

Combat Edge

July / August 2008

Air Combat Command's Safety Magazine

**SUMMER CRITICAL
101
DAYS OF**
AIR COMBAT
COMMAND

**WARNING: Watch Out
For The Fun Factor!!!**

Combat Edge

Volume 17 Issue 2, ACC SP 91-1

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Photo by PH2 Milton R. Savage

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COVER PHOTO BY TSgt SEAN WHITE

ACCent ON SAFETY

Wingmanship and Personal Risk Management – Key to Summer Success

We are well into the “101 Critical Days of Summer.” As I write this edition’s ACCent on Safety, which I am so honored to do, I can’t help but wonder how many of our precious Airmen we will lose this summer to unfortunate, preventable mishaps. Hopefully, the answer is ZERO. Although not absolute, most pessimists would seem to think that a command, as large as Air Combat Command cannot survive the entire summer without a single fatality – I think otherwise.

There is no doubt that our society spends more time on the highways, in the water, and recreating with family and friends during the summer than any other time of year. In fact, the leading cause of fatal mishaps during the summer months continues to be off-duty private motor vehicle mishaps and drownings. As we increase our participation in outdoor activities during the summer, we also increase our exposure/probability that mishaps will occur. However, I’m still convinced that ACC can reach the goal of ZERO fatalities this summer.

How do we reach this goal? It’s simple – Wingmanship and Personal Risk Management. Both of these ideologies have proven their effectiveness over time. Wingmanship: When an Airman exercises poor judgment (about to do something stupid like drive after having too much to drink), fellow Wingmen and leaders must step in and call “knock it off.” A Wingman has an inherent responsibility to step in when a coworker wants to take shortcuts to complete the task in order to get a head start on vacation travel. There is no doubt being a Wingman takes courage.

PRM: We owe it to our family, friends, and our Air Force to take safety seriously and manage these risks we will face this summer and throughout the year. Regardless of how simple an activity may seem, it’s better to take a second and sometimes a third look to ensure you assess the hazards involved, consider options, and take the appropriate actions before you start. PRM is basically making responsible choices and taking control of those things that we can, such as: wearing seat belts, not drinking and driving, following tech data, wearing PPE, and obeying the rules of the road.

I believe the most challenging task in reaching our goal of ZERO fatalities this summer is to ensure that every Airman in ACC is involved and understands the importance of PRM and the concepts of being a good Wingman. This is where I need your help. At the next Chief’s Group, Top 3, Roll Call, AADD, off site, or whatever event it may be, show your concern for your fellow Airmen by talking about managing risk and being a good Wingman. Safety is every Airman’s business in ACC, and we can’t meet our goal without your support.



CMSgt Yance A. Childs
Chief of Ground Safety

THE ARTICLE THAT DIDN'T HAVE TO BE WRITTEN

by CMSgt Stephan W. Brick, Offutt AFB, Neb.

Location: Offutt AFB, Neb.

Units: 55th Wing /55th Operations Group
38th Reconnaissance Squadron
338th Combat Training Squadron
97th Intelligence Squadron

MDS: RC-135V

Call Sign: Snoop 92

RISK: -0.3

Whether you are a first-term Airman or a veteran, mishap articles all look basically the same. The story starts out in a typical setting that almost anyone can imagine; on a day like one we've all experienced at some time in our lives; in a place that could resemble any number of flight lines or airfields anywhere in the world; with smart, brave war-fighters most of us have had the pleasure of serving/deploying with. This one is no different.

It was a beautiful sunny autumn day, barely a cloud in the sky. The temperature was in the mid-50s. This was an excellent day to fly. There was a large crew from three different squadrons and a "guest" flier. Pre-mission brief was performed the previous day. Pre-brief was like any other pre-brief, with one seemingly minor hiccup ... the weather was not available and not briefed. The primary mission aircraft was in the hangar with a fuel leak but the spare was FMC. The flight plan, air refueling and mission profiles were expertly delivered. The mission was a Coronet Thunder Integration flight, supporting a Tinker AFB/

AWACS ORE and, as such, was the OG (55th Operations Group) Commander's #1 priority for the day. Mission duration was scheduled for 8 hours. Just to make things interesting, 8 AF was conducting a formal inspection of the 55th Wing. The A/C (Aircraft Commander) and cockpit crew were all experienced fliers.

Morning of the mission: The Step Brief started about 10 minutes late as the briefer was trying to validate the Go/No-Go for their "guest flier." The weather was beautiful and winds were favorable for New Mexico; there was a big "H" sitting over the area. Unfortunately, they weren't supposed to be flying to New Mexico. They were, however, supposed to be flying towards that other spot on the map that had a big "L" and lots of pretty colors on it. However, when dealing with weather, color is not a good thing. Bland is good. Again, the A/C, copilot and navigator were all aware and attention directed to the proper weather. After a chuckle, the brief went on. After looking at the map, the consensus was that all preferred to fly to New Mexico!

The mission went on. The crew bus for the front end (pilots/navs/ravens) was on time. The back end waited for their bus. It was 15 minutes late; the Airborne Mission Supervisor (AMS) called Transportation to find out about the delay. He was told the bus was delayed due to taxiing aircraft and would be there as soon as possible. It finally arrived, and once on the bus he was informed that there was an In-Flight Emergency (IFE) on one of the other missions. By the time the back-end crew made it to the jet, the pre-flight for the front-end was already in progress. During the back-end preflight there appeared to be something leaking near the lavatory and the radio checks revealed that one of the radios was not working. Shortly thereafter, it was learned that a hydraulic warning light was inoperative and the fuel card was missing. The fuel card was located and the warning light fixed. The leak was the aftermath of a cleaned up mess. The inoperative radio was not a take-off issue.

The AMS called the Tactical Coordinator (TC) in charge of the reconnaissance crew and asked, "How is ORM looking?" to which the TC responded, "Let me talk to the pilot." The TC talked issues over with the pilot and got back to the AMS, and they decided they were getting up there but they were still comfortable. All agreed that ORM was being thought about.

Remember the IFE? Well they were landing as this crew was pulling the stand and beginning the Starting Engines Checklist. The IFE landed but left IFE FOD on the runway. Hence, the Coronet Thunder mission was on hold until the FOD could be cleared and the runway could be inspected. This took about 30 to 45 minutes.

After the runway was cleared, the mission started engines. All proceeded according to plan. A head count was taken; 27 souls to the bulkhead, four in the cockpit, and three on the ground. The mission jet taxied out. On the way to the north hammer head, the pilot and crew were informed the tanker had cancelled. That meant there wasn't enough fuel on board to take off and fly the planned entire mission, and there wasn't enough time to coordinate another tanker. The decision was made to burn the tanker time on the ground to conserve fuel and enable the maximum amount of time on track for the exercise. The decision was also made not to return to parking and shut down engines because that would mean turning the jet back over to maintenance and it would take too much time to get it back. The AMS again inquired to the TC about ORM.

The jet cleared the active taxiway and waited. When the time finally came to take off, the jet taxied into position and the left packs (Air Cycle Machine-pressurization system) was turned on. Airborne Systems Engineer 3 (ASE 3) noticed a spike in the power that didn't return to normal. The A/C asked for the right packs, and they functioned normally. The cockpit crew initially thought they would try to take off with the right packs and see if the left would come on line after take-off. Although the dash one allows for the mission to continue with only one functioning pack, you can't take off with only one. They realized this in short order, and doing good ORM, the pilot asked the problem be looked up while they did an engine run. The right answer was found; however, another problem was noticed ... the #3 engine was about 5 seconds behind the other three in running up.

Back to parking! ETIC for the repair of the Packs problem was 1 hour. Unknown ETIC on the engine problem. The pilot decided to cancel the mission. He informed the command post and was told to stand-by. This was a high priority mission and the ensuing discussion was whether or not they were going to allow the mission to be cancelled.

Possible outcomes: End-

ing 1: The crew takes off, the number three engine fails in bad weather, power and hydraulics fail, and a 290 million dollar aircraft and crew are lost. Ending 2: The crew takes off, the mission goes off without any other problems and is a success for the Tinker crew and their ORE. Fun would be had by all.

You see, this is a mishap article that didn't have to be written because there was no mishap to write about! Ending 1 did not occur. Ending 2, likewise, did not occur. The real ending is that the mission was cancelled and everyone went home safe, ready to fight another day! Pretty boring, don't you think? Sometimes boring is good, just like bland can be good. Good decisions are made every day in this Air Force, the greatest air power on the planet. I wanted to take the time to write this article to emphasize that fact! All too often we only hear about the bad decisions that lead to loss of life and assets. As important as this mission was, no one was chastised or questioned about why the mission was cancelled. Few outside the jet were even aware of the seemingly minute issues that were going on. Each by itself minor; however, when taken together, they pushed ORM into the red. I was not the AMS, TC or A/C; however, I am proud to have been part of their crew. ✈

"Good decisions are made every day in this Air Force, the greatest air power on the planet."

I wanted to take the time to write this article to emphasize that fact!"

REALism

by SSgt Jessica A. Chapman, Offutt AFB, Neb.

“So I did something that my peers will never let me live down; I turned around and bravely ran away.”

The world today is all about realism. We see it every where. We have video games that interact with players to give a realistic feel to the game. There are CPR/first aid mannequins that you can program to act as a real human that has been hurt. It shouldn't surprise anyone that we use simulators to make contingency training and exercises more realistic. Battlefield simulators and small arms sim-munitions are just a few of the items that are used to provide a more realistic effect for contingency training and exercises.

Battlefield simulators and small arms sim-munitions are great training aids for today's military personnel. They allow realistic effects for training without risking injury to personnel ... well that is if they are used properly. Let me give you an example of a situation that could have been a mishap.

It was the base's annual conventional munitions Mass Accident Response Exercise (MARE). I wasn't even 3 weeks into my new job and I was very eager to prove my worth. My job was pretty simple: observe the base's emergency response to the Munitions Storage Area (MSA) and help the Exercise Evaluation Team (EET) activate three Ground Burst Simulators (GBS) to simulate 1.1 explosives going off.

I arrived outside the MSA about 15 minutes before the MARE started. I met with the EET members I was going to be helping with the GBSs. I verified that the individual I was throwing with had received GBS training prior to that day; I was still current with my training. The team lead gave a good pre-task safety briefing prior to us heading out to the area where we were going to be setting off the GBSs. We carried our equipment with us, ensuring we had two fire extinguishers and the item T.O. We inspected the area where GBSs were going to be set off. Everything looked like it was going to go well.

We were getting ready to put on our PPE when we noticed we were missing one set of gloves; two of us were throwing GBSs and we were both right-handed. We looked around for another pair of gloves, but no one in the area had a pair. Since the person throwing with me was lower ranking and had only done this once before, I opted to take the left glove and throw left handed. We moved into position and waited for our cue.

We were given our signal and I walked out to throw the first GBS; nothing abnormal occurred. My counterpart proceeded to walk out and throw her GBS, also without problems. It was again my turn. I walked out to throw the last GBS for the MARE. As I was bringing my arm back to do my underhand throw, I did not notice that the GBS had slipped out of my hand and was now lying next to my foot. When I brought my hand up, nothing flew from it. I looked down and saw the GBS lying on the ground. My first instinct was to reach down and pick it up. Then I realized what was happening. I had already pulled the string on the GBS and it was going to start whistling and go off in about 3 seconds. So I did something that my peers will never let me live down; I turned around and “bravely” ran away. The GBS went off without anyone getting hurt and no damage was done to any property.

So, what did I learn from this experience? Well, make sure that everyone has a complete set of PPE prior to the operation. We could have shared the pair of gloves instead of breaking the pair up between the two of us. Could this still have happened if I would have thrown right-handed? Yes, but it would have been less likely since I would have been using my dominant hand. ■



Article written by
TSgt Benjamin H. Tuck, Dyess AFB, Texas



DO YOU FOLLOW INSTRUCTIONS?

COMPLIANCE WITH THIS ARTICLE IS HIGHLY RECOMMENDED

ACCESSIBILITY: More safety articles are available on the Combat Edge website at <https://wwwmil.acc.af.mil/combat-edge> for downloading.

RELEASABILITY: There are no releasability restrictions on this article.

OPR: Everyone.
Supersedes any bad habits you may have.

During FY07, Dyess Air Force Base spent \$1,773,166 on reportable mishaps. The Air Force as a whole spends millions on mishap prevention each year. Through the course of any mishap investigation, it's found that certain things had to have happened for the mishap to take place. Those events are termed as "chain of events." How many mishaps, whether weapons or ground safety, could be prevented by breaking that chain? Well, popular belief is that you could prevent most, if not all. Let's face it; sometimes mishaps will happen no matter what we do as safety or maintenance personnel. However, there are some things that we can do to prevent mishaps. One is the use of technical data/operating instructions. The preventive process starts with maintenance technicians following technical data/operating instructions, supervisor's involvement in daily operations, Quality Assurance, and Weapons Safety. It may seem easy to do these things, but we still have mishaps in the Air Force and these things could greatly minimize the mishap rate.

Prevention starts at the beginning of the process with the person performing the task. The technical data/operating instructions are used to warn the technician of dangers and guide the technician through the task. This seemingly simple tool gets ignored in the Air Force today in its many maintenance areas. The use of technical data/operating instructions is not an option in the Air Force; but, a regulation that each AF member must use and follow. The use of technical data/operating instructions is not overstated and supervisors have to enforce its use.

Supervisors are the front line of enforcement to ensure the use of technical data/operating instructions. The supervisor should become familiar with the task their people perform and what technical data is required for the task. The supervisor should constantly check on their people and

not solely rely on the Quality Assurance for enforcement of the use of technical data. When the supervisor can't be at the job site, they rely on different base agencies for help in matters affecting technical data/operating instructions in the maintenance arena.

These agencies are the Quality Assurance section and the Weapons Safety section. These sections can serve as a valuable tool in enforcing the use of technical data/operating instructions. The Quality Assurance section has a constant presence on the flight line and other maintenance areas to ensure that personnel performing maintenance tasks are flowing and using their technical data/operating instructions. The Weapons Safety section provides a different type of presence as they perform spot inspections on units verifying their compliance with applicable AFIs and ensure the processes on base are as safe as possible. The weapons safety section also aids in verifying local operating instruction the units use where there is no written procedures for an explosive task. The combination of these two agencies ensures a review of all technical order changes are not compromised just to save 5 minutes or money for the Air Force.

These agencies are only two of the many facets in safety the Air Force has to prevent mishaps. Technical data/operating instructions are an important part of preventing mishaps in any Air Force operation. The benefits of technical data/operating instructions will only be seen if used and followed. The process starts with the technician and continues with the supervisor's enforcement of technical data/operating instruction usage and involvement in the improvement process. The ongoing process continues with Quality Assurance and Weapons Safety's evaluations/inspections of the technician's adherence. ✪

WARNING: Watch Out For The Fun Factor!!!

by Lt Col Geoffrey Bacon,
388 AMXS, Hill AFB, Utah

It was a beautiful summer day on June 23, 2007. The sun was out, the temperature was in the low 90s and the 388th Aircraft Maintenance Squadron (388 AMXS) was celebrating with a unit picnic at Pinewview Reservoir located in the Wasatch Mountains east of Hill Air Force Base, Utah. Even more important, we were executing this picnic jointly with those 388th Fighter Wing (388 FW) members preparing to deploy to Iraq in support of Aerospace Expeditionary Force 9/10. With over 400 people in attendance, there were arrangements made to ensure there were plenty of activities for all to participate in besides just the picnic. Because of the intent on strengthening family bonds and promoting a healthy atmosphere, we specifically forbade any alcohol consumption. For entertainment, the organizers had set up a rock climbing wall and arranged horseback rides. Of course, there were plenty of activities down at the water. These included swimming, canoes, and three Jet Skis which had been rented. The Jet Skis could be checked out for 10 minutes of use following a short, but thorough, safety briefing. As the 388 AMXS Commander, my family and I arrived fairly early to ensure all was going well in the setup and execution. We visited with the families and squadron members, ate some lunch, and prepared to enjoy the afternoon with every one.



photos by: Steve Thurow, Torch Magazine

Wanting to take the enjoyment to the max, we planned to hop on one of those Jet Skis and take it out on the lake. With the decision made, my 9-year old son and I stood in line to get the safety briefing and take one of them out for a ride. First, let me say the individual doing the safety briefing covered all the right items: proper operation of the Jet Ski, engine kill switch attached to the wrist, wear a life jacket at all times, no horse-play, etc. After about 5 minutes, we were ready to ride. I climbed onto the machine and my son climbed on behind me, holding on to my waist for the duration. After the 10-minute ride, both of us were smiling ear-to-ear.

We walked back up to the picnic for more food and a cold soda, more socializing, some playing in the lake, and general enjoyment. Then, my son asked if we could do another Jet-Ski ride and this time he wanted my wife to come along as well. She agreed, got the operations and safety briefing, and we went out for another ride, she riding solo, my son and I together on the other Jet Ski. Again, no incidents; fun was had by all, and smiles all the way around. As we were returning to the beach at the end of our 10 minutes, I could see our Squadron's Chief and First Sergeant enviously looking for the opportunity to take a ride on the Jet Skis. This is where the afternoon took a turn for the worse.

It was decided that when three Jet Skis became available, we'd go out as a group, each riding solo on their own machine. The wait wasn't long, maybe 20 minutes, and the "three amigos" saddled up and headed out on the lake. Warning flags should have been going off in everyone's head about having the top three squadron leaders out together on the lake. However, somebody must have disabled the warning flag system, because we were whooping it up out there on the lake. We jumped across boat wakes, threw rooster tail splashes at each other, and made high-speed dashes across

the smooth water. Anyone concerned yet? I looked at my watch and realized we had about 3 minutes to get back to the beach. We were probably 3/4 miles away, so I started heading back in that direction. As I was zipping along, about 25 miles per hour, a boat passed diagonally ahead of me from my right to left. Instead of hitting the wake-off angle, I did a hard turn to the right and hit the wake at closer to 90 degrees. Little did I know that the Chief was riding in tight wingman position on my right-hand side. As I executed my turn, we collided with the front of his Jet Ski hitting the right front of mine. My Jet Ski and my forehead became the launching ramp for the Chief's ski as they flew over me. I was thrown off into the water and my life jacket brought me floating right back up to the top. Thankfully, the Chief was uninjured and his Jet Ski remained functional. Fortunately, I was not knocked unconscious and immediately started swimming back toward my Jet Ski. I could hear the First Sergeant yelling, "Oh this is bad," a response to him seeing a 2-inch gash above my left eyebrow and blood pouring down my face, which I had yet to realize. As I climbed up onto my Jet Ski, I realized it was floating about 6 inches lower in the water than earlier. As I unsuccessfully tried to start it, I noticed that the front upper-half of my Jet Ski was destroyed. It was also at this point that I realized I was bleeding pretty badly from my forehead. We flagged down a passing boat to tow the damaged

ski back to the beach and I climbed on the back of the First Sergeant's Jet Ski for a ride back.

A crowd quickly gathered at the beach as only two Jet Skis returned with the Commander riding double on one of them. This is where luck and good planning kicked into gear. A first aid kit had been brought along and Hill Air Force Base's new Chief Nurse was also attending the picnic. My first introduction to Lt Col Art Durkin of the 75th Medical Group was not the one I had expected as he administered first aid to me on the beach. As he cleaned my wound, he asked if I felt any pain or dizziness. I felt neither so he applied a bandage and directed my wife to take me to the local emergency room. After a quick trip down from the mountains, the emergency room doctor thoroughly cleaned my wound. He also ensured I hadn't suffered a concussion and had no other injuries. It took 14 stitches to lace me back up and I assumed the realistic look of Frankenstein, a call sign quickly given to me by the vice wing commander. Eighteen hundred dollars later and the two rented Jet Skis were returned to service.

To say we were all lucky is an understatement. Had the timing of the crash been a half second later, it would have been my body that would have taken the brunt of the impact from the other Jet Ski and I might not be here to write this story. The same is true with the opposite timing, it could have been me impacting into the Chief's Jet Ski instead. I quickly became the poster boy for safety in the 388 FW and still take every opportunity I can to promote safety in all activities.

The safety moral to this story is simple. When I had my son on the back of the Jet Ski with me, I acted like a responsible adult. When the Chief, the First Sergeant, and I went out on the Jet Skis together, I literally left that responsibility back on the beach, and "fun" took control of the situation.

Don't let "fun" overtake your good sense of responsibility in your daily life. Whether it is on duty or off, short-term fun with a bad decision can lead to long-term suffering or death. Work hard and play hard – but always do it smartly! 🌟



As the winter months begin to dwindle and the groundhogs come out to play, we start to prepare for the summer months. This is the season where friends and family join together to enjoy each other's company. In fact, we are forced to squeeze in as many of our pastime favorites into our day because of daylight savings. In the meantime, while we enjoy our summer, the hospitals and medical facilities prepare for their most hectic time of the year, "101 Critical Days of Summer."

During this time of year it is very important to stay hydrated because of the heat index. A study performed by the American College of Sports Medicine found that more than 300 people die of heat-related illnesses each year. This study also showed that children are more susceptible to dehydration and heat illnesses than adults. To prevent dehydration, it is helpful to know the causes, symptoms, prevention, and treatment methods.

Dehydration occurs when the body loses substantial amounts of water and electrolytes. The human body is made up of 50 to 60 percent water and our brain tissue consists of about 85 percent water. Although water is extremely important in preventing dehydration, it does not contain any electrolytes. Some ways to maintain your electrolyte level is by drinking fruit juices, eating soft fruit, or vegetables that contain high amounts of potassium. But if that does not work, you can always rely on a power drink such as Power-Aide or Gatorade.

It is important to recognize dehydration symptoms in the early stages. If this goes untreated, it could lead to loss of consciousness or a heat stroke. Some of the recognizable signs are dizziness, headaches, rapid pulse, paleness and reduction in urination (usually dark yellow).

The best way to treat dehydration is to prevent it from occurring. But if that does not happen, there are several things that you can do:

- ♦ **Drink at least 6 to 8 glasses of water.**
- ♦ **Avoid dark color clothing that will attract heat.**
- ♦ **Limit your caffeine intake and carbonated beverages.**
- ♦ **Protect your skin with sun block and stay in cool, shaded areas.**

For most people, being aware and prepared is the easiest way to prevent dehydration from occurring. During the hot summer months, a person can become dehydrated in 15 minutes. The best thing to do if you start to experience any of the signs of heat stress is take a break in a cool shaded area and drink plenty of fluids to replenish the water that you have lost. It is very important to take care of yourself. 🦋



Base Fireworks Displays

by TSgt Ronald C. Carden Jr., Seymour Johnson AFB, N.C.

July 4th is a holiday that Americans recognize and celebrate annually. This holiday is better known as Independence Day or America's birthday. America declared her independence July 4, 1776, at the signing of the Declaration of Independence. It's a day of picnics and patriotic parades, a night of concerts and fireworks displays, as well as a special occasion to proudly fly the flag of the United States of America. Military installations across the world plan months in advance for this heralded celebration of freedom to recognize the commitments we've made to this country and our democracy as service members.

When planning base fireworks displays, it's always a good idea to invite your installation's Weapons Safety Manager to attend as a courtesy to the wing commander, who must accept any risks that expose the base populace or its guests to explosives operations. For instance, did you know that AFMAN 91-201 para. 2.9, states: *Commercial fireworks are extremely hazardous, even in the hands of trained experts.* Air Force personnel, on or off duty, must not take part in the transportation, storage, setup, and functioning of commercial fireworks for on-base fireworks displays. Units must contract with properly licensed commercial firms to provide all necessary transportation, storage and security, setup, and functioning of fireworks for on-base displays. Contractors must comply with safety guidelines in NFPA 1123, Code for Fireworks Display.

The Weapons Safety Manager must enforce this requirement and is readily available to assist the Base Fire Department in designing a safe "fall out" clear zone arc with ASHS II site planning program and GEO-BASE mapping software.

NFPA 1123, para. 5.1.3, and Table 5.1.3.1, provides further guidance on distances for outdoor aerial shell display sites and minimum separation distances from mortars to spectators for land or water displays. Fallout areas are also depicted to assist planners in providing adequate emergency response personnel and security to prevent incursion of spectators into the safety arc during the fireworks display. Additional considerations the Weapons Safety Manager can identify with his or her tools of the trade are any above ground utilities or flammable (above ground) fuel storage tanks or facilities that may be vulnerable to burning debris generated from the fireworks display.

To summarize, there are some strict safety guidelines that must be assessed prior to allowing base fireworks displays on a military installation. Commercial fireworks are extremely dangerous! Air Force personnel, on or off duty, aren't allowed to participate in the transportation, storage security, setup or functioning of base fireworks displays. Additionally, AFMAN 91-201 and NFPA 1123 are two primary source references that specifically address base fireworks displays on a military installation. A primary focal point for explosive safety issues is your installation Weapons Safety Manager and Fire Protection Specialist; two very reliable sources who are trained and capable of advising the wing commander or helping to educate you or a fireworks planning committee in advance of seeking the wing commander's approval for your installation's next 4th of July fireworks celebration.

In closing, don't forget the 4th of July can be a SAFE celebration of America's independence and freedoms, so don't forget to include your installation Safety office in the fun. ✪



That's Tasty!

“Anyone who knows me will not find this surprising at all ...”

*by TSgt Douglas E. McLaughlin,
Davis-Monthan AFB, Ariz.*

As a connoisseur of fine cuts of deceased bovine goodness, I was thrilled to purchase a beautiful ribeye steak at our commissary. I returned home with this well marbled cut of meat and contemplated its preparation. The best possible method, I determined, was to broil it. After tearing apart my kitchen, however, I discovered that I did not own a proper broiling pan ... I decided to improvise. Weapons loaders should never be allowed to improvise. Ever!

I began with a cookie sheet which, on its own, is unacceptable for broiling. I tore six lengths of aluminum foil, rolled them, and placed them in parallel rows on the cookie sheet. I then covered the whole thing with another layer of foil, pressed it flat, and voila! I now had an acceptable broiling surface. The steak could sit on the six elevated rows of foil, and the grease could drain below it. Sweet ...

I set my electric oven to broil and placed my steak broiling contraption on the top shelf. After 5 minutes, I removed it to turn it over. It looked perfect, but this is where things began to go horribly wrong.

I turned around for a moment and began to smell something burning. I looked toward the stove, and a geyser of black smoke was emanating from the stove top. I opened the stove door and orange flames were leaping out at me. I released a stream of obscenities, and my Siberian husky ran and hid in the bedroom. She may have been the most intelligent individual in my apartment that day.

I keep a 5-pound ABC fire extinguisher in my kitchen. I turned the oven off, opened the door, and one quick blast put out the flames immediately. I discovered that, when I put the contraption back into the oven, the foil had curled and made direct contact with the heating element. Aluminum is an excellent conductor of heat; this caught the grease on fire.

It is true that hindsight is 20/20. My idea was pretty stupid, but there is a lesson to be learned here: Keep a fire extinguisher on hand in your kitchen. They aren't expensive and are extremely effective if the fire is caught early. Test your smoke detectors. Mine didn't go off that day; the battery was dead. I fixed that immediately. A few small steps can go a long way toward protecting your family. 🍖

MONTHLY AWARD WINNERS – APRIL

Flight Line Safety



AWARD OF DISTINCTION

The Transient Alert flight directed ground operations for over 500 aircraft delivering over 200,000 tons of cargo to Kirkuk -- "zero defects" on 16 flight safety inspections. The flight kept ramps and taxiways FOD-free and ensured all personnel operating on the ramps and taxiways were operating safely. Kirkuk was the only base without a Controlled Movement Area Violation. The flight responded to an aircraft ground emergency for a blown tire. The team cleared the runway in minimal time with no effect on flying operations. The flight repaired a malfunctioning F-16 tow bar, saving \$4,000 in replacement costs. The flight certified six squadron personnel on sweeper operations, greatly reducing the airfield FOD hazard. They carefully orchestrated an F-16 barrier engagement to recertify the barrier on Balad's primary fighter divert runway, resolving a 2-month capability deficit. They organized the ground movements of six base agencies, directed four FOD walks, organized a fire department training area, operated the sweeper, and coordinated overnight accommodations for the pilot/maintenance team. First-class assistance was provided to repair an inoperable transient F-16; it was returned to Balad in less than 24 hours. Transient Alert coordinated

safe access to Taxiway Alpha for vehicles to conduct high speed tests. Task Force high speed vehicles and over \$10 million in MRAPs were able to complete high speed testing and training. Tests were completed without impact to air ops.



**MSgt Kevin D. Lane, TSgt Michael D. Leach
TSgt Robert P. Hinshaw, SrA Daniel Plymill
SrA Jace W. Poe, A1C Robert L. Huffstutler**
506th Expeditionary Operations Support Squadron
332nd Air Expeditionary Wing
Kirkuk AB, Iraq

Weapons Safety



AWARD OF DISTINCTION

While preparing an F-117A aircraft for retirement, SSgt Samack identified weapons technicians performing improper maintenance on the explosive tail hook arresting system access panel. Knowing that serious injury or even possible loss of life can result from improper tail hook panel maintenance, SSgt Samack immediately ceased the activity and ensured that the required safety devices were properly installed. He then implemented an emergency training session for that crew and identified a section-wide training deficiency. He subsequently conducted training for all weapons crews in the section, emphasizing safety by ensuring that all personnel knew the proper tail hook panel maintenance procedures. Without a doubt, the attention to detail SSgt Samack displayed during this incident ensured protection of not only a \$43 million aircraft, but that of the Air Force's most valuable asset, people.



SSgt Jeffrey A. Samack
49th Aircraft Maintenance Squadron
49th Fighter Wing
Holloman AFB, N.M.

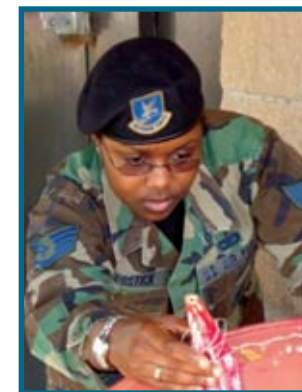
Ground Safety



AWARD OF DISTINCTION

SSgt Bostick is the primary Unit Safety Representative for the 260-person Security Forces Squadron, which includes 40 contractors. She supervised four flight safety monitors covering the K-9, Armory, Combat Arms, Mobility, and Resources functions. SSgt Bostick single-handedly developed a plan which the 4 FW/SE deemed as benchmarks for the rest of the wing. She designed and distributed a weekly newsletter promoting safety awareness and education. In addition, she established a rock-solid relationship and teamed with facility managers to produce a new tracking and management system for monitoring fire extinguisher serviceability and inspections ensuring zero overdue items. SSgt Bostick identified deficiencies and updated seven JSTOs lacking required safety information that went unnoticed in previous inspections. Thanks to her efforts, 4 SFS became the lead as one of the most effective mishap prevention programs on SJAFB for 2007-2008. The results speak for themselves: zero reportable mishaps were recorded

for 4 SFS personnel on or off duty since she arrived -span that covers 8 months. Her safety program will continue to thrive under the keen oversight and disciplined inspection program she established. As a testament to her efforts and quality she has brought to the unit, she was the only USR out of 48 to receive a visit by the 4 FW/CC. He presented her with his personal coin in recognition of her Integrity, Service, and Excellence for her efforts and extraordinary inspection results.



SSgt Kena L. Bostick
4th Security Forces Squadron
4th Fighter Wing
Seymour Johnson AFB, N.C.

Pilot Safety



AWARD OF DISTINCTION

Major Howell was the flight lead of an A/OA-10C flight while conducting a medium altitude close air support mission. Following a two-target strafe pass, he heard a loud pop from the nose of the aircraft followed immediately by the loss of all pitot-static gauges and illumination of the gun unsafe master caution light. He immediately called a KIO and safed his weapons delivery switches IAW the -34-1 checklist. Without an operable altimeter, airspeed indicator, or stall warning system, Major Howell used known pitch and power settings to keep his aircraft flying. His Wingman rejoined on the crippled aircraft and reported a large hole under the aircraft around the gun bay. Major Howell coordinated transit of two active weapons delivery ranges en route to his emergency divert, Gila Bend AAF. His route of flight avoided populated areas due to the potential for dropped objects. Major Howell ran all applicable checklists en route to the emergency divert airfield to include a controllability check of the aircraft. While lowering his landing gear, several pieces of debris fell from the aircraft. Major Howell received three gear down and locked indications

and determined the aircraft to be controllable at landing speeds. He coordinated for his wingman to verbalize airspeeds once aligned with the runway in order to ensure safe approach and landing airspeeds. He landed the crippled aircraft without any airspeed, altitude, or stall warning indications. He flew a visual straight-in approach and safely stopped the aircraft on the runway.



Maj James J. Howell
357th Fighter Squadron
355th Fighter Wing
Davis-Monthan AFB, Ariz.

APRIL continued

Unit Safety



AWARD OF DISTINCTION

The 447 ECS successfully launched lockout/tagout, climbing safety, and confined space programs in less than 1 month to comply with current AFOSH standards. A fuel spill was identified from a faulty tank that had leaked 600 of its 6,000-gallon fuel capacity within tent city – immediately reported to the fire department. During a major dust storm with winds gusting in excess of 45 mph, a cracked beam, that spanned across the “COMM Alley” work area, was identified. The area was quickly cordoned off and the problem reported via an emergency work order. These actions prevented personnel from being crushed by the 200 pound beam. Nighttime tripping hazards outside the technical control facility were rectified by installing additional lighting. Manholes were surveyed and hand holes in tent city – 13 potential falling hazards were found. Work orders have been approved to fix these, and barriers have been placed around manhole covers to prevent residents from tripping or falling. The airfield maintenance team immediately responded to multiple navigational aid system outages, restoring instrument flight rules landing systems for aircraft arriving and departing from Sather. While conducting a radio upgrade, a faulty wiring in a fuel truck that

presented a fire hazard was noticed. This was corrected by properly installing the wires with regulation shielding. These examples showcase the outstanding, safe practices characterizing 447 ECS mission performance. The 447 ECS personnel ensure accountability of service men and women, while providing full operability of the airfield systems in support of Operation IRAQI FREEDOM.



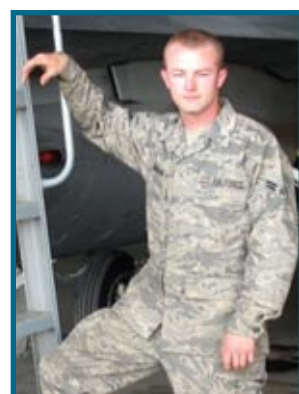
**447th Expeditionary Communications Squadron
332nd Air Expeditionary Wing
Sather AB, Iraq**

Crew Chief Safety



AWARD OF DISTINCTION

While performing a Basic Post Flight inspection on F-16CJ at Balad Air Base, Iraq, A1C Dressler responded to a fire that erupted on a hydraulic test stand. He quickly grabbed a fire extinguisher and extinguished the flames coming from the test stand which was positioned only 10 feet from the aircraft. His immediate actions prevented the equipment from becoming engulfed in fire, exploding and possibly spreading to the adjacent aircraft loaded with live explosive munitions. His quick actions prevented the total loss of the hydraulic test stand and potentially saved a critical combat aircraft valued at more than \$40M and vital to the execution of Operation IRAQI FREEDOM.



**A1C Jeffrey Dressler
332nd Expeditionary Aircraft Maintenance Squadron
332nd Air Expeditionary Wing
Balad AB, Iraq**

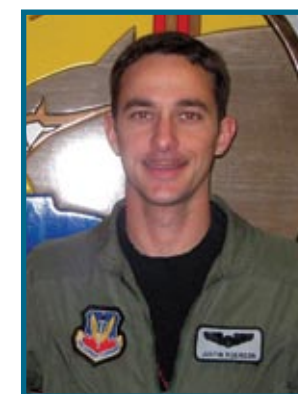
Aircrew Safety



AWARD OF DISTINCTION

Mr. Miles and Capt Robinson displayed exceptional teamwork and coordination in assisting a civilian pilot experiencing engine problems. CTA502, a civilian Cessna 402, en route to North Las Vegas Airport experienced a loss of thrust in both engines. Mr. Miles declared an emergency for the pilot, coordinated for CTA502 to cross restricted airspace and vectored him towards Desert Rock Airport. The CTA502 pilot would be unable to visually acquire the unlit and uncontrolled airfield at night, so Mr. Miles contacted Capt Robinson to intercept CTA502 and provide a visual talk-on to the airport. Capt Robinson utilized the F-16 radar and his night vision goggles to rejoin on the ailing aircraft and provided directional assistance through the radio relay of Mr. Miles to the pilot of CTA502. Capt Robinson located the unfamiliar airfield and talked the civilian pilot onto the runway by using lights on the support buildings around the runway as references. He relayed specific turns and visual point outs that were relayed through Mr. Miles. Capt Robinson monitored the approach and landing of CTA502 with the SNIPER targeting pod on his aircraft.

Through the F-16 SNIPER targeting pod, Capt Robinson watched the pilot egress the aircraft safely and passed on the situation status to Mr. Miles who then relayed this information onto the responding emergency personnel.



**Mr. Jeffrey Miles, Capt Justin Robinson
57th Wing
Nellis AFB, Nev.**



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MONTHLY AWARD WINNERS – MAY

Aircrew Safety



AWARD OF DISTINCTION

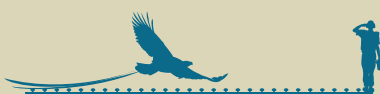
Following 12 hours of flying and four successful patient-movement sorties, a C-130 Aero Medical Evacuation mission, departed for home station. The precious cargo included five priority patients, one being a US Army Ranger suffering a serious gunshot wound. While climbing through 5,500' MSL, the flight engineer reported a rapid loss of oil quantity from the #2 engine. The loadmaster visually confirmed the fluid leak from #2 while continuing to scan for enemy surface-to-air fire. The pilot elected to continue their climb out of the WEZ while continuing to monitor oil quantity and pressure. They were passing 7,500' MSL, when oil quantity dropped from 8 to 2 gallons. At this point, the pilot directed the engine shutdown. With an acceptable 3-engine performance, the climb was continued to the 3-engine cruise ceiling of 15,000' MSL. The home station was the only location in the AOR with the required surgical capability to successfully treat the soldier with the gunshot wound. With acceptable 3-engine performance of the aircraft, availability of divert locations along the Persian Gulf route of flight, and mission priorities, the pilot elected to continue the 3-hour flight to home station. One and a half hours from home, a malfunction on the #3 propeller developed requiring it to be shut down prior to landing. Due to the C-130's poor 2-engine performance, the pilot left the #3 engine running until just prior to the decent. Emergency

procedures completed, the 2-engine descent, approach, and landing were thoroughly briefed. The #3 engine was shut down at 15,000' MSL, 30 miles from the field, and a high-energy decent accomplished. A flawless 2-engine ILS was flown to a perfect landing saving 11 crew members, five patients, and a \$22 million aircraft.



Lt Col Brian J. Jurkovac, Capt Stephen A. Cheek
1Lt Christopher A. DiGiovanni
1Lt Michael S. Welch, SSgt Aaron J. Chromicz
SrA Steven M. Bordenski, A1C Patrick H. Schultz
746th Expeditionary Airlift Squadron
379th Air Expeditionary Wing
Al Udeid AB, Iraq

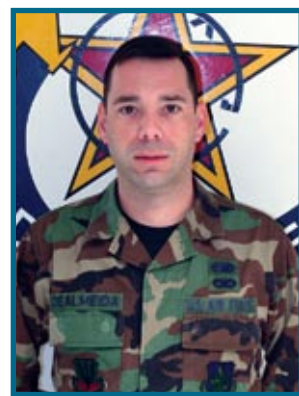
Crew Chief Safety



AWARD OF DISTINCTION

During a morning Walk-Around Inspection of an Air Sovereignty Alert F-16 aircraft, SSgt DeAlmeida discovered a 3-inch crack around the knurled ring of the Augmenter Fuel Supply line. Realizing the severity of the damage to such a critical area, SSgt DeAlmeida immediately informed supervision of the situation and the aircraft was instantly taken off Alert. Wasting no time, SSgt DeAlmeida set up on another aircraft and in minimal time brought that aircraft up on Alert status. Additional investigation by the propulsion shop and General Electric engineers confirmed that SSgt DeAlmeida's thoroughness had indeed prevented a potential catastrophic situation from occurring. Failure of the knurled ring during flight would have allowed fuel to pump at a very high volume directly into the engine bay causing an uncontrollable fire and almost certainly loss of aircraft. SSgt DeAlmeida's

attention to detail prevented the launch of an Alert asset with a volatile condition. His professionalism and dedication to duty was crucial towards maintaining the Air Sovereignty Alert mission. The stellar action and diligence of SSgt DeAlmeida averted the loss of an F-16 aircraft and quite possibly the life of an aviator.



SSgt Carl G. DeAlmeida
158th Fighter Wing, Detachment 1
Langley AFB, Va.

Pilot Safety



AWARD OF DISTINCTION

While flying his A-10C in support of Exercise GREEN FLAG WEST, Capt Johnston experienced a catastrophic failure of his GAU-8 cannon and subsequently landed his damaged aircraft gear up at Edwards AFB, Calif. On his fourth pass and first strafe attack in the Leach Lake Training Area, he heard a loud pop and felt a large thump underneath the aircraft. After recovering to level flight, his flight lead rejoined and saw extensive damage to the gun and gun bay area, including barrels protruding 3-4 feet further than normal and several panels missing from the nose gear area. The two pilots worked to jettison the remaining live Mk-82s from both the emergency and chase aircraft. Alert to the possibility of nose gear damage, the two pilots exhibited outstanding CRM that involved both squadron supervision and depot-level A-10C experts. They decided the nose gear might not extend, an unlandable configuration in the A-10, and elected to land gear up. Coordination with China Lake Range Control to jettison the remaining store, a TGM-65D, on a nearby impact area was made.

Capt Johnston lined up on 15-mile final and performed a flawless 2-degree approach to RWY 22 with his flight lead in chase and executed a perfect touchdown precisely on the centerline. He used all available controls and brought the jet to a safe halt. As a result of his outstanding airmanship, superior flying skills, and superb aircraft knowledge, he safely recovered an irreplaceable \$12 million asset with minimal additional damage.



Capt Jeremy A. Johnston
75th Fighter Squadron
23rd Wing
Moody AFB, Ga.

Unit Safety



AWARD OF DISTINCTION

The 407 ESFS wrote detailed TCN/LN search procedures for IED and weapon detection resulting in 21 seized prohibited items including 6 weapons. They developed an ECP barrier re-alignment plan to improve traffic flow in high volume checkpoints resulting in two accident-free months. The 407 SFS mitigated UXO hazards along intrusion alert response routes allowing for safe, expedient visual assessment after intrusion alarms. Their aggressive FOD program included walks and weekly sweeps yielding hundreds of pounds of FOD to prevent costly aircraft damage. They also repositioned restricted area lighting to reduce aircraft and personnel hazards during nighttime operations. The 407 ESFS coordinated combat lifesaver classes for seven of its personnel, and designed a quick reference IFAK card for emergencies to expedite medical care following indirect fire attacks. A weekly safety bulletin, highlighting potential hazards and trends and reducing unit mishaps by 75 percent, was implemented. The unit installed protective covers at ECPs and provided umbrella shades for escort teams to reduce the risk of heat-related injuries. The 407 ESFS also identified and corrected 20 hazards and 114 fire safety issues, in under 72 hrs, to exceed OSHA and AEG standards. The unit rewrote its armory operation book to benchmark existing safety practices prior to personnel rotation. The 407 ESFS displayed remarkable dedication to the unit's mission and ensured Airmen of the 407 ESFS were ready to Sustain-Support-Strike!

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407th Expeditionary Security Forces Squadron
332nd Air Expeditionary Wing
Ali AB, Iraq

MAY continued

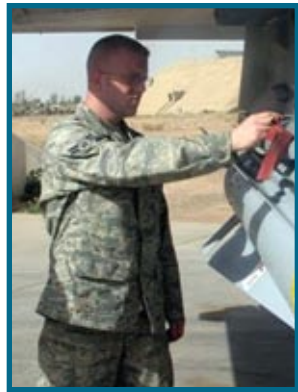
Weapons Safety



AWARD OF DISTINCTION

A1C Ward continually demonstrated exceptional vigilance and initiative while serving as a weapons load crew member in the 332 EAMXS Viper AMU. He averted several potential mishaps by identifying two unsafe weapons conditions and correcting an unsafe loading operation. During a post-flight inspection, A1C Ward detected and corrected an unsafe TER-9/A bomb rack load on an F-16, thus remedying an unsafe condition that would have jeopardized pilot, ground force, and Iraqi civilian safety on the aircraft's next flight. On another occasion, he identified a disengaged AIM-120 missile umbilical buffer on a mission-ready alert aircraft. By quickly correcting this discrepancy, A1C Ward ensured the aircraft's reliability to perform on-call close air support and defensive counter air tasking. Furthermore, his attention to detail and swift reaction rectified a potentially unsafe 20 mm ammunition upload operation. By intervening, A1C Ward prevented a jammed gun system and the potential loss of a mission capable aircraft. He also identified a structurally unsafe munitions handling trailer

during load operations. Prior to allowing continued trailer use, he replaced all faulty deck attachment hardware to return the trailer to a safe condition. Through these and other actions in his excellent performance of load crew duties, A1C Ward contributed to the Viper AMU's zero mishap record and to the safety of all weapons load crew members.



A1C Shane M. Ward
332nd Expeditionary Aircraft Maintenance Sq
332nd Air Expeditionary Wing
Balad AB, Iraq

Ground Safety



AWARD OF DISTINCTION

A1C Cook worked tirelessly to reduce the risk of personal and environmental injury by identifying the need for procuring and installing a hazardous waste area response kit, two eyewash stations, and a fuel spill kit. He enhanced risk awareness and mitigation by authoring a new job safety training outline program which corrected 15 discrepancies. He led a six-person team to resolve a fire danger in the hazardous waste area, averting potential disaster. A1C Cook identified an electrical hazard in the 407 ECS recreation area and teamed with contractors to correct the hazard. His weekly spot-inspections corrected three issues and cemented safety-focused operations in four work centers. He rapidly corrected 10 write-ups from a 407 AEG safety staff inspection, posturing the 407 ECS for success in an upcoming AFCENT safety SAV. He eliminated 19 tent hazards, fixed seven fire extinguishers and 12 smoke detectors, and removed 36 flammable curtains. He revised the 407 ECS confined space and LOTO programs -- providing continuity of effort to protect current and future squadron personnel from deadly industrial hazards. A1C Cook expedited

work orders to resolve two NCC power issues to keep 20 Airmen and \$500K of equipment safe while maintaining 99.9 percent network operability rate. His efforts ensured reliable operation of 19 new requirements, boosting mission effectiveness and improving morale for 1,200 system users. A1C Cook safeguarded 88 squadron personnel, 10 buildings, and a \$7 million network infrastructure in support of Operation IRAQI FREEDOM.



A1C Stephen M. Cook
407th Expeditionary Communication Squadron
332nd Air Expeditionary Wing
Ali AB, Iraq

Flight Line Safety



AWARD OF DISTINCTION

While responding to an F-16 maintenance problem during launch at Balad AB, Iraq, SrA Grill witnessed a crew chief strike his head on the aircraft's trailing edge flap. Dazed from the blow to his head, the crew chief momentarily became disoriented and began to walk directly towards the engine exhaust. This exhaust presents an extreme hazard as it exits the nozzle at 144 miles an hour and 300 degrees Fahrenheit. Ever alert and cognizant of the dangerous situation developing, Airman Grill immediately pulled the injured crew chief away from the exhaust and guided him safely away from the aircraft. Airman Grill then administered first aid to treat the crew chief's injuries until he was transported to the base hospital. SrA Grill's quick actions averted potentially serious injury to a fellow Airman, and contributed to sustained, safe combat operations in support of Operation IRAQI FREEDOM.



SrA Michael S. Grill
332nd Expeditionary Aircraft Maintenance Sq
332nd Air Expeditionary Wing
Balad AB, Iraq

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ABOUT . . .

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QUARTERLY AWARD WINNERS

Weapons Safety



AWARD OF THE QUARTER

MSgt Korkoske expertly managed the 2 BW nuclear surety program for 12 squadrons during a NSSAV, resulting in an impressive 99.5 percent pass rate. He merged mandatory ACC PRP refresher and Nuclear Surety training to ensure personnel were properly trained and tracked. His eagle eye for detail thwarted a 6 to 8 month site plan delay of a \$2.6M gun range. He masterminded an approved plan to move aircraft parking spots that will eliminate 32 Q-D violations. He upgraded mishap response kits, streamlined checklists and consolidated gear required for investigations; overhauled the 2 BW mishap response plan to bring the rest of the wing up to speed, and made AF-wide impact by running AFSAS solutions to ground. He improved the safety and capability of EOD personnel to eliminate Clairborne range UXO hazards. A prolific writer, he authored a revision of the 2 BW Nuclear Surety Information pamphlet and 4,000 copies were distributed base-wide for daily use by all. He published a weapons safety newsletter highlighting mis-

haps, trends, and findings. He garnered approval to install 300 blast curtains in 16 facilities to protect hundreds of workers from explosive hazards. He also identified Q-D violations to non-DoD oil wells, explained explosives hazards to employees, and facilitated risk acceptance actions for management. MSgt Korkoske improved Barksdale's explosive safety map by resolving disparities between SEW and 2 CES mapping systems. He organized a BASH mass depredation during runway closure.



MSgt Gregory P. Korkoske
2nd Bomb Wing
Barksdale AFB, La.

Ground Safety



AWARD OF THE QUARTER

Mr. Adams was the lead investigator for an on-duty Class A fatality mishap, and completed the complex investigation and report ahead of established timelines. He assisted the initial set-up of an ACC Ground Accident Investigation Board of the same fatality. He acquired equipment and supplies during the crucial bed-down period, saving the team valuable time and allowing them to complete their investigation in a timely manner. He investigated three additional reportable mishaps while overseeing six other investigations that cost over \$170,000 in damages and injuries, and most importantly delivered actionable changes to build safer work operations for Barksdale AFB personnel. Mr. Adams prevented a construction delay of up to one year on a 2.6 million dollar firing range. Upon reviewing the plans for the range, he identified and facilitated corrective action for non-compliance of Department of Defense Explosive Safety Board requirements. Had this gone unnoticed, the delay could have adversely affected the weapons qualification for Barksdale person-

nel. He edited, developed and added local information to Course 3A curriculum ensuring Barksdale's high risk Airmen received area-specific driving education. Additionally, he conducted a total of 10 supervisor safety classes. This allowed him to emphasize the 2 BW Commander's safety vision and share his incredible knowledge and experience with Barksdale's newest generation of supervisors. Mr. Adams' GSM efforts yielded terrific results – second quarter ground mishap rates plummeted 26 percent.



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

Flight Safety



AWARD OF THE QUARTER

MSgt Prymek diligently worked long hours and extra days to fill the COS vacancy Jan through late Feb. He improved BASH and invigorated GREEN FLAG EAST safety programs, while performing his duties as FSN-CO. Bird strike rates plummeted 41 percent from Q2 '07 when he spearheaded an effective, 950-acre airfield burn-off to displace nesting and feeding areas. He crafted depredation schedules to directly support 2 BW, 917 WG, and GREEN FLAG EAST flying operations to protect all local sorties and transient fighters. He communicated regularly with GREEN FLAG EAST leadership to reinforce the resolve of the 2 BW Safety Office to safe operations of Barksdale AFB tenant units – he also developed a local area safety briefing for visiting flyers and assisted them in their flight scheduling processes to mitigate risks. He fundamentally improved 2 BW MX supervision and impoundment practices. He pursued a corrective action, educated line and shop maintainers on the issues, mediated a meeting be-

tween COS and 2 MXS/CC to vet the solution, resulting in game-changing solutions. Barksdale B-52H engine maintenance practices are better than ever. He designed and implemented an AF Portal CoP webpage, MACA posters and pamphlets, wrote a comprehensive visiting aircrew safety pamphlet for the 2008 Air Show, and started a bird remains recovery training program. His productivity and relentless pursuit of perfection resulted in flight mishaps and reportable events reduced 45 percent over Q1.



MSgt James K. Prymek
2nd Bomb Wing
Barksdale AFB, La.

ACC SAFETY SALUTES SUPERIOR PERFORMANCE

EIGHTH AIR FORCE

Capt Matthew C. Stanley
966th Airborne Air Control Sq
552nd Air Control Wing
Tinker AFB, Okla.

Capt Ryan W. Isokane
Capt Adam J. Leckie
Maj Allan D. Will
Maj Robert C. Zeese
SSgt Darren L. Wells
964th Airborne Air Control Sq
552nd Air Control Wing
Tinker AFB, Okla.

TSgt Johnny K. Moore
552nd Aircraft Maintenance Sq
552nd Air Control Wing
Tinker AFB, Okla.

NINTH AIR FORCE

Maj Lance R. Johnson
1Lt Matthew T. Boyd
1Lt Elizabeth H. Jonckheere
MSgt Christopher T. Littrell
SrA Nathan R. Southwick
SrA Jacqueline A. Kupetz
777th Expeditionary Airlift Sq
332nd Air Expeditionary Wing
Balad AB, Iraq

SSgt Aaron J. Johns
447th Expeditionary Civil Engineer Sq
332nd Air Expeditionary Wing
Sather AB, Iraq

TWELFTH AIR FORCE

Lt Col Mark Hoehn
SrA Gilda Kehoss
TSgt Charles Grettner
42nd Attack Sq
432nd Wing
Creech AFB, Nev.
















A1C Jake R. Johnson
49th Aircraft Maintenance Sq
49th Fighter Wing
Holloman AFB, N.M.

USAFWC

Capt Mark H. Sadler
57th Wing
Nellis AFB, Nev.








FY08 Aircraft

As of June 1, 2008

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

FY08 Ground

As of June 1, 2008

	Fatal	Class A	Class B
8 AF	 	2	7
9 AF	  	5	0
12 AF		1	1
DRU's		1	1

FY08 Weapons

As of June 1, 2008

	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
 = Fatal  = Fatal due to misconduct

Aircraft Notes

ACC experienced five Class A flight mishaps in April and May. A B-1B and two MQ-1s were destroyed in the AOR. An E-9 and an MQ-9 suffered Class A damage in separate landing accidents. A number of mishaps ranging from Class As to Class Es might have been prevented or had less severe outcomes if individuals considered a more conservative approach. It doesn't mean risk aversion. It means recognizing situations that don't require taking unnecessary risks and executing the right decision. It applies to logistics, maintenance practices, scheduling (OPS and MX), mission planning, and mission execution under the umbrella of ORM. We all have a responsibility to preserve assets to enhance combat effectiveness. That includes both people and weapon systems. Our success depends on using ORM at all levels to ensure that the risk we accept is the right choice.

Ground Notes

At the beginning of the 101 Critical Days of Summer, ACC is experiencing one of its best years ever for Class A Ground mishaps. Unfortunately, we still lost seven valuable members of our force. Now that we are in the most hazardous period of the year, we must practice good Personal Risk Management and Wingmanship to keep this record year going.

Weapons Notes

During the past 2 months, ACC has experienced five mishaps. All five occurred in April. May was a mishap-free month. Let's keep up the positive trend. Of the five mishaps, four were explosives and one was a missile mishap. The mishaps were: a BDU-33 fell from Ter-9/A at EOR; a GBU-12 was dropped while removing it from a MHU-110 trailer; a flare fell out of a transport trailer during delivery; an OSLA pin contacted CATM-120 wiring harness cover; and ARD carts fired during functional check. With a little more attention to details, four of the five mishaps could have been prevented. Please visit AFSAS to review lessons learned from these mishaps, if you haven't already done so. Please stress this to your ADWSMs. Thank you for all you do in weapons safety every day.

Symbols for Mishap Aircraft



Check Out

OUR SAFETY POSTERS!

available to download @

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

