of Airmen and material resources. MSgt Oswald was the first choice to participate in the Human Factors in Maintenance Safety course at Buckley AFB, Colo. He worked hand-in-hand with ANG, PACAF, and AMC to relay critical safety knowledge across the major commands and aircraft platforms. He returned this knowledge to Cannon's Maintenance Group with the distribution of useful and

effective Maintenance Resource Management briefings. Separately, his safety expertise led to his selection as the 27 FW Safety POC for the AFOTEC Airborne laser testing. His involvement was the key for the safe utilization of the low power airborne laser and test equipment at the Melrose Bombing range. Ozzie's expertise transcends the safety disciplines — he authored a newsletter on weapons safety criteria, which was highlighted by 12 AF/SEF. His attention to detail led to 12 AF noting Cannon as having the best mishap response kits in ACC's numbered Air Forces — just one more wicket for the wing to become an ACC Installation Excellence Award finalist. Ozzie plays a foundational role in the 27th Fighter Wing safety shop, managing a flight safety program that is second to none and demonstrating expertise and motivation above and beyond the call of duty.



MSgt Kenneth L. Oswald
27th Fighter Wing
Cannon AFB, N.M.

Last Call!!

for **ACC Annual Awards** ... get em' done & get em' in! You don't want to be caught after the due date, **1 Nov 06.**















FY06 Aircraft



As of August 31, 2006

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

FY06 Ground

As of August 31, 2006

	Fatal	Class A	Class B
8 AF	 	2	5
9 AF	     	7	3
12 AF	  	4	3
DRU's		1	2

 = Fatal  = Fatal due to misconduct

FY06 Weapons

As of August 31, 2006

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

Aircraft Notes

ACC lost an MQ-1 Predator and an unmanned QF-4 in August. Our overall mishap rate is significantly lower than FY05 — great work! October brings the return of icing especially at our Northern tier bases. Take the opportunity to review your cold weather procedures at the next hangar fly. ACC's Safety Flight Plan for this year focuses on "Leadership, Accountability, and Safety Ethos." Take personal ownership of the safety process. With shrinking budgets and personnel cuts, it is up to each of us to reduce mishaps, no matter how small the expense, to help our troops prosecute the war, train to fight, and most importantly, come home to our families. Fly Safe!

Ground Notes

The 101 Critical Days of Summer have just ended. ACC had the best year ever for this period. However, we lost four of our wingmen. This year's total is a 33 percent reduction from last year's total of six, and is also an 80 percent reduction from the high of 20 which occurred in 1994.

Weapons Notes

Another month without a weapons mishap in ACC — great work! A zero mishap period of 30 days doesn't just happen; it's the combined effort of many dedicated professionals. Keep up the good work!

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







MIND YOUR MUNCHKINS



Halloween Safety Tips



- 1 Keep the lights on - both inside and out — to welcome and protect trick-or-treaters.
- 2 Be friendly, but don't invite trick-or-treaters inside — you wouldn't want your children going into a stranger's home.
- 3 Get creative - create a costume using makeup instead of a mask. If you do use a mask, make sure the eyeholes are large to allow full vision.
- 4 Costumes should be light-colored and/or decorated with reflective tape that will glow in the beam of a car's headlights. Bags or sacks also should be light-colored or decorated with reflective tape. Reflective tape is usually available in hardware, bicycle and sporting goods stores.
- 5 Costumes, masks, beards and wigs should be made of flame resistant fabrics such as nylon or polyester. Look for the label "Flame Resistant." Flame resistant fabrics will resist burning and should extinguish quickly.
- 6 Costumes should be well-fitted. Little ghosts and goblins can trip and fall if their costumes drag on the ground.
- 7 Decorate, decorate, decorate ... but keep candles, luminaries and Jack-o'-lanterns away from landings and doorsteps where costumes could brush against the flame.
- 8 Always accompany your young Munchkins on their trick-or-treating route. Consider throwing a bash for your Munchkins and their friends, complete with Halloween-decorated treats.
- 9 If your older trick-or-treaters go out without an adult, they should always be in a group and you should know their route.
- 10 Make sure the treats you offer are wrapped and sealed, and carefully inspect your children's treats before letting them dig into their riches.
- 11 Remind your children of everyday safety ... don't go in strangers' cars, don't go in strangers' houses and abide by all traffic laws — go on green, stop on red and look left, right, left before crossing.
- 12 Keep the whole neighborhood safe by reporting any suspicious activity to the police by dialing 9-1-1.

Be Safe and Have a Happy Halloween!