

Combat Edge

Sept / Oct 2007

Air Combat Command's Safety Magazine

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Wingman



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16

Volume 16, Issue 3 acc sp 91-1 general ronald e keys, commander colonel billy j gilstrap, director of safety

GENERAL RONALD E. KEYS, COMMANDER
COLONEL BILLY J. GILSTRAP, DIRECTOR OF SAFETY

Oops...

May/June

Volume 16 Issue 1, ACC SP 91-1

July/August

Volume 16 Issue 2, ACC SP 91-1

4 **A LEGACY OF WINGMANSHIP**
by Gen Ronald E. Keys, ACC Commander, Langley AFB, Va.

5 **WINGMANSHIP — CULTURE BUILT ON CORE VALUES, . . .**
by Maj Gen David E. Clary, ACC Vice Commander, Langley AFB, Va.

6 **WHAT MAKES A WINGMAN?**
by Chaplain (Capt) Chad Bellamy, Schriever AFB, Co.

8 **WE DON'T NEED SAFETY, WE'RE DEPLOYED!**
by SMSgt Steven M. Benoit, Shaw AFB, S.C.

12 **GOOD WINGMAN = GOOD FRIEND**
by Maj Brad Robinson, Langley AFB, Va.

16 **I'VE LIVED AND LEARNED**
by Mrs. Elizabeth Nifong-Velazquez, Barksdale AFB, La.

18 **WINGMANSHIP**
by Lt Col James Stratton, Mt Home AFB, Idaho

20 **FIRST SERGEANT RECALLS HOW AIRMAN'S CHOICES LED TO DEATH**
by MSgt Robin W. Young, Nellis AFB, Nev.

24 **SAVING LIVES WITH LOCKOUT / TAGOUT**
by CMSgt Yance Childs, Langley AFB, Va.

DEPARTMENTS

26 **JUNE MONTHLY AWARDS**

30 **JULY MONTHLY AWARDS**

33 **HUMAN WELLNESS**

34 **STATS**

35 **FLEAGLE**

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ACCent

ON SAFETY

Thoughts on Wingmen

I've had the opportunity to discuss safety issues and mishap prevention all across ACC. From first term Airmen to Senior ACC leadership, they all seem to add a new perspective for being a Wingman. I want to share two of these conversations concerning the "Wingman" with you.

During one discussion with a Senior ACC leader, we were talking about Wingman principles and risk management techniques. He explained that he broke on- and off-duty activities into three zones. The NAZ (Normal Activity Zone) is our normal day-to-day operations, standard sports activities and casual off-duty events. We have plenty of experience in this zone, and we have applied time-honored techniques with procedures in place for risk management. Next comes the HAZ (High-Risk Activity Zone). This zone is where we have recognized activities that have a higher level of risk. These activities include: skydiving, rock climbing and motorcycling. We have developed training programs, mentoring programs and commander involvement to mitigate the higher level of risk and to increase individual awareness. Lastly, there is a zone where we have no structured programs, no standard procedures, zero trend analysis and it's completely unpredictable: the DAZ (Dumb A** Zone). This zone is where the true need for Wingman's actions and involvement is essential. You've heard the stories about the guy who is sure he can jump from his balcony into the pool, and you've seen the videos of the motorcycle stunts gone wrong. What were they thinking? It's times like these that the Wingman has to do the thinking for them, be involved and take action to keep their friends out of the DAZ.

The second conversation occurred as I was discussing our Wingman principles with a young first term Airman. She explained that she understood the principles but they didn't apply to her because she was not an aviator. She informed me that the Wingman concept was a "pilot" thing. We then had a long discussion as I tried to explain that the Wingman concept is nothing more than being a friend and accepting the responsibility for the health and wellness of yourself and those around you. The principles of being a friend are the same principles that we apply to being a Wingman. And that those principles apply on duty as well as off duty with acquaintances, coworkers and close personal friends. We have done a great job of taking the word Airman from being a level of rank to being a term used to define the Air Force Warrior, regardless of rank. Let's do the same for the word "Wingman."

This addition of **THE COMBAT EDGE** is dedicated to the Wingman. We provide the ACC Senior leadership perspective, define Wingman roles and responsibilities, highlight some Wingman saves and Wingman failures and offer some resources available to the Wingman for preemptive mishap prevention.



COL BILLY J. GILSTRAP,
Director of Safety



General Ronald E. Keys
ACC Commander

A Legacy of Wingmanship

One of the greatest legacies we can carry forward is our Wingman culture ... continuing the traditions of caring for our own and leaving no Airman behind. Although these concepts are not new to our Air Force, we've worked hard over the past few years to help everyone realize that they should include all of us that serve — military and civilian, veteran warrior, or newest Airman. The Wingman culture extends far beyond the cockpit and places greater significance on the willingness we should all share when it comes to helping someone in need or taking care of ourselves.

I've said before that it's our people that make us the best Air Force in the world, and from day one I've continuously stressed the importance of Airmen looking out for one another.

In today's uncertain world, stress and long hours on both our people and equipment are normal ops; factors that affect every aspect of our business. We know this and we have outstanding leaders helping to make sure we do the right things in the right way when it comes to making prudent decisions and accepting risk. We also know that sometimes this isn't enough; that's why it's important for each and every one of us to know and understand that at some time we will encounter the opportunity to lead and fulfill our role as a Wingman. It will happen and that's why we need alert people that are taking care of each other ... on and off the job, while deployed or at home 24/7/365. We need people that have the guts to convince others that we do have time to do it right ... better to lose the sortie than the jet ... better to call a "knock-it-off" and prevent an injury even if it means

starting the job over. Our mission is important and often risky, but we must recognize, know, and balance both — accepting unnecessary risk is never the right answer. Standing silently by while allowing another Airman to proceed carelessly down a dangerous or destructive path isn't the right answer either.

I've said before that it's our people that make us the best Air Force in the world, and from day one I've continuously stressed the importance of Airmen looking out for one another. I've also asked that we all strive to recognize those situations that place us at a time and space to make a positive difference in someone else's life, especially when a lack of courage or

the unwillingness to take action could result in negative or even tragic consequences. As I've said on a number of occasions, "A Leader never takes a Wingman beyond his capability, and a Wingman doesn't let his Leader do anything dumb." Unfortunately, our culture and these principles are meaningless without action — nothing more than ink on paper. It's essential to live by our Air Force core values and practice great Wingmanship — it's what defines every one of us and affords every one of us the opportunity to continually develop personal excellence in all we do. Personal excellence is not a final destination, but an ongoing process that will allow us to accomplish the mission and leave a lasting legacy for those that will follow behind us — a legacy of Wingmanship. ✪





Wingmanship— Culture Built On Core Values, but Needs Your Action



Major General David E. Clary
ACC Vice Commander



photo by A1C Liriana Moreno



courtesy photo



courtesy photo

Integrity First, Service Before Self, and Excellence in all we do ... all characteristics that define a good Wingman. These words should define all of us 24/7/365. Our success as an Air Force depends on Airmen taking care of Airmen and developing a warrior's bond — fundamental elements of our Wingman culture ... a culture built on integrity, trust, loyalty and courage ... all directly linked to our core values.

The original Wingman concept involved mutual support between pilots engaged in aerial combat and provided an offensive edge and increased situational awareness in potentially

should, intervene when his "leader" wants to drive after drinking. A good Wingman will have the integrity to say "this isn't right, even if we don't think we'll get caught." A good Wingman will have the courage to honor his Wingman commitment, and take action.

- **Service before self** can include devoting one's life or efforts to an idea, institution, or country. For our service we take an oath to support and defend our country. Our success depends on selfless actions and serving with an attitude that guides us to help others and take care of each other as Airmen — like a family.

- **Excellence** doesn't exist when we sim-

“A culture of Wingmanship is dependent on our Core Values. Wingmanship is taking care of each other and it is part of our heritage ...”

dangerous environments. The application of the Wingman concept today reaches well beyond the skies and must be integrated into our daily lives. Wingmen have the ability to help fellow Airmen see the bigger picture, a vantage that could place any one of us in a position to help keep others from harm.

When Airmen exercise poor judgment or make bad decisions, good Wingmen and leaders step in and call "knock-it-off." From my perspective, this line of thinking is a hallmark of our professional and core values.

- **Integrity** is "doing the right thing when nobody is looking." There are countless scenarios encountered by all of us, each day, where we make decisions. Every now and then, a decision can involve a choice of right or wrong. And a wrong decision may have consequences only "if we get caught." Drinking and driving is one such decision. A good Wingman can, and

ply "fill the squares." A leader and a Wingman go beyond normal expectations. Leaders and Wingmen continually strive to better themselves and those around them by taking actions necessary to help others when and where it's needed — to help others excel.

A culture of Wingmanship is dependent on our core values. Wingmanship is taking care of each other and it is part of our heritage ... just like our adherence to the principles of Integrity, Service, and Excellence are fundamental to our business. Wingmanship can't be compromised if we expect to take care of each other — besides, our coworkers, and families deserve nothing less and our mission demands it. Wingmanship is more than just talk ... it's action! 

What MAKES a Wing

by Chaplain (Capt) Chad Bellamy, Schriever AFB, Co.

NEIGHBOR

The single greatest characteristic of Americans is their willingness to accept a challenge. That statement in and of itself could venture down many paths, but take a moment to consider how often you've personally challenged yourself.

Have you ever looked at a sudoku board, a crossword or a thousand-piece jigsaw puzzle and thought, "no problem," only to still be working on it 2 weeks later? The truth is that they are typically more difficult than they first appear.

Today's Wingman concept is nothing new. Col Francis "Gabby" Gabreski, an early Air Force pioneer who is credited with 28 aerial victories in WWII, said this:

"The Wingman is absolutely indispensable. I look after the Wingman. The Wingman looks after me. It's another set of eyes protecting you. That's the defensive part.

"Offensively, it gives you a lot more firepower. We work together. We fight together. The Wingman knows what his responsibilities are and knows what mine are. Wars are not won by individuals. They're won by teams."

Today, the strategy of having a good Wingman is still relevant, but its application reaches far beyond the arena of aerial assault. When fighter pilots lift off into the great expanses of the sky, they may not know what threats lie beyond the horizon. Similarly, with each new day, we have no idea what lies ahead.

The common denominator is that daily challenges are conquered by responsible choices, and creating a culture of

responsible choices is reinforced by the presence of a good Wingman. In the spirit of the Gabreski quote, "personal battles are not won by individuals; they are won by the reinforcement of good Wingmen."

The challenge, like a thousand-piece puzzle, is that it can sometimes be more difficult than it first appears. The path of least resistance shouts for us to do nothing while a fellow Airman makes a life or career-threatening decision; however, accepting the challenge of being a comrade

in arms is a daily whisper for us to courageously be involved. The moral courage to do the right thing is more than just ornamented words; it is the foundation of our Air Force core values: Integrity First.

One could say the acronym TEAM stands for "Together Everyone Achieves More." For centuries, armed forces have strategized how their individuals can operate as a unit on the battlefield.

Unity is the key to effectiveness: If we want the "more," then we must have the "together." Your role as a sterling Wingman is vital to any level of success.

In the coming year, imagine zero incidents of driving under the influence, zero substance abuse cases, zero safety incidents, zero domestic violence reports and zero suicides. If we achieved this vision, our Air Force would be heralded as a picture of strength and community.

This puzzle begins with a thousand little pieces, and even though it may be more difficult than it first appears, what a beautiful picture it will be when all the pieces come together. ✪



- who has your back at all times
- you let drive your new car
- you trust to watch your children
- who goes the extra mile
- that takes your keys if you've had too much to drink
- who thinks of others first
- who puts the mission ahead of their own personal interests



**WE DON'T
NEED
SAFETY,
WE'RE
DEPLOYED!**

by SMSgt Steven M. Benoit, Shaw AFB, S.C.

photo by MSgt Alfred A. Gerloff Jr.

When the need arises, we're deployed by SMSgt Steven M. Benoit, Shaw AFB, S.C.



“We are deployed, safety rules don't apply here!” Believe it or not, this is a common phrase most often heard at deployed locations. Nothing could be further from the truth and following safety rules and procedures are, more often than not, possible. The key is having the self discipline to maintain the “safety mindset.” Remaining vigilant during deployments is even more paramount, due to living in a more hazardous environment.

Unfortunately, due to a misplaced sense of urgency, some of our Airmen elect to utilize personal shortcuts to accomplish the mission. Unwittingly, however, these shortcuts increase the risk of mission failure and may jeopardize the physical safety of themselves or others. While attempting to help our mission advance, this free-wheeling approach to operational conduct may lead to mission slowdown or stoppage and helps the enemy.

Each year, Air Force personnel are needlessly injured or killed in mishaps that could have been easily prevented by simply following basic safety rules and procedures. The intervention of a Wingman would have mitigated some of these causes, and perhaps, prevented an incident by breaking the mishap chain of events.

For example, during FY06 in the USCENAF Area of Responsibility (AOR) industrial mishaps increased by 50 percent. The majority of these mishaps were caused due to inadequate risk assessments, inattention to detail, and a misplaced focus some refer to as “get home-itis.” In most of these mishaps, the intervention of a Wingman would have made the difference between mission success and mishap/mission failure.

True, there are austere environments that may make compliance with established procedures very challenging. Perhaps the challenge is driven more by trying to accomplish a task in isolation by oneself, than turning to a coworker to get some help. If no one is available to help, waiting a moment until someone can give you a hand is better than pushing a system, to include yourself, beyond limits.

When conditions don't allow implementation of prescribed procedures, that's when risk management should kick in, allowing commanders and supervisors to make the best possible decisions to mitigate risk of injury or property damage. Operational Risk Management (ORM) is just one of our great tools, and in using ORM you will find you can mitigate those unnecessary risks that most often cause mishaps. In simplifying your risk assessment, you can use ORM in its simpler form: **Assess**, **Consider** options and **Take** appropriate action (ACT).

STEP 1

Assess the environment for risk by: being aware of your surroundings on and off duty, analyze what could go wrong and what are the chances of something happening.

STEP 2

Consider options to limit risk by: asking yourself what can you do about it; is it worth the risk to do it; and does the risk require you to elevate the decision making process?

STEP 3

Take appropriate action by: implementing risk controls that take preventive action, deciding whether your action controls the risk, and if necessary start the process again for other potential dangers that surface.

Assessing potential risk factors is not just a duty-related phenomenon. Using the same common sense approach while not in uniform during off-duty activities will result in a remarkably safer atmosphere.

"Yes," you say. "But that's work, not play. When I leave the job, I leave all that ORM behind." However, analysis of FY06 USCENTAF AOR sports and recreation mishaps (a rate of 34 percent) indicates application of ORM principles would have prevented these mishaps. The playing fields at our deployed sites may not always be up to the same standards as fields at home station. An example I offer where I used ACT in the AOR was when my unit decided to have a sports day.

..." 'Mud tackle football, yah, let's play!' " "Not so fast guys, we need to ACT!"

STEP 1

After inspection, I found many good size rocks that would have caused nasty bruises and cuts. Bio-environmental tests revealed some nasty little critters that would make your skin crawl and cause potential infections that would make your insides turn out — yuck!

STEP 2

We then met with the sports day representative to discuss the safety and health hazards; the time and effort and equipment needed for clean-up operations to make the playing field safe, the protective equipment required during play and other alternate play areas.

STEP 3

We briefed the unit commander on the options and the consensus was it's best to play elsewhere. We also opted for flag football, found a safer area that required little cleanup, established some playing rules, and drastically mitigated risks. Despite the bruised ego of one self-proclaimed "Quarterback Star" who earned his spot in the "Hall of Shame" in the first 5 minutes of the game — everyone had a great time!

Therefore, take a moment to consider the possible results of playing on a different field before partaking in the activity. These few minutes might lead you to modify your game, resulting in a reduction in the chance

of injury, and ensuring fun for all. Additionally, regardless of physical location or physical fitness level, warming up prior to your activity is vital to reducing an injury; returning to work with a torn muscle, tendon, or any ache or pain just makes work all the more difficult.

So, what can you do to help mitigate risks at your deployed location? It's simple! Some basic "Safety 101" prevention steps are:

1 Know and follow the rules (e.g., technical orders [TOs], published guidelines/procedures).

2 Comply with all standards.

3 Apply the principles of ORM first, daily, and every time you begin a new task.

4 Stay focused on the task at hand — "think" before "doing."

5 Be a good Wingman — take care of one another — intervene, be an example.

6 If in doubt, stop and inform your chain of command.



That's it, right? Not quite.

Being deployed or assigned away from our loved ones is also a stressful time for our family members. Our loved ones, in a sense, are deployed as well. We sometimes forget it's not just the military member that's affected by the separation. It's also a very difficult and stressful time for the people left behind. So, ensure your family members' needs are taken care of before deploying, to minimize stress and anxiety for both you and your loved ones. While deployed, maintain constant communication with loved ones to help further reduce the stress of separation. Keeping your loved ones informed on your status is an effective risk mitigation technique. It will enable them to focus attention on

their daily activities knowing full-well you are doing all you can to ensure you come back at least as well as when you deployed.

Being deployed can be a stressful time. To minimize the physical and emotional strain, know and adhere to the rules and procedures, apply the principles of ORM daily, be an active Wingman, take care of our family members before departure, and communicate with them while deployed. Following these simple steps will ensure that fewer mishaps occur and will also reduce the stress surrounding the entire military family. ✈

GOOD
Wingman
=

GOOD
friend

by Maj Brad Robinson, Langley AFB, Va.





Safety is an evolving science. We in the safety profession are always trying to figure out how to preserve lives and assets while still maintaining mission effectiveness. Obviously, our ultimate goal is ZERO lost lives or ZERO bent airplanes, so we do whatever we can to recognize potential risks in order to mitigate them. We use many venues to focus Airmen on risk behaviors and methods to minimize hazards. One of our recent initiatives has been the Wingman program.

Wingman comes from the term given to a supporting airplane and began common use in the early days of World War I (usually a fighter is thought of, although all aircraft types use the mutual support concept). Unfortunately, the use of a flying term for a general safety program turns some Airmen off who see an Air Force dominated by arrogant pilots. Terms relating to pilots don't resonate well with the non-pilot community and especially our young Airmen. The sad part is, the intention of the program can be lost simply because the term used to denote it is not readily accepted. In common parlance, a Good Wingman is a Good Friend. I have three examples from my experiences that illustrate the concept of good Wingmen being good friends.

While an instructor pilot in the early 90s, a common Friday night activity was to go to the club for an evening of boisterous activities (I know pilots are not unique in that). During one of these Fridays, one of the student classes decided to have a shot contest (not a particularly rare event, as many of you know). There were more than 10 student pilots that participated, and they downed a large number of shots in a fairly short period of time. One of the students, a petite young woman, ended her participation by passing out. The rest of her classmates worried they all might get in trouble if their over indulgence was found out, so they quietly slid their unconscious classmate under the

bench to "sleep it off." As the night wore on, they forgot about their young compadre and each one trickled back to their quarters. At about 2:30 in the morning, club workers found the young Lieutenant still passed out under the bench in the corner of the bar. They were unable to wake her and called for an ambulance. When she got to the hospital, they found her BAC well into the fatal range. Her prognosis was so poor that her next-of-kin were notified. Thankfully, medical workers were able to save her life, but no thanks to those classmates who left her passed out on the floor for over 5 hours!

Several years later at another pilot training assignment, we had a student who had graduated but was waiting to PCS for his follow-on training. The subsequent class reached their graduation date and he went to the club to enjoy the free alcohol provided to celebrate their graduation. He exited the club around 11:30 p.m., hopped into his new Mustang, and drove through the back gate (the gate had been closed and chained at 11:00 p.m.). He traveled another mile where he ran a red light and struck a pickup truck with six kids riding in the bed (what six kids were doing in the bed of a pickup truck at 11:30 p.m. brings up a myriad of other questions). He got out of his totaled car and wandered away until he passed out behind some bushes. He woke up a short time later to flashing lights and police officers everywhere, so he decided to find out what all the commotion was about. He staggered up to the nearest officer to find out what was going on. It didn't take the officer long to put two and two together. Needless to say, he was quickly arrested and spent the rest of the evening and most of the next day in less than desirable accommodations, compliments of local law enforcement. This Lieutenant ended up charged with multiple offenses, was kicked out of the Air Force, and had to pay back his tuition to the Air Force Academy — more than \$75,000!

“Wingman

comes from the term given to a supporting airplane and began common use in the early days of World War I”

“Dr



inking

is the easiest

and fastest way to destroy a career.”

My third experience happened while I was assigned overseas. We were at the club having an enjoyable evening after flying (I'm seeing a trend here) when one of our squadron mates started a heated discussion with several large Marines. Realizing he was inebriated, we quickly whisked him out of the club and walked him back to his quarters before the Marines practiced their close combat skills. He vociferously objected to leaving the club and it took several large officers to get him safely back to his Q. He was put to bed and we went back to the club to finish out the evening. About a half hour later, our drunken friend showed back up to finish his “conversation” with the Marines. As soon as we saw him enter the club, we preemptively cut him off and whisked him back to his room again. This time we left him company to prevent another escape. The night finished uneventfully.

So what's my point with these three stories (besides people apparently drinking at the club)? They all

illustrate what being a good Wingman is (and is not). In the first two, multiple people had opportunities to intervene and help out a friend. They didn't intervene and lives were jeopardized, careers destroyed, and many of them were highlighted in ways they didn't desire. In the third story, friends intervened to help and nothing untoward happened — no one except those involved even knew about the events of the evening.

So what does being a good Wingman entail? It really means just being a good friend. None of us look to get into trouble. We may just have a moment of indiscretion that leads us to do something we regret later on. Most of those moments happen because of alcohol — when our inhibitions are down and judgments degraded. Drinking is the easiest and fastest way to destroy a career. Many times it takes others to recognize when you've gone too far and need to be brought back into line.

While I was in Japan, one of my

good friends and I would frequently hop the bars during our TDYs throughout the Pacific with the rest of our crew or squadron mates. I was a non-drinker, but enjoyed the camaraderie during these trips. He joked that my job was to keep him from doing something his wife would not approve of if she were to find out (and the wives always seemed to find out). I never had to do much more than suggest it was time to go back to our rooms, so we never had any of the harrowing events you often hear or read about. I was the good Wingman, and neither of us did anything we regretted later on.

So, the next time you hear about the “Wingman” program, don't roll your eyes and turn off your attention. Consider the impact you could have for better or worse on one of your fellow Airmen — or they to you. We see too many instances where someone could have intervened to help a friend out and did not. We all need to be good Wingmen — especially when alcohol is involved. ✈

“So what does being a good Wingman entail?

It really means just being a good friend.”

This article, reprinted from May 2006, highlights some of the challenges facing motorcycle riders (though it also applies to car/truck drivers). In this story we have a group of Airmen meeting for a ride in the country. This happens all the time and can be a great benefit when a "mentor" influences the other riders. All too frequently, we see one person feel the need to "show off" a little and other members of the group soon follow. Each tries to "one up" the next. In most cases, all it takes is one person to call a "knock-it-off," to get the group back grounded to safe actions. It's especially effective if that one person is a highly respected member of the group (this is where a mentor is so valuable).

So what can you as a motorcycle rider do to not succumb to these pressures:

1. **COMMIT** yourself to **ALWAYS** ride by the rules. Don't let others pressure you to ride against your better judgment (and training). It takes **MATURITY** to know how to stick to your guns even when the group tries to influence you otherwise.

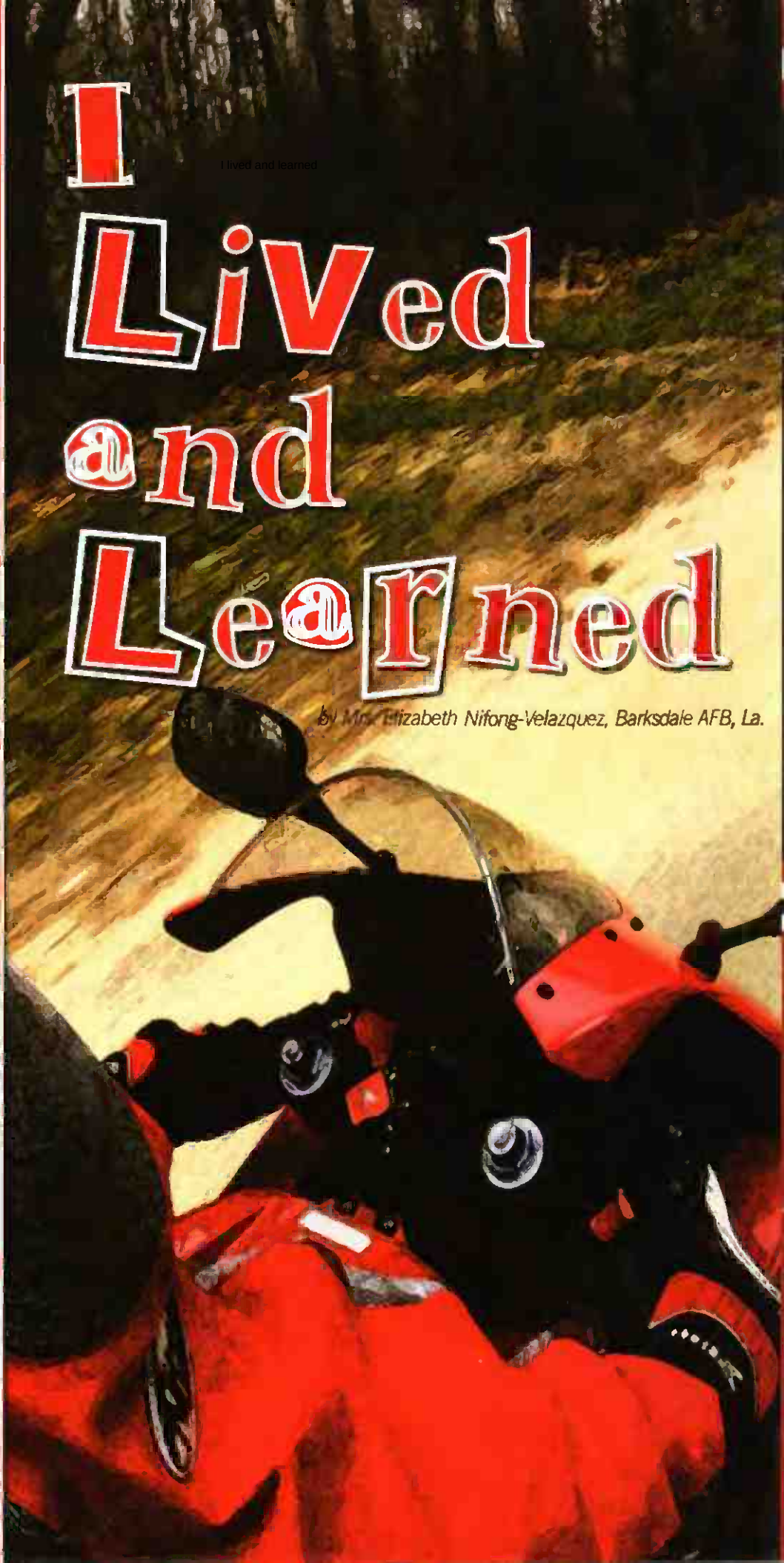
2. **OBJECT** to activities you know are not safe. Racing, wheelie contests, weaving through traffic, etc., **ALWAYS** lead to a mishap. It may not be today, it may not be tomorrow, but you can rest assured it will happen at some point. There're those that have, and those that will. Minimize your probability by riding smart.

3. **Be the LEADER.** You be the one who sets the pace. Eventually, the others will realize they have to wait for you to catch up. That may be enough to slow them down. Your actions **CAN** speak louder than words.

4. **NEVER drink and ride.** This shouldn't even have to be mentioned, but unfortunately, it still **must** be. This should be part of your riding ethos.

I Lived and Learned

by Mrs. Elizabeth Nifong-Velazquez, Barksdale AFB, La.





was still young.

It was the summer of 2002 and I was attending Airman Leadership School. My daughter was being cared for by grandma and grandpa a few states away so I could focus on school. I did well in school and met a lot of new people. Some of those new people I met happened to be motorcycle riders. Well, I started to hang out with my new friends on the weekends, going to dinner and playing pool. After a few weeks, the weather started to warm up and they all seemed very antsy. When I asked them what all the excitement was about, they told me about their bikes. One was a Honda CBR 929 and the other a Suzuki GSXR600, which was all Greek to me at the time.

One weekend, they invited me to go out riding with them for a few hours. I figured "What the heck, what could happen?" They told me to wear long sleeves with a hooded sweatshirt, some jeans and boots. I had to borrow an extra helmet from one of them, and they explained "The Rules for Passengers" to me. After a few laps around the neighborhood, we were ready to go. I have to tell you, once I got on the bike I couldn't stop smiling,

I was having so much fun. We stopped at a Sonic to meet six other riders. Once we all were ready, we took off on one of the major roads through town. That is when one of the bikers started to do "wheelies" while another crossed his leg over the bike and dragged his heels on the road. When we got to a back road, my rider told me to hold on tight. He

hit the throttle and did a "wheelie" for at least 100 ft. I was scared, but like I said earlier, I felt invincible at that time in my life. My adrenaline was pumping from all the tricks. We ended up riding for a little over 5 hours that day. We took the highway back home, and all of the riders started weaving in and out of traffic. I noticed it was getting harder for me to hold on to my rider. My grip was so tight I thought I was going to crush his ribs. I was just able to tilt my head to one side to look at the speedometer to see how fast we were going. It read 138 mph.

That was just one day of many I spent with my new friends that summer. The friend I rode with that summer suffered later that year. He went for a ride with another passenger and tried to do a trick — 20 minutes later he found himself in an ambulance being rushed to the nearest hospital. He suf-

fered really bad road rash — his arms, hands, and legs, muscle damage to his shoulder and a broken collarbone. His passenger was in the ICU for almost 2 weeks fighting for her life. He was a firefighter and could no longer fulfill his military duties, so he was medically discharged. They both survived the accident, but were permanently disabled. Had they been wearing the proper Personal Protective Equipment, their injuries might not have been so severe. Had they used good riding skills, they probably would have avoided the mishap altogether.

Three years later, I was chosen to cross-train into the Safety career field and have seen enough in my 1st year in this job to make my heart tremble every time I think of what I did that summer. I have been asked "What were you thinking?" "Didn't you think of what could have happened?" and "what about your daughter?" I have no answer to any of these questions, other than to say I must be blessed. I am not trying to give any biker the idea that this kind of behavior is acceptable or to brag about my experiences. I would like to think of this as an opportunity to convince riders who are in it for all the wrong reasons that it is not worth it. I have total regret for myself and my friends' reckless and naïve behavior. There is no telling what could have happened if I had been involved in an accident, or worse, ended up as a fatal statistic. My co-workers, friends, and family would have suffered. I might have ended up medically discharged like my friend due to injuries. I would have gone back to my small hometown in Alabama to live with my parents and think of all the things my daughter would not be provided due to my poor judgment.

I just celebrated my 27th birthday on the 1st of January. My 5-year-old daughter is starting her sixth month of gymnastics and the tooth fairy visited her for the first time last weekend. I am married to a stupendous father, a man most women could only dream of and I am expecting my second child any day now — a baby boy. Not one day goes by that I don't think about how blessed I am and how lucky I am to have the chance to save one person's life by telling them about my experiences. ✦

NO  **FY \$#!t**

Wingmanship

by Lt Col James Stratton, Mt Home AFB, Idaho

We are bombarded daily with reports of coalition troop casualties around the globe as they turn their commanders' intent into measurable actions on the battlefield. Every Soldier, Sailor, Airman, Marine, and Coastguardsman injured or killed in combat has given a gift of great magnitude to their country. In almost every case, they were wounded or killed while in the presence of a fellow warrior, someone who was looking out for them just like they were looking out for their buddy. As tragic as these events are, they are an expected occurrence during war. Unfortunately, even a casual glance at Air Force safety statistics for the current fiscal year reveals warriors who made the ultimate sacrifice while in uniformed service to their country, but far from what we have come to call in harm's way. These Airmen, with an average age of 24.5, died during on- or off-duty ground mishaps that were in many cases preventable. Other than the obvious difference of being a non-combat

loss to their families and nation, another big difference is how few of them died in the presence of a fellow warrior. Or, saying it another way, they died without cover from their Wingmen. My intent with this short article is introspective, to examine how many times we've let our fellow Airmen down by not being a good Wingman. I'll start by telling you what I think a Wingman is, will discuss trends I've noticed in recent fatal mishaps, and will tell you how I think we can be better Wingmen.

Many Airmen have written articles or thought pieces on how they interpret the Wingman concept. Adding my opinion to the mix, I reflect on the words of a past commander of mine from the mid 90s. He constantly stressed his #1 rule of "mutual support in all things." Woe to the Airman who did not follow this simple rule of looking out for each other up, down, and most importantly across the chain of command. He expected our fighter squadron to follow this rule



"We need to take care of each other before situations get out of control."

"We need to take care of each other before situations get out of control."

on and off duty. He said it meant we would be there for each other in the crucible of aerial combat as well as making sure a fellow squadron member did not drive home after drinking alcohol. It meant our families looked out for each other while the squadron was on the road and helped each other out at home station. To me, the "Wingman Concept" is simply the rest of the USAF catching up to my vision-ary ex-commander.

There are many base agencies dedicated to helping individuals manage alcohol dependency and/or high-risk lifestyles. To me, these agencies reflect our Airmen's value of service and they serve as great Wingmen. Oftentimes, an Airman's supervisor refers him to these agencies as a result of poor behavior, demonstrating responsible leadership as well as mentoring on how to be a good Wingman. Unfortunately, the supervisor or commander is often the last to know when an Airman is heading down a destructive path.

A cursory glance at recent fatal mishaps reveals an important point. In most cases, the deceased's chain of command had intervened in some manner to try and get the person help. Whether that intervention was administrative or in the form of a referral to supporting base agencies, supervisors and commanders attempted to head off risky behavior. However, the person's peer group, those who know them the best in many cases, did not intervene in the same manner as the chain of command. In fact, in some cases, they became facilitators for the risky behavior. For example, the peer group in one case facilitated underage alcohol consumption by accepting money from an Airman under the age of 21 to purchase alcohol, bought alcohol for him and themselves, and

drank the alcohol with him. That Airman was later found deceased and alcohol was a definite factor in the mishap. Trying to intervene when an Airman, and most everyone else present is already intoxicated in order to keep that Airman from driving or from walking out alone on a freezing cold night is too late. The intervention has to occur in the sober light of day, when Airmen resolve not to contribute to a Wingman's risky behavior.

I think we'll know when Airmen are adopting the culture of "Wingman consideration" when a person's peer group, their buddies, confront them and try to get them the help they need. I know how challenging it is to approach a peer or superior who is living dangerously. I've been guilty of not talking with a buddy I thought was behaving irresponsibly; I've been guilty of not being a good Wingman. I understand how difficult it is to sit down and talk with someone you've shared hardships with during peacetime and combat and say, "Hey, I think you're letting X get the better of you. What's going on? Is there anything I can do to help?" But I also know how difficult it can be to be a captain flight-lead and have to tell your colonel Wingman that he failed to execute the mission in accordance with your plan or accepted standards and his mistake led to training mission failure. Yet, we do that all the time for the sake of mission accomplishment.

We need to take care of each other before situations get out of control. Before that Airman who's so fun to party with finally drives home drunk one too many times and hurts someone or him or herself. Before that Airman with the new car is ejected while running off the road at a high rate of speed without wearing their seat

"These Airmen, with an average age of 24.5, died during on- or off-duty ground mishaps that were in many cases preventable."

belt. Before the pre-weapons school IP pushes a training rule a bit too far and puts him or her self or his or her Wingmen in a situation with no possibility of recovery.

Recently, the Chief of Staff of the Air Force, General Moseley, released our new "Airman's Creed." General Moseley says this creed "articulate(s) fundamental beliefs and capture(s) the essence of our war fighting ethos." I think one phrase of the creed succinctly sums up the message of this short paper: "I will never leave an Airman behind." As part of our war fighting ethos, we would never think of leaving a Wingman in a "Wounded bird" alone over enemy territory, nor would we think of leaving a stranded convoy driver to face his attackers without cover. If more of us start taking better care of our Wingmen on a daily basis, we would come closer to meeting the challenge of the creed. We should take a cue from my ex-commander and provide each other "mutual support in all things" on and off duty. We need everyone in uniform committed to our current conflict and to realize we are in for a protracted fight. A key part of this commitment is taking care of each other before problems develop so that we can help preserve that which is the linchpin for victory; trained, ready, healthy Airmen. 

First Sergeant recalls how Airman's choices led to death by MSgt Robin W. Young, Nellis AFB, Nev.

First Sergeant recalls how Airman's choices led to DEATH

by MSgt Robin W. Young, Nellis AFB, Nev.

"The Coroner was waiting for me."

“The
coroner
was
waiting
for me.”



photo by Maj Francisco G. Hammett

It was a beautiful day and it seemed like a great idea to start the long weekend with a family breakfast at a restaurant. As my family and I waited on our order, like many mornings before, my phone rang. When I answered the call I recognized the familiar beep of a recorded line. I knew then it was the command post and work was calling — “Just another day on the job,” I thought. The young sergeant identified himself and informed me that a member of my squadron had been involved in a serious automobile accident. As the waitress delivered our food, I motioned for my wife and daughter to go ahead, I knew I was going to be awhile.

A call to the hospital confirmed that the young man in question had been involved in an accident at 7:11 a.m. He arrived at the hospital at 7:41 a.m. and had been pronounced dead at 7:46 a.m.

Everything seemed to go into slow motion. My mind began to

race. How did it happen? Does he have family in the area? Had he been drinking? Regardless of the answers to these questions ... a member of my unit was dead.

I contacted my commander and my command chief to inform them of the situation; then I contacted the on-scene coroner to get more details. She asked me to come to the scene to pick up some of the member's personal effects.

About a block from the accident scene the police had the road blocked. There were cones running diagonally across the road ending at the curb where an assortment of bright orange paint markings began. The coroner was waiting for me. She said she would have the police walk me through the scene, but first she needed me to identify the member.

She said that although the body had serious head trauma she was able to identify the body as being the same person as the photo on the military ID card. What she needed me to do was

verify that the picture was indeed the young Senior Airman in my unit. As she handed me his ID, I knew I didn't need to dwell on my answer; this was the young man I had not only known but spoken to only the day before.

As the police officer began to tell me of the events leading up to the accident, it became apparent that the young Airman had made some bad choices. I was told he had been involved in a minor accident only a block or two from this location and the preliminary investigation showed that he had fled the scene. Eyewitnesses said he had passed their location doing about 100 mph and failed to stop at a four-way.

The first police cones began marking the sideways skid of his vehicle about 500 yards beyond that four-way stop. After hitting the curb, his vehicle struck a fire hydrant and later a brick wall some 4 feet or more above ground level. There were bright orange circles on the wall and ground indicating impact points. The mem-

“ Looking back at this accident it had all “Big 3” causes –
– **Speed,**
– **Alcohol &**
– **Seat belts** ”

“He chose to flee the scene, not knowing that decision would end his life and impact many others.”

ber, who was not wearing a seat belt, was thrown from the vehicle and also struck the wall. Those two impact points were also marked with orange circles; one labeled “V impact” and another labeled “body scrap.” The Airman had come to rest some 30 or more feet from the initial impact with the wall at the base of a small tree.

His vehicle had stopped another 40 or so yards further down the street on its roof, indicated by a large orange circle and marked “upside down.” I was unable to identify what type of car it had once been.

As I returned to the coroner’s vehicle to collect the Airman’s personal effects, a crew dressed in bio suits arrived and began to collect the human remains. I watched as the crew bagged bio-hazardous materials and

bleach washed the wall and road surrounding the scene. A tragedy had occurred here today; a good man had made some poor choices which cost him his life.

I arrived at my commander’s office just as he and the member’s flight commander arrived. We began to pool information to make the necessary notifications. Although the member was unmarried, someone had to notify his mother back home – and his friends, coworkers and roommates here in the local area.

We decided to recall his entire flight and break the tragic news in a supportive environment. With the assistance of the chaplain and a life skills counselor, the commander informed the Airman’s coworkers. After an hour of consoling each other,

we all ended up sitting around telling wonderful stories of how he had enriched all our lives.

As we began to piece together the last hours of this young man’s life, we found that he had been at a poker game at a coworker’s house until about 2 a.m. By all accounts he had had “a couple of beers” over several hours but was not intoxicated. After leaving his coworker’s home, he and his roommate had gone to a local tavern. They had stayed together there until about 5 a.m. when his roommate called a taxi and went home. I later contacted the taxi company and a taxi from that tavern to his house was less than \$10. Had he chosen to go home with his roommate, this could have been avoided – all for less than \$5 each.

Statement of Annual Ownership

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— THE COMBAT EDGE

SAVING LIVES

WITH LOCKOUT//TAGOUT

The life
you save
could be
your own!

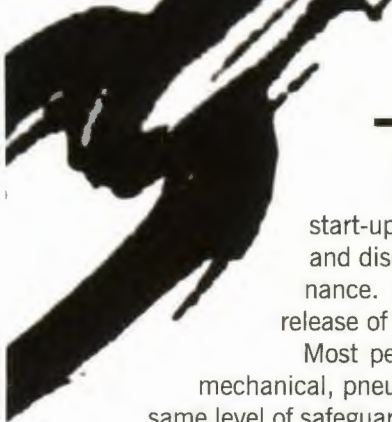
by CMSgt Yance Childs, Langley AFB, Va.

DANGER
HAZARD
CONTROL MEASURE

CAUTION
HAZARD
CONTROL MEASURE

OUT OF ORDER
HAZARD

DO NOT START
HAZARD
CONTROL MEASURE



The federal lockout/tagout standard published by OSHA in 1989 was designed to prevent injuries and deaths caused by accidental start-up of equipment during maintenance or servicing. The standard includes specific practices and procedures to safeguard Airmen if an unexpected start-up of machinery or equipment occurs. The standard requires that a designated individual turns off and disconnects the machinery or equipment from its energy source before performing service or maintenance. It also requires authorized employees to either lock or tag energy-isolating devices to prevent the release of hazardous energy and take steps to verify that the energy has been isolated effectively.

Most people think of electricity as the only potentially hazardous energy source. However, hydraulic, mechanical, pneumatic, gravity, and chemical are all sources of potentially hazardous energy, and they require the same level of safeguards as electrical sources. Before performing tasks that may involve any type of stored energy, roles and responsibilities must be clearly defined, understood, and reviewed by all employees. It is important to remember that all energy sources must be "isolated and rendered inoperative" before actual work commences. Overlooking energy sources has proven fatal on multiple occasions.

OSHA requires three basic elements in a lockout/tag out program. These are: *training*, *written procedures*, and *inspections*.

TRAINING

Training is required for two types of people: authorized employees and affected employees. Authorized employees are people who do maintenance or servicing and are the ones who actually perform lockout/tag out processes. Affected employees are personnel who may be affected by or work near locked or tagged out equipment, but are not permitted to perform servicing or maintenance on the locked or tagged out equipment. An example of an affected employee could be an office worker whose operation is affected by the loss of power associated with a lockout/tagout operation performed by someone else.

WRITTEN PROCEDURES

Written procedures detailing the lockout/tagout procedure are required for equipment having one or more energy sources. Written procedures communicate important information to personnel performing lockout/tagout. These procedures identify energy sources and provide step-by-step instructions for locking or tagging out energy sources. During these procedures, stored energy is released and as a final safety measure, the worker verifies the equipment cannot be re-started after lockout is applied, thus ensuring the procedures are effective and ensuring the equipment is safe to work on. Group lockout/tagout procedures must also be clearly documented. Procedures must be kept up-to-date, and changes must be communicated to everyone who may possibly be affected by them. Procedures are only useful if all the information they contain is correct. Also, simply having these procedures in place does not help if the procedures are not followed.

INSPECTIONS

Inspections of the lockout/tagout program must be performed annually. The OSHA lockout/tagout standard specifies who may perform the inspection. Typically, it is an authorized employee who is not directly involved with the procedure being inspected. Periodic inspections provide an opportunity to verify procedures are being followed and correct deficiencies in the lockout/tagout program. Of course, if anyone becomes aware of problems with the lockout/tagout program, they should report them immediately to ensure they are corrected. Waiting for the problem to be formally identified during the annual review could be a costly mistake.

These three elements of the lockout/tagout standard are designed to keep you safe. Lockout/tagout programs can save lives and prevent injuries if the procedures are followed consistently and correctly. Personnel should never take shortcuts when it comes to their safety, especially when working with hazardous energy sources. ✈

MONTHLY AWARD WINNERS – JUNE

CREW CHIEF SAFETY



Award of Distinction

Aircraft 82-980 was the last F-16 aircraft of the 119 FW to be transferred to the Aerospace Maintenance and Regeneration Center, Davis-Monthan AFB, Ariz. Knowing the day prior the Accessory Drive Gearbox (ADG) was swapped out, and working in temperatures dropping below -20 degrees (ambient), the wind chill made it -35 degrees, SrA Jacobson went above pre-flight check requirements and took it upon himself to verify that nothing had been inadvertently overlooked. With the aircraft running and armed only with an inspection flashlight,

he peered through a very small access door inspecting the ADG and adjacent area. Immediately sensing something wasn't normal with the A-System Hydraulic Pump, he pressed on with his investigation. SrA Jacobson quickly discovered the hydraulic pump and associated lines would "jump" whenever the flight controls were activated. He instantly communicated these findings to the pilot, requesting immediate aircraft shut down. Further inspection revealed that four of the six nuts holding the stator in place were loose. Due to SrA Jacobson's unwavering determination, persistence, and acute attention to detail coupled with his strong technical experience and professional insight, he quite possibly prevented a catastrophic accident of this last flight of



SrA Jeffrey J. Jacobson
119th Aircraft Maintenance Squadron
119th Fighter Wing
Fargo, N.D.

this last aircraft of the North Dakota Air National Guard.

UNIT SAFETY



Award of Distinction

MB-4 tow tractors at Minot Air Force Base were experiencing widespread brake line deterioration. Vehicle maintainers at Minot determined that a plastic air line, chaffing against the steel brake lines, was the most common cause of brake line deterioration amongst these vehicles. The prescribed fix for this problem was to encase the brake lines in rubber tubing in order to eliminate the friction between these lines. Barksdale Air Force Base's Vehicle Management Flight immediately performed a recall of all 14 MB-4 tow tractors on the base, and laid out a plan for the most efficient method of inspecting and repairing these vehicles. Incredibly, eight of the 14 MB-4 tow tractors were inspected, repaired, and returned to service in only 6 hours, allowing Barksdale's flight line op-

erations to continue unhindered by the recall, while also avoiding the potential for damage to government property, personal injury, and loss of

life, due to a brake line failure. By the next day, all deficient MB-4 tow tractors were inspected, repaired, and placed back into service. The outstanding Airmen of the Vehicle Management Flight were so effective with their response to this serious discrepancy that they completed all actions and provided a safe and serviceable fleet of MB-4 tow tractors to the 2 BW before Air Combat Command was able to issue a MAJCOM-wide notification of recall/inspection. While the MB-4 tow tractor brake line deterioration created a "mis-



Vehicle Management Flight
2nd Logistics Readiness Squadron
2nd Bomb Wing
Barksdale AFB, La.

hap waiting to happen," the 2 LRS Vehicle Management Flight immediately took the mishap prevention fight to the deficiency without being told. It is this safety ethos that makes the Vehicle Management Flight a safe place to work and an integral part of the mission of the 2 BW.

AIRCREW SAFETY



Award of Distinction

Shortly after nightfall, and approximately 11 hours into a combat mission near hostile territory, the crew of WHISTLER 50 noticed a TACAN fault light on the copilot's side. Almost immediately the Communications Technician (CT) smelled fumes in the forward section of the aircraft, just aft of the crew entry door. The CT notified the flight deck of the fumes and the Aircraft Commander (AC) immediately instructed the crew to don their oxygen masks. The AC directed, and the crew executed, the "Fire Smoke & Fumes" checklist followed, by the "Electri-

cal Fire Smoke & Fumes" checklist. During the source isolation phase of the checklist, the #1 FFAC fan was found inoperative. The Flight Engineer (FE) removed power and opened the applicable circuit breakers. The FE instructed the mission crew technicians to power down IAW their checklist procedures. Once established in the host nation's airspace, the crew declared an emergency with the host nation's approach control and completed all post mission and descent checklists. On descent for landing, fuel flow indications for #2 and #3 engines began to fluctuate continuously. The flight deck checked their engine instruments but found all other engine indications were within tolerance. On dogleg

WHISTLER 50 Crew
960th Airborne Air
Control Squadron
552nd Air Control Wing
Tinker AFB, Okla.

to final, the number eight generator failed but did not isolate itself from the sync bus. This caused the flight deck to lose generator power, failing all cockpit lighting, along with the copilot and navigator's instruments. The FE analyzed the situation and immediately isolated the number eight generator which returned power to the cockpit. The crew landed uneventfully and was met by the Fire Department.

PILOT SAFETY



Award of Distinction

While executing a combat reconnaissance mission in support of Operation ENDURING FREEDOM, Major VanPelt experienced a catastrophic structural failure of his U-2S aircraft shortly after takeoff. The event caused the pressurized hatch of the equipment bay to separate from the aircraft, leaving a 5-foot by 3-foot hole in the underside of the aircraft immediately behind the cockpit. After departing the aircraft, the hatch slammed into the engine intake before destroying the satellite data link housing on top of the aircraft, careened along the upper fuselage and struck the elevator. Major VanPelt quickly analyzed the situation and recovered the aircraft from its nose-high climb-out attitude. After leveling off at 15,000 feet, Major VanPelt identified the

lack of pressure in his equipment bay as well as the severe structural damage done to the satellite data link housing. With his aircraft stabilized, he notified the Mobile Officer and the Supervisor of Flying (SOF). The SOF immediately engaged in dialogue with him to coordinate the best course of action for a safe recovery. Major VanPelt relayed the damage specifics, as he knew them, for consult with a team of technical experts to aid in troubleshooting the problem and discuss the unknown aerodynamic affects of attempting to land an aircraft with such severe structural damage. Major VanPelt then discussed with the SOF the possible contingencies and reviewed applicable checklists. After reducing aircraft gross weight, Major VanPelt performed a controllability check and determined the aircraft was controllable at final approach speed. He made a



Maj Peter W. VanPelt
99th Expeditionary
Reconnaissance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.

perfect final approach and textbook landing in the Air Force's most difficult aircraft to land. It wasn't until landing rollout that the severity of the structural damage was fully observed and Major VanPelt's handling of this in-flight emergency fully appreciated.

MONTHLY AWARD WINNERS – JUNE



Award of Distinction

The CF6-50 jet engine has a known failure mode where the 14th stage outlet guide vanes are liberating and causing internal engine damage. This failure mode has led to several extensive and costly engine repairs recently, within the E-4B fleet, with at least one Class B in-flight engine mishap. Previously, there were no procedures to adequately inspect the 14th stage vanes in order to detect latent failures. Not accepting this inspection shortcoming, and working with the aircraft manufacturer's on-site representative, TSgts Ortega and Przytulski finalized development of a procedure involving removal of the compressor discharge pressure sensor, which allows increased visibility and access to the vanes without

the need to remove the engine from the wing. A technical order change request was submitted and approved, saving the Air Force over \$1,000,000 in overhaul and shipping costs. During recent engine bore scope inspections, this technique detected 14th stage outlet guide vanes partially liberated on two separate aircraft. This fact was later confirmed at the engine overhaul facility. Early detection of these impending failures likely prevented two Class B mishaps and potentially dangerous in-flight engine failures. Recognition of TSgts Ortega and Przytulski's innovative procedure has grown outside of the 55th Wing, and now holds the potential for implementation on all CF6-50 engines worldwide, to include KC-10s and commercial users. What began as a "what if" brainstorming session beneath the wing of



**TSgt James C. Ortega
TSgt Michael J. Przytulski
55th Aircraft
Maintenance Squadron
55th Wing
Offutt AFB, Neb.**

an E-4B has grown into a process that will not only make the E-4B a safer aircraft to operate, but will also make the skies safer as other aircraft employ this inspection technique.



Award of Distinction

TSgt Lyons and SSgt Hernandez were instrumental during two DULL SWORD investigations of MB-4 tow vehicle pintle hook breakages. Their actions played a key role in an Air Force Safety Center (AFSC) pintle hook stress test conducted at Barksdale AFB. With recent occurrences of MB-4 Entwistle pintle hooks breaking during towing operations, the AFSC identified an immediate need to investigate and/or alleviate the possible causes to ensure nuclear assets were safe when towed. With sophisticated precision measurement test equipment and video cameras mounted on the MB-4 tow vehicle, Sgts Lyons and Hernandez performed various maneuverability operations with the MHU-196 trailer engaged, along all approved towing routes and in and

out of approved training structures, during a 4-day period in support of AFSC, depot, and equipment item manager personnel. Their equipment expertise allowed the duplication of circumstances surrounding several of the documented pintle hook breakages which previously could not be achieved by other technicians during similar tests. Due to their remarkable performance, test engineers were able to collect valuable pintle hook stress-point and force data which will prove invaluable to the future of safe nuclear towing procedures.



**TSgt Paul Lyons
SSgt Brian Hernandez
2nd Munitions Squadron
2nd Bomb Wing
Barksdale AFB, La.**

ACC SAFETY SALUTES SUPERIOR PERFORMANCE

EIGHTH AIR FORCE

TSgt Matthew Gishop
SrA Aaron Brown
552nd Aircraft Maint. Squadron
552nd Air Control Wing
Tinker AFB, Okla.

Maj Jason A. Vitas
99th Expeditionary
Reconnaissance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.

NINTH AIR FORCE

Capt Kevin Pritz
Capt Vanessa Price
335th Fighter Squadron
4th Fighter Wing
Seymour Johnson AFB, N.C.

Mr. Jerald E. Hatcher
SSgt Timothy W. Landsdowne
SSgt Janelle D. Morton
SrA Steven S. Myers
Mr. Brian S. Rockwell
TSgt Steven P. Caskin
TSgt Nathan B. Iseminger
SSgt Michael E. Jacobs
SSgt Walter F. Clayton
SrA Crystal N. Bennett
SrA Earl K. Lee
A1C Chad R. Spurlock
4th Operations Support Squadron
4th Fighter Wing
Seymour Johnson AFB, N.C.

SSgt Richard L. Egan
SSgt Brian A. Everhart
SSgt James P. Bierman
SrA Shaun C. Bassett
4th Equipment Maint. Sq.
4th Fighter Wing
Seymour Johnson AFB, N.C.

Maj Peter W. Van Pelt
Maj Jason Vitas
Capt Todd Larsen
99th Expeditionary
Reconnaissance Squadron
(Deployed)

SSgt David M. Kopec
386th Air Expeditionary Wing
Ali Al Salem AB, Kuwait

A1C Luis O. Montenegro
20th Medical Group
20th Fighter Wing
Shaw AFB, S.C.

TWELFTH AIR FORCE

1Lt Steven Shallenberger
4th Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

A1C Jorge A. De La Tore
27th Aircraft Maint. Sq.
27th Fighter Wing
Cannon AFB, N.M.

USAF WARFARE CENTER

Lt Col Anthony Murphy
Lt Col Thomas Behnke
Maj Ronald Miller
1Lt Jacob Church
82nd Aerial Target Sq.
Tyndall AFB, Fla.

SrA Jacob C. Law
57th Intelligence Aggressor Squadron
57th Wing
Nellis AFB, Nev.

Capt David S. Chadsey
66 Weapons School
57th Wing
Nellis AFB, Nev.

Maj Richard Colon
Maj David C. Lyons
Maj David C. Epperson
Capt Christopher P. Zorich
16 Weapons School
57th Wing
Nellis AFB, Nev.

NATIONAL GUARD BUREAU

SrA Jeffrey J. Jacobson
119th Fighter Wing
Fargo, N.D.

TSgt Mike Vasko
TSgt Jeff Young
TSgt Craig Crawford
SSgt Julius Dawson
SrA Scott Plymill
125th Aircraft Maint. Squadron.
125th Fighter Wing
Jacksonville IAP, Fla.

TSgt John A. Paolozzi
116th Air Control Wing
Robins AFB, Ga.

Oops! Correction from last magazine

TSgt Chad J. Sims
27th Maintenance Ops Squadron
27th Fighter Wing
Cannon AFB, N.M.



MONTHLY AWARD WINNERS – JULY

FLIGHT LINE SAFETY



Award of Distinction

A1C Crewell found that airfield signage had become structurally unsound, prompting him to remove the signs and repair each of the 14 signs, on site. This not only saved the wing and Civil Engineering valuable time and manpower, but also immediately enhanced flight line safety by side-stepping the work order process delay. Without his efforts, transient aircraft operating at Whiteman AFB would not have had the normal visual guidance or references while taxiing around the 1.4K acre airfield. A second issue that caused A1C Crewell concern was the missing and faded "Controlled Area" signs. These signs are posted along the perimeter of the airfield to advise passing traffic that entry is

prohibited unless on official business. This tempers the wing flight line driving program by excluding unofficial traffic and vehicles stopping to watch aircraft operations in the approach/departure corridors. After making an inventory of the signs, he created a work order request, and promptly installed the new signs as each was completed and received. A1C Crewell continued to scrutinize the airfield environment during this inspection, knowing that additional discrepancies might exist, and discovered three: two drainage grates and one manhole cover were missing on the airfield infield and along a parking apron. Such discrepancies could prove catastrophic if an aircraft had departed the paved surface or if a vehicle had driven off-road in the area. A1C Crewell immediately notified Civil Engineering and accomplished active work orders to address these shortcomings.



A1C Robert Crewell
509th Operations Support Squadron
509th Bomb Wing
Whiteman AFB, Mo.

GROUND SAFETY



Award of Distinction

TSgt Gaylord closely collaborated with 15th Operational Weather Squadron personnel at Scott AFB to issue a severe thunderstorm warning for hail greater than or equal to 1/2-inch at Minot AFB. The warning was issued with a 56-minute advance notice to commanders, permitting them ample time to direct personnel to take protective actions for both themselves and equipment before the hail began falling. During this advisory and weather event, Sgt Gaylord scrupulously followed the new Severe Weather Action Plan (SWAP) procedures that had just been implemented 10 days prior to this event. He went above and beyond by immediately notifying forecasters at the National Weather Service (NWS) office in Bismarck, N.D., who were unaware of the

severe weather occurring in their forecast and warning area. The NWS promptly issued a civilian severe weather warning. Finally, since the NWS also included Sgt Gaylord's hail report in their official storm reports, relaying his observation of hail stones as large as 1-inch in diameter, it was relayed over the local television news station, thereby further alerting the civilian population across North Central North Dakota of the impending threat. In the following days, no injuries or damage were reported on Minot AFB, or the surrounding 91st Space Wing Missile Complex, as a result of this storm. TSgt Gaylord's swift and calm actions not only reduced risk to personnel and equipment of both the 5th Bomb Wing and 91st Space Wing, but also mitigated risk for the civilian population and agricultural industries of central North Dakota.



TSgt Robert D. Gaylord
5th Operations Support Squadron
5th Bomb Wing
Minot AFB, N.D.

PILOT SAFETY



Award of Distinction

Shortly after takeoff, Capt Miller experienced an "engine afterburner fail" indication accompanied by less than normal thrust. Capt Miller began an immediate climb and coordinated to use the airspace above the airfield to further analyze the situation. Due to his location over a densely populated area and his ability to climb, though at a slower than normal rate, Capt Miller decided to retain his external stores. After attaining gliding distance to the airfield, Capt Miller was able to determine that the engine nozzle was not responding to changes in throttle setting. After checking engine thrust from idle to full military power, Capt Miller de-

cided that his engine performance was degraded but adequate for landing. Capt Miller considered flying a steep simulated flameout approach, but opted for a normal approach because of reduced visual cues due to darkness. Capt Miller flew a flawless approach and landing despite the reduced thrust and his heavy fuel load. Upon landing, the nozzle was jarred loose from its stuck position and became full closed. This nozzle change caused Capt Miller to experience greater than normal idle thrust. Capt Miller was able to safely stop the aircraft on the runway despite this sudden change in engine performance. Post flight inspection of the engine revealed that it had switched in flight to a lower thrust hybrid mode and that binding in the nozzle area had fur-



Capt Robert Miller
4th Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

ther reduced the available thrust. Capt Miller's exceptional airmanship led to the safe recovery of a \$25 million combat asset.

CREW CHIEF SAFETY



Award of Distinction

During the very early morning hours, SrA Robert Ballard applied power to aircraft 75-0558 so he could complete the final steps before the aircrew arrived at the aircraft. Approximately 10 minutes after applying external power, SrA Ballard noticed all of the overhead lights simultaneously flickering. Realizing that every overhead light flickering at once was not normal, SrA Ballard immediately stopped what he was doing and proceeded to the flight deck to examine the situation. As SrA Ballard proceeded forward, he began to hear a high-pitched squeal that resembled a hydraulic pump attempting to repeatedly engage. SSgt Harris, who was approximately 20 feet from the front of the aircraft, noticed what appeared to be a waving flashlight in the left wheel well. Believing the flash was someone attempting to get his attention, SSgt Harris began to approach the wheel well to see

what was happening. As SSgt Harris got closer to the wheel well, he heard the #1 auxiliary pump turn on and off repeatedly, followed by an incredibly bright flash from the wheel well. Immediately after SSgt Harris saw the flash of light, a large fire ball emerged from the wheel well and quickly vanished. SSgt Harris rushed to the nose of the aircraft to grab the fire bottle. While SSgt Harris was retrieving the fire bottle, he spotted SrA Ballard at the entry door and directed him to shut down electrical power and to exit the aircraft. SrA Ballard removed power IAW "External Power Applied, Emergency Shut-Down" procedures and safely exited the aircraft. While SSgt Harris ensured all residual flames were extinguished, SrA Ballard informed the production superintendent of an aircraft fire. Once all appropriate agencies were notified and the area was deemed safe, SSgt Harris and SrA Ballard began to contain



SSgt Calvin Harris
SrA Robert Ballard
552nd Aircraft
Maintenance Squadron
552nd Air Control Wing
Tinker AFB, Okla.

the more than 5 gallons of hydraulic fluid that had leaked out of the ruptured pump. SSgt Harris and SrA Ballard's safe and immediate response undoubtedly saved a \$330 million AEF enabler.

MONTHLY AWARD WINNERS – JULY

AIRCREW SAFETY



Award of Distinction

The crew of Sparta 51, an EC-130H, observed a #1 engine hydraulic pump pressure warning light. Moments later, the aircraft yawed violently towards the #1 engine. The #1 engine torque, RPM and fuel flow fluxed rapidly and the #1 engine oil quantity and pressure decreased rapidly. The Aircraft Commander (AC) directed an immediate emergency shutdown of the #1 engine. While the flight crew completed the cleanup items of the Engine Shutdown Procedure, the Airborne Maintenance Technician (AMT) notified the AC of an excessive fluid loss of the #1 engine and failure of the feathered #1 propeller to stop rotating. The Flight Engineer (FE) quickly calculated a three engine service ceiling for the extremely high desert temperature and pressure altitude and the Navigator plotted a direct course to the primary recovery field, staying well clear of all high-threat areas. While proceeding to the recovery field and executing drift-down to the three engine service ceil-

ing, the crew identified the #1 propeller as counter-rotating, with probable failure of the propeller brake, and again followed Dash-1 guidance in an attempt to stop the rotation. All Dash-1 troubleshooting procedures were followed, but the propeller continued to counter-rotate and produce excessive drag as well as create a potential fire hazard. After obtaining current weather at their destination, the crew determined that both the primary and alternate airfields were below minimum approach requirements. The crew quickly selected a secondary alternate field inside the combat zone. The Navigator plotted a new course to the alternate field and recalculated fuel requirements for the divert. The AMT ensured all combat gear was appropriately distributed and donned while maintaining a thorough scan of the malfunctioning engine. The Mission Crew Commander and Supervisor posted to threat-scanning positions for the combat arrival into the airfield. The AC flew the approach and landing without further incident and taxied the crippled aircraft clear of the runway to permit unimpeded airfield



**1Lt Craig C. Rumble
TSgt David D. Guy
1Lt Mary K. Marshall
SSgt Zachary M. Saelens
Capt Ryan J. Theisen
SSgt Jason J. Kneier
Capt David M. Kendall
SSgt Steven M. Van Ert
43rd Electronic Combat Squadron
Davis-Monthan AFB, Ariz.**

operation. The post-incident maintenance inspection revealed a catastrophic failure of the reduction gear assembly resulting in the explosive destruction of the external gear housing assembly.

UNIT SAFETY



Award of Distinction

While preparing to offload approximately 75,000 gallons of special-use Jet Propellant Thermally Stable fuel from three railroad tank cars, Fuels Specialists discovered that one of the rail car's bottom loading valves was improperly sealed in the "open" position during transport. Had the valve position not been detected prior to removing the threaded cap, approximately 24,000 gallons of jet fuel would have spilled, with the greater amount of that fuel reaching the surrounding soil and storm water drain. Thus, their astute observation prevented a catastrophic environmental incident at

Beale Air Force Base. The Fuels Specialists properly closed the valve and the residual fuel left in the cap was carefully drained and reclaimed. Their timely actions prevented the potential loss of more than \$96,000 in special fuels, as well as approximately \$80-150,000 in hazardous materials cleanup and remediation costs. The commercial rail cars used to deliver the fuel have a variety of offload valve configurations, and the valve position is often not clearly identified. The incident was up-channeled to Defense Energy Support Center fuel procurement personnel and the Quality Assurance representative



**Fuels Facilities Section
9th Logistics Readiness Squadron
9th Reconnaissance Wing
Beale AFB, Calif.**

for the fuel supplier refinery. This resulted in initiatives at the refinery to develop inspection checklist procedures for individual rail cars prior to transport.

Four Dimensions of Human Wellness:

1. physical
2. emotional
3. social
4. spiritual

Do you Notice?

- Unusual or sudden changes in behavior
- Loss of meaning, purpose
- Reduced sense of belonging, self-worth, or confidence
- Decreased work performance
- Response to challenges
- Disciplinary problems
- Financial troubles
- Accidents or injuries
- Legal problems
- Relationship difficulties at work or at home
- Spouse and/or child abuse
- Alcohol or drug misuse
- Social isolation
- Risk-taking activities
- Moodiness, irritability, depression or feeling of hopelessness

a Few Resources:

- Your Wingman
- Family, friends, supervisors and leaders
- Chaplains
- Airmen & Family Readiness Flight
- Health and Wellness Center
- Alcohol/Drug Abuse Prevention/Treatment (ADAPT) Program
- Services Squadron
- Mental Health
- Primary Care Physician
- Family Advocacy Program
- www.militaryonesource.com

FY07 Aircraft

As of August 1, 2007

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

FY07 Ground

As of August 1, 2007

	Fatal	Class A	Class B
8 AF	         	6	2
9 AF	         	7	0
12 AF	         	3	4
DRU's	         	3	0

 = Fatal  = Fatal due to misconduct

FY07 Weapons

As of August 1, 2007

	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
 * Fatality

Aircraft Notes

ACC and ACC-gained units experienced several Class A mishaps since 1 Jun. An F-15 collided with an F-16C during Red Flag exercises. The F-15 pilot ejected safely and the F-16C recovered. An F-16C was destroyed and pilot fatally injured in the AOR just after takeoff. An F-15A from the ANG was destroyed and pilot fatally injured during dissimilar ACM with F-18As. An F-15E experienced Class A FOD damage but recovered without incident. An MQ-1 lost power and was destroyed in the AOR. Mishap reports in the last few months have included an increased number of human factors events with experienced pilots. Checklist errors and fatigue are subtle reminders of the need to reinforce basic airmanship. Adequate rest is important for training as well as combat. It's more than a cliché — we train the way we fight.

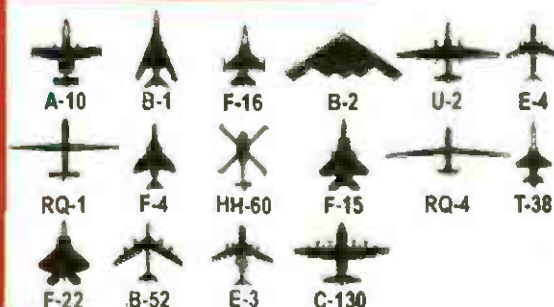
Ground Notes

ACC has experienced 18 Class A Ground mishaps as of 31 Jul 07. Unfortunately, that is four more than for all of FY06. Motor vehicle mishaps account for 14 of the 18 mishaps. Both motorcycle and four-wheel motor vehicle categories have risen. Fatigue, speed, and alcohol continue to be casual factors. Individuals must use the principles of Personal Risk Management to avert these tragedies and to constantly be available for their Wingman.

Weapons Notes

Over the last couple of months we've experienced several weapons mishaps that were the direct result of simply not following established procedures. These mishaps resulted in the loss of valuable AF resources as well as started a fire that spread onto non-government property, destroying a privately-owned building. All these mishaps could have been easily avoided by just following technical data. We all know following technical data is our best defense against weapons mishaps. When individuals decide to take shortcuts or rely on memory to perform explosive tasks, you are asking for a mishap to occur. So the next time you decide to take a shortcut or deviate from technical data, it's the same as asking for a mishap to occur. Do you really want that?

Symbols for Mishap Aircraft



Fleagle



<https://wwwmil.acc.af.mil/combat-edge>



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