

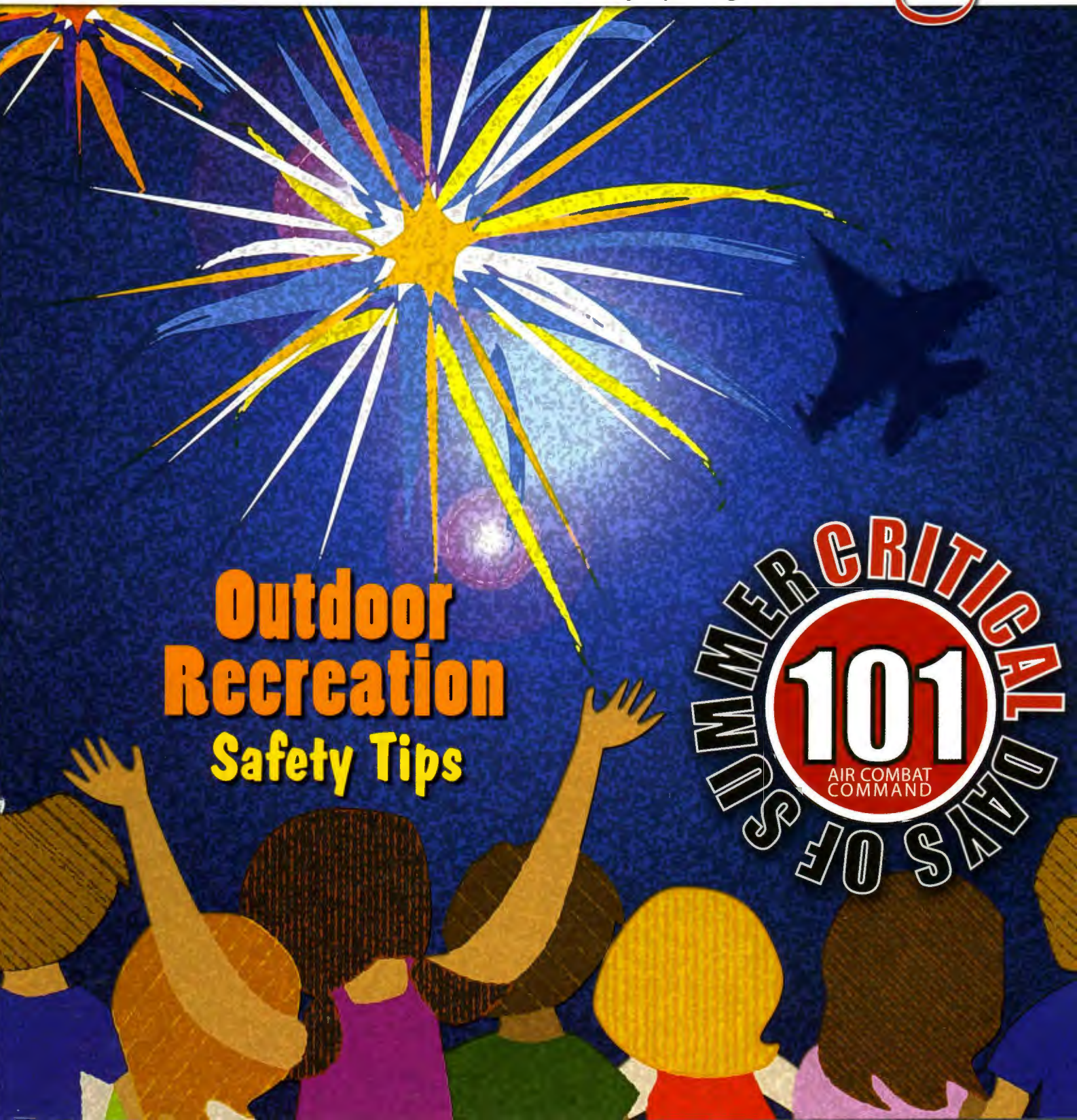
May / June 2008

Combat Edge

Air Combat Command's Safety Magazine

**Outdoor
Recreation
Safety Tips**

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



Combat Edge

Volume 17 Issue 1, ACC SP 91-1

GENERAL JOHN D.W. CORLEY, COMMANDER
COLONEL BILLY J. GILSTRAP, DIRECTOR OF SAFETY

courtesy photo

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ACCent

ON SAFETY

Three Safety Building Blocks

The long and fun filled days of summer are here! As you prepare to take advantage of the warmer weather and longer daylight hours, you have a responsibility to ensure they are enjoyed safely and you act as a "Good Wingman."

Since I've been involved with ACC Safety, I've seen the results of poor decisions, and three areas come to mind as constants to prevent tragic accidents and personal loss. These three areas of focus, which are the building blocks of a successful safety culture, are: *leadership, wingmanship, and personal responsibility.*

- **Active Leadership.** Supervision at every level needs to actively support safety, not only in words but with their actions. Every Airman looks for successful role models ... what kind of an example do you set? Are you proactive and engaged in your mishap prevention programs? Those you lead are following what they see you do. Lead safely.

- **Wingmanship.** Many of us enjoy participating in high-risk activities and do so safely. We also know those who go beyond the safe level during activities. They press and exceed the limits of smart high-risk activities. Safety programs and leadership won't be out there when that poor choice is made, but maybe a good Wingman will be. The toughest choice will be the decision to intervene. This is where a true Wingman steps up. A good Wingman recognizes the limits and is willing to step in and "break the chain" before it turns into a mishap. It's better to intervene than to reflect on what you could have or should have done to prevent it.

- **Personal Responsibility.** When all else fails, personal responsibility will keep you safe. That means doing the right (and safe) thing always, whether on base, at home, or in the AOR. A safety attitude must go with you everywhere and in everything you do. How do you explain a senseless and avoidable accident? Accepting personal responsibility for what you do is vital to avoiding that accident.

Leadership, Wingmanship, and Personal Responsibility are three keys to providing a safe and enjoyable summer. Use them to ensure a successful 101 Critical Days of Summer.



Colonel Kelly E. Fletcher,
Deputy Director of Safety

I was watching the news the other night and I saw a video of several kids playing in the rain. In the video, a lightning bolt hit the ground near the group, almost knocking them off their feet.

"Wow! That was close," the anchor commented. Close indeed — those children are lucky to be alive.

We often joke about lightning strikes as an analogy for a sudden idea or an incident happening infrequently. One might comment, "Lightning doesn't strike twice." Well, in fact, lightning can strike twice ... or many times!

According to the National Oceanic and Atmospheric Association

(NOAA), the government's leading authority on weather phenomenon, there were 3,239 deaths and 9,818 injuries attributable to lightning during the 36-year period they studied. That's interesting, but the really "shocking" (I couldn't resist) part of the report is the finding that casualty and damage events caused by lightning had little variation year to year.

In essence, weather events such as hurricanes and tornadoes are devastating, but rare. **Lightning, by comparison, is a constant, widespread, and deadly event — every year.**

This is especially timely during the 101 Critical Days of Summer Safety Campaign. Deaths by lightning strikes peak during these months; with July as the #1 most deadly month.

The NOAA statistics should

serve as a warning to Air Force members stationed at bases such as Eglin, Tyndall, Patrick, MacDill and Hurlburt Field. **Florida leads the nation in the number of deaths and injuries caused by lightning.**

Once the data is adjusted for population, plains states jump to the top of many of these frightening lists ... be careful Vance and Offutt! Think you're safe Pennsylvania Air National Guard? Your state is tops in lightning-related property damage.

These statistics aren't meant as some kind of scare tactic. During the 101 Critical Days of Summer, you'll hear plenty of factoids and statistics meant to help you think critically about your actions.

Our safety staff is working to compile this information not to fill

Shocking Lightning strikes, fatalities peak during 101 C

by Capt Nathan D. Broshear, Davis-Monthan AFB, Ariz.

"gee whiz" powerpoint slides, rather as way for you to focus on the real dangers of everyday life and adjust accordingly. Summer is a time to relax, but you should never become complacent and ignore common-sense steps to protect yourself and your family from Mother Nature.

So what can you do to protect yourself from becoming a lightning statistic for the next NOAA study?

For starters, heed the warnings of safety staff and the base giant voice. Some bases have implemented computer-based "pop-up" warnings to alert staff of incoming storms. When you get the notification of "lightning within five;" go inside!

But you can't depend on the military for every notification. When planning outdoor activities, check lo-

cal weather reports or keep a weather-band radio handy. Weather awareness off-duty is a must; the NOAA study found weekends are when most lightning victims met their demise.

Don't let male hubris get in the way of weather safety. Listen up tough guys: males are killed by lightning 5.6 times more often than females, usually while trying to finish the "big game" or "one last hole." Your ego will always lose out to voltage.

When the softball game is called off due to a summer thunderstorm, never wait out the weather under a tree. These tall, water filled lightning rods are the preferred method for electricity to seek a ground. It's no surprise NOAA researchers found people involved in recreation and those seeking shelter under trees were statisti-

cally more likely to be casualties of lightning.

Golfers, or people holding portable metal lightning rods in a vast open area where their own body is the tallest object, are also one of the top groups who became victims of lightning strikes.

Weather safety doesn't end with the 101 Critical Days of Summer (the NOAA points out lightning is a risk year round). If you haven't incorporated lightning awareness into your safety training regimen, I encourage you to do so. Every Airman and their family are potential targets of this phenomenon ... and during the 101 Critical Days of Summer, lightning can strike at any moment.

fact:

ritical Days of Summer

Author's note: Data contained in this article was gathered from NOAA Technical Memorandum NWS SR-193. Check out the full research article at www.nssl.noaa.gov/papers/techmemos/NWS-SR-193/tech-memo-sr193.html

EVERYTHING YOU WANTED TO KNOW
ABOUT LIGHTNING, YOU CAN FIND AT:

http://www.nssl.noaa.gov/faq/faq_ltg.php

W

ith the onset of summer, more people will be out and about. One main activity during this season is boating. To make sure your boating experience is enjoyable and not cut short, I have a few helpful safety tips.

Boating safety starts with the steps you take before you even approach the pier. The U.S. Coast Guard (USCG) offers a free Vessel Safety Check (VSC) program. This program helps boaters recognize possible mechanical problems that might be encountered on the water. The USCG Web site will help you find a qualified VSC examiner in your area. The examiners are the USCG Auxiliary and the U.S. Power Squadrons. There is also a tutorial that gives you step-by-step procedures to ensure your boat will pass the VSC prior to attending. It is to your benefit to use this program every year before you go out and enjoy the water. Many states require certification on boating procedures and these sites can be accessed via <http://boatingcertificate.com>. One of the advantages of the VSC program is that it helps you detect problems that might be in violation of state or federal laws.

Not only should your boat be mechanically sound, it should also be equipped with the correct personal protective gear. The USCG has approved life jackets, which are called Personal Floatation Devices (PFDs) for each type of activity. Going out on the water without the proper floatation devices can result in a mishap. The number of PFDs and type depends on the number of people aboard and the

Boat

Safe

by SSgt Gladys G. Jemigan, Seymour J

“Never

mix boating and drinking together;

this can lead to a

mishap

or even worse, a

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son AFB, N.C.

length of the boat. The PFD must be in good condition, be the correct size for the user, and, most importantly, be readily accessible. This means the PFD cannot be stored under other items, in plastic bags, or locked away in a compartment. You must be able to access the PFD in case of a fire or in the event your boat capsizes or for any other emergency situation. Boat operators should ask everyone on their vessel to wear a PFD whenever on the water. PFDs can save lives, **but only if they are worn.**

Never mix boating and drinking together; this can lead to a mishap or even worse, a fatality. The USCG estimates that over half of the capsized boats and/or individuals falling overboard that result in deaths involve alcohol use. Using alcohol impedes your vision, judgment, balance, and coordination. It is illegal to operate a boat under the influence of alcohol in any state and the USCG will enforce this law. This law is not limited to a few types of boats; it ranges from canoes to large ships and even foreign vessels that operate in U.S. waters. Penalties for boating under the influence are heavy fines, revocation of operator's privileges, and stiff jail terms.

Remember, you spend a lot more time driving your car throughout the year than operating your boat. You need to ensure that you compensate for this by using these helpful safety tips.

You can have a good time boating if you remember to take the necessary precautions. Enjoy the weather and have a safe boating experience. ✈

Editor's comments:

- **Drinking and boating don't mix.**
 - 70 to 75 percent of all boating fatalities involve alcohol.
- **Don't get into the water or attempt to swim without a PFD!**
- **Have an airhorn in one of the driver's hand and USE IT!**
 - Personal water crafts kill first-timers and kids!
- **Would you let your kid drive a car that goes from 0 to 60 in 3.5 seconds?**

fatality.”



**“There is
nothing worse
in the munitions
community than
an accident
that could have
been prevented”**

EXPLOSIVE

Safety Roots

by TSgt Tony Jacquez, Holloman AFB, N.M.

From the very beginning of my career I have taken Explosive Safety very seriously. I started out like most Ammo Troops when I received the “don’t blow yourself up” briefings and the infamous “jello-man” videos that our tech school instructor played for us on the VCR. The briefings were enough to make some of us wonder how dangerous the munitions we would be handling actually were. To put things in perspective, our instructor then told us “Don’t fear the explosives ... respect them!” This stuck in my mind and was permanently reinforced when I arrived at my first duty station, Nellis AFB.

Upon arriving at Nellis in the spring of 1995, the damage repairs from an MJU-7 flare accident in bay 2 of the Small Bombs element were just being completed. Several boxes of aircraft countermeasure flares were set off in a maintenance bay while two Airmen were working on them. The flames and heat from one flare were so intense that it melted through a steel table and burned a large hole in the concrete floor. The walls and ceiling were blackened from the heat and smoke. If it were not for the fire suppression system inside the bay, things would have been much worse. Luckily for me, I arrived at Nellis just in time to see that my instructors at Sheppard AFB were not kidding around when they said “safety is job one.”

Safety was no joke and it was at the center of my mind. “This stuff is for real” I thought to myself. Two Airmen were injured in the accident, one severely. Since I was a “new guy,” not many of the Airmen really wanted to talk to me about what had caused the flare to go off. I was

told to just be safe and if I saw anything unsafe that I had the power to stop any explosive operation. For me, that counted double when we worked on flares.

Flare operations were a little bit edgy for awhile. We were always checking that our grounding cords were plugged into the grounding receptacle and were attached to our wristbands. We all wanted to make sure static electricity was not a hazard to the electrically initiated impulse cartridges we were installing in our flare. Safety was definitely a priority for all ranks in our element.

Everything we did in our element seemed to purposefully tie into what had happened during the flare accident. We were very meticulous when it came to our explosive operations. Every fire symbol verified, every pound of net explosive weight down to the thousands accounted for, every fire extinguisher inspected, and all crewbooks correctly filled out and ready for the crew chief. You can bet we all remembered our crewmember assignments too. The NCOs didn’t have to prompt us Airmen to do anything. We were very motivated to stay safe.

Although the MJU-7 flare accident at Nellis was very tragic, it did serve as a very real reminder that safety always comes first. Whether it is the most mundane explosive operation or the most critical, all explosives demand respect. With the ops tempo at Nellis and the safety lessons I learned while stationed there, I can honestly say that my “Ammo roots” started with explosive safety. **There is nothing worse in the munitions community than an accident that could have been prevented.** ✖

Life in the **FAST** Lane

by Lt Col Ned Linch, Davis-Monthan AFB, Ariz.
with Capt Lynn Lee, Andrews AFB, Md.

— personally managing fatigue

High Ops Tempo?

Is the high ops tempo wearing you down with excessive fatigue? If so, this article is for you! Maybe it's time for you to personally manage your fatigue in the FAST lane.

Historically, 70-80 percent of mishaps occur due to pilot error, and fatigue has been a cause or significant contributor to most of these mishaps. It's a fact ... there's a direct link between fatigue and "Task Saturation, Situational Awareness and Decision Making/Risk Assessment," the three most common error-related human factors. With ops tempos and manning issues wearing our folks out, it's time we take a closer look at the monster we call fatigue.

Fatigue, resulting from sleep deprivation, disrupted circadian rhythm, and/or associated conditions, drives breakdowns in CRM, shortens attention spans, increases susceptibility to spatial disorientation, and causes deadly micro-sleep events in crews on final approach and landing. Yet, we routinely take off in the middle of the night and fly across the "pond," landing a complicated, multi-million dollar aircraft after barely staying awake all night OR we ineffectively shift flight schedules from day to night causing excessive swings in circadian rhythms, increasing fatigue, and the chances for a mishap.

Did you know that you can get a **free buzz from just staying up well past your normal bedtime?**

According to Dr. James C. Miller, a retired Senior Research Scientist at Air Force Research Laboratory, "16 to 17 hours of continuous wakefulness (a normal day) brings the average person to an approximate cognitive equivalency with a 0.05 percent blood alcohol content, while 20 hours of continuous wakefulness brings the average person to an approximate cognitive equivalency with a 0.10 percent blood alcohol content." **That's a free buzz!**

This buzz may sound cool, but it isn't if you're flying. A recent mishap indicated the pilot was operating at the equivalent of .08 BAC when he took off for a 5-hour mission. So, you need to take personal responsibility to ensure you're not fatigued to a level equivalent to "Flying Drunk."

Manage your life!

It's important for commanders, schedulers and safety personnel to analyze their folks. But, face it; it's taxing enough to keep track of your own schedule, much less micro-manage an entire organization's personal life. **So, it really boils down to YOU! It's your personal responsibility as a pilot/aircrew member to manage your own lives and show up well rested and ready to perform.** You're the one who needs to know when to "knock-it-off" when you're NOT 'up to par' for flying. **It's a medical fact — you can't overcome lack of sleep and you can't train yourself to defeat sleep deprivation.** With our recent mishap statistics, we could all stand to take a few minutes to step back and personally analyze our schedules and how fatigue affects our performance.

FAST

FAST is the acronym for **Fatigue Avoidance Scheduling Tool**, an Air Force Research Lab validated, Windows-based scientific tool, which accurately predicts pilot performance due to fatigue. At the heart of the tool is a highly researched and recognized model of human sleep and its relationship to cognitive performance, based on 20 years of sleep and circadian rhythm research. FAST is a proactive, rather than reactive approach to fatigue monitoring, allowing the military flight planner and pilot the chance to consider the lessons of sleep and performance research when planning flying operations.

Fatigue Avoidance Scheduling Tool

The program has you input information such as the date, location coordinates, duty times, sleep time, and sleep quality. FAST then projects expected cognitive performance based on those variables including your equivalent Blood Alcohol Content (BAC).

The Air National Guard Aviation Safety Office, led by Lt Col Ed "Hertz" Vaughan, is currently redesigning the FAST interface into a web based, user-friendly, interactive model. A select group of 20 ANG flying wings (out of 88) is iteratively developing and testing this new interface, called FlyAWAKE.



courtesy photo

Their feedback on design changes, graphics, and specific mission and airframe requirements are essential to creating a new fatigue product usable for all types of aircraft. By the end of 2008, under phase three of the ANG-funded project, the improved fatigue model will be integrated with PEX scheduling systems for day-to-day use in aircrew and mission scheduling. Visit www.RealBase.org for project status, articles, and to receive email updates on the Air National Guard's fatigue management project.

Until then, FAST software is available to the public on a free trial basis. Visit www.novasci.com to download the software for a 2-week trial run. You'll be amazed at what you'll learn about yourself and the fatigue you're experiencing. You might find out that you're flying while drunk on fatigue!

**“Making smart decisions
is the key to preventing mishaps.”**

**“You might find
out that you’re
flying while drunk
on fatigue!”**

Fatigue Management with FAST

According to Dr. Miller, the goal in fatigue management (utilizing FAST) is to keep you above 90 percent effectiveness when conducting safety-sensitive jobs such as flying a single-seat fighter jet. When a pilot/aircrew reaches the 90 percent level of effectiveness (the point where the pilot/aircrew has been up for 16 hours of continuous wakefulness), it's time to knock-it-off and get some sleep. At this point, the brain is saying, "It's time for sleep and recovery." It's NOT saying, "It's time to operate an aircraft."

When a pilot/aircrew goes below the 90 percent level, then fatigue countermeasures are required to fly safely. The most effective and highly encouraged countermeasures for crew aircraft is taking strategically planned naps. For the fighter guy, there are not many countermeasures ... only caffeine and Go Pills. It's best to not count on countermeasures, but utilize FAST or FLYAwake prior to the mission in order to schedule your sleep to maximize your performance for a fatigue-friendly flight.

Conclusion

Making smart decisions is the key to preventing mishaps. The use of FAST to analyze your personal schedule is smart decision making as well as effective leadership in the planning process. In the long run, we'll have fewer pilot/aircrew error mishaps due to folks learning how to manage fatigue while living and "Flying in the FAST Lane." 🗑️

www.novasci.com

to download the software for a 2-week trial run.



photo by TSgt Ben Bloker

Fatigue
Avoidance
Scheduling
Tool

Mountain Bike

I have just recently gotten into the sport of mountain bike riding. It's a very adventurous activity but it's also a very dangerous and strenuous one. From shooting down a 50 foot drop with roots every 3 feet to climbing a 30 foot straight up hill, the key is to remain in control at all times and to take every precaution to play it safe. Know your limits and don't try to exceed them. Get to know your bike and how it works and always ... wear a helmet.

Gear Up

Always wear a helmet and any other appropriate safety equipment for the riding conditions. I suggest carrying a small biking pouch with emergency bike repair equipment in it. You never know when something could happen and how far you would have to carry your bike back.

Never Ride Beyond Your Abilities

There is no shame in walking sections of the trail you don't feel confident enough to ride, and don't let anybody tell you otherwise.

Use Appropriate Equipment for the Terrain

Some bikes are better for different situations— just because you can see tire tracks, doesn't mean you can ride it with your bike.

Keep Your Speed in Check

Always keep your speed at a level that will allow you to adjust to any unforeseen obstacles or changes in trail condition. Decrease speed while going down hill or it could lead to major injuries.

Know the Trail

Never push the limits on a trail you are not familiar with. You need to get to know the trail you are riding at slower speeds before you can ride it like the trails you're used to.

Slow Down for Blind Corners

You never know what or who is around a corner when you can't see past it.

Stop and Look

Stop and look at sections of the trail that look like they may pose a challenge before you ride them.

Plan on the Crash

Always look at the consequences of crashing in a particular section or on a particular stretch of trail before trying to ride through it. Sometimes a section can look easy to ride but can have deadly consequences to a crash. It also doesn't hurt to wear knee and elbow pads for extra protection.

tain

Safety

by Ms. Mary Carter, location unknown

Start Small, Go Big

Work your way up to conquering obstacles and stunts by finding ways to practice moves in less difficult and dangerous situations or at lower speeds before committing yourself to something more dangerous.

Play it Smart

If you think what you are doing is not the smartest, you are probably right. Think about what you are doing and trust your instincts.

These are just a few tips to sum up mountain bike safety, and take them into consideration the next time you decide to go for a ride. ✦

NO  FY \$#!t

“101”

by ACC Ground Safety, Langley AFB, Va.

CRITICAL Days of Summer” and “YOU”



“Last year ACC lost sev

101 critical days of summer and you

T

he "101 Critical Days of Summer" campaign will start on 23 May 08. As most of you know, the summer months from Memorial Day through Labor Day present higher than normal risks for off-duty mishaps. It's a time when we also experience fatalities at a much higher rate than other times of the year.

This time of year brings us great joy as we plan summer activities, vacations, and trips. Unfortunately, there is nothing more devastating or tragic than for a family member, friend, or coworker to fall victim to a deadly accident. *Last year ACC lost seven valuable members during this period.* They are seven members who are no longer with us. Many of them would be alive today but for a poor decision which was acted upon. Most of these tragic events, if not all of them, were clearly preventable in some way. *Preventable mishaps are those mishaps where someone made a conscious decision to operate a vehicle while knowing they've had too much too drink.*

"SAFETY MUST BEGIN AND END WITH YOU."

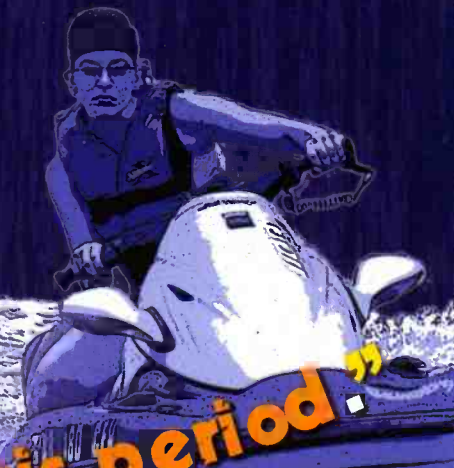
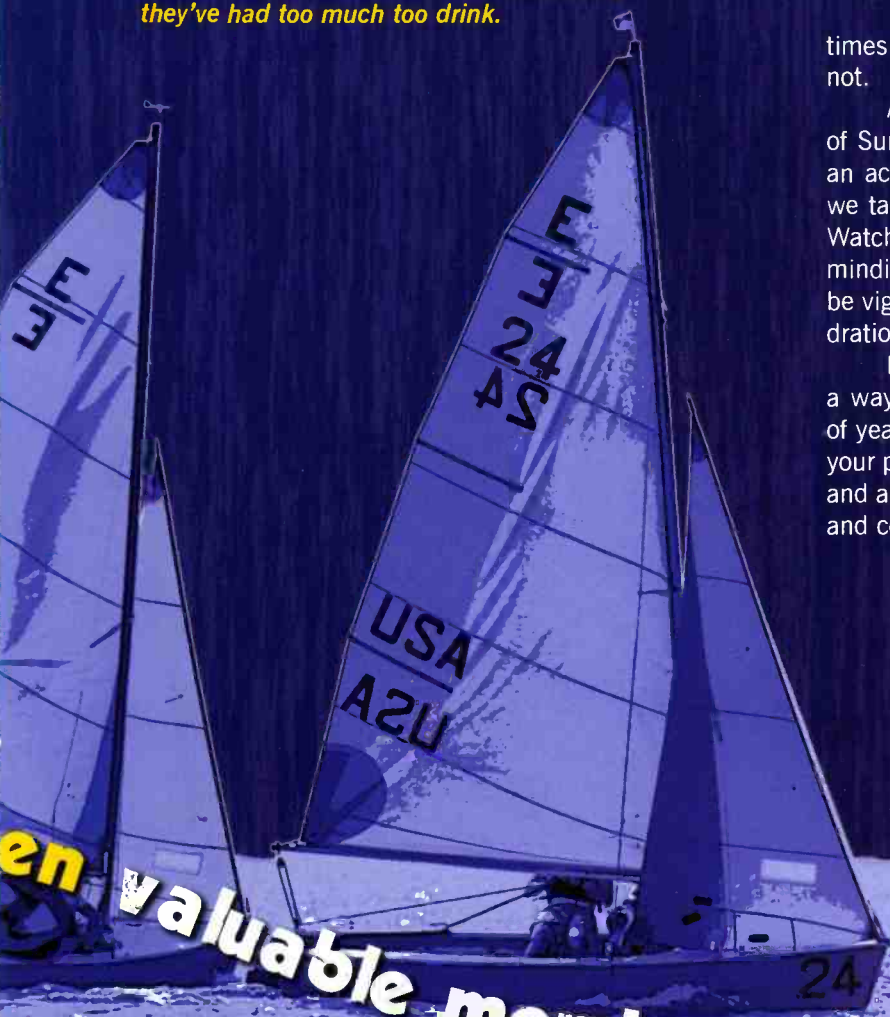
ACC has had its successes and failures over the years during the "101 Critical Days of Summer" period. Many of the successes occurred when an effective plan was in place and goals were established. Goals in mishap prevention are important in that they give us something to reach for. *For 2008, our goal is ZERO preventable mishaps.*

Practicing good risk management, making sound decisions, and being an active Wingman on and off the job are methods we can use to reduce the inherent risks during this time period. Everyone should know who the #1 safety person in their life is. The answer should be "You." If it isn't, then maybe you should take a look at your priorities. Safety must begin and end with you. You are in a position to correct your behaviors and make sound decisions at all

times, regardless of whether a Wingman is with you or not.

All of us can enjoy a successful "101 Critical Days of Summer" by taking the proper precautions and taking an active role. Our chances are significantly improved if we take care of one another by being effective Wingmen. Watch out for your friends, family, and coworkers by reminding them to wear protective equipment, slow down, be vigilant for signs of heat exhaustion, fatigue, and dehydration, and just to be safe in general.

If everyone makes good decisions and makes safety a way of life, we will survive this potentially deadly time of year unscathed. With a little luck and a lot of effort on your part, we can succeed and more importantly stay alive and able to celebrate another year with our family, friends, and coworkers. ✈



en valuable members during this period."

EXTREME SPORTS,

WHERE DO YOU STAND?

by MSgt Michael Walter, ACC Ground Safety, Langley AFB, Va.

We all have our favorite sports. While many enjoy football, basketball, volleyball, or softball; others enjoy participating in extreme sports such as mountain biking, rock-climbing, sky-diving, bungee-jumping, and martial arts. **Extreme sports are very popular today, especially with members of the Armed Forces.** One of the “hooks” of these types of activities involves an adrenaline rush.

There are some people who say we should limit our active duty personnel participation in extreme sports (or even prohibit participation altogether) because they are simply too risky. Some believe that since we are all on active duty and thus a “government asset,” we are to limit doing anything which may prevent us from doing the mission. **Others believe that any sport can be dangerous if you do not follow established rules and become complacent.** What side of the fence are you

on concerning the issue of extreme sports? Do you believe the essential nature of these sports is truly unsafe? What’s the level of risk involved? Can the risk be eliminated, reduced, or controlled?

In my opinion, extreme sports can be fun if performed in a safe and practical manner. The same can be said of any type of sport in general. Does anyone know what sport Air Force personnel participate in which results in the most injuries? Believe it or not, the answer is basketball — not extreme sports.

Basketball injuries are consistently at the top of the list of activities with the most injuries every year. Do you consider basketball an extreme sport — more than likely, the answer will be “No.” Do we prohibit our personnel from participating in basketball events? “No,” again. In reality, extreme sports actually make up a very small percentage of the mishaps

sustained by our personnel. However, the preventative actions we take are the same for each. We make every effort to ensure our personnel are knowledgeable of the risks involved, get the necessary training, and wear the appropriate equipment.

One item of note, **before participating in any extreme sport, personnel should advise their commander, first sergeant, and/or supervisor of their intentions.** Most likely, they will not prohibit participation, but they may provide other resources for safe participation.

The bottom line is: any sport can be dangerous; not just extreme ones. Using good judgment and making sound decisions is crucial as is learning how to safely participate in the chosen sport. If all these are done effectively, then it shouldn’t matter whether our personnel participate in extreme sports or not. 🗡️

FROM THE AIR FORCE SAFETY CENTER (Inc)

The 101 Critical Days of Summer is one of the most costly in terms of fatal mishaps! Last year during this period we of our personnel exercising poor risk decisions and judgment. A total of 13 mishaps occurred during daylight hours w July, and Labor Day accounted for 16 percent of our losses. Tuesday, Wednesday and Thursdays accounted for 53 p percent (8 fatal). The greatest hours of loss were between midnight to 0600 (6 fatal), and noon to 1800 (8 Fatal). M comprising 53 percent of our fatalities. Alcohol and/or drugs were involved in 32 percent (6 fatal).

101 CRITICAL DAYS OF SUMMER

by Mr. Rodney Robinson, ACC Ground Safety, Langley AFB, Va.



It's that time of year again ... yep ... summertime! It's time to shake the cob webs off my softball glove, get the dirt off the cleats, and get ready for some fun. To me, summer is the time to get out and do everything I couldn't do during the winter months. Let's see, I have to squeeze in a trip during spring break, visit my parents in the summer, go fishing, get the yard looking good, trim the trees, go to a few pro baseball games, and at the same time continue to work my normal job. No problem, right? The old saying that "people don't plan to fail, they fail to plan" is so true. What

we must remember is that we've been sitting around all winter and our body and mind are not as sharp as we may want them to be (or we think they are).

"WHAT WE MUST REMEMBER IS THAT WE'VE BEEN SITTING AROUND ALL WINTER AND OUR BODY AND MIND ARE NOT AS SHARP AS WE MAY WANT."

Before I take that trip in my car for spring break, I need to make sure it is in proper working condition. I need to make sure I have good wiper blades, all lights work, brakes function properly; tires have good tread, etc. This is where you need to think ahead. Where will I be traveling? I may be in Southern California today; however, be traveling through the mountains in Wyoming tomorrow so I may need to make sure I have blankets, flares, cell phone, etc. Did I tell my boss or someone else where I was going? This may seem like something you don't need to do but it makes sense when you step back and look at it. ✈



Increase in Fatalities/Injuries)

19 Airmen. The mishap data revealed 15 fatalities were the result of the greatest number (3 fatal) just after 1700. Memorial Day, 4th of July (10 fatal); with Friday, Saturday, and Sunday accounting for 42 fatalities between the ages of 19 and 25 are our major "at risk" population





“DoD and Air Force personnel must receive training before they can ride a motorcycle.”

WHAT'S NEW

for the **ACC**

What's new for the ACC Motorcyclist?

By Mr. Percy Adams, Barksdale AFB, La.

by Mr. Percy Adams, Barksdale AFB, La.

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eeeping up with changes is probably the hardest thing to do. For years everything has been the same and then all of a sudden it seems all of these changes came out of nowhere or at least it seems that way. The recent changes in the Department of Defense (DoD) and the Air Force has driven changes within ACC.

It all started with the elimination of the DoD vehicle decal that had been around for years, decades even, and then it was gone overnight. The elimination of the DoD decal did not cause a problem except for commander's needing to ensure only qualified motorcyclists ride on base. ACC has devised a base sticker that will recover this check and balance. The base safety office will obtain ACC Form 15 (motorcycle sticker) and notify unit safety monitors once they have them. Procedures for distributing the form to the motorcyclist through the unit safety/motorcycle representative or to the motorcyclist will be established.

DoD and Air Force policy states personnel must receive motorcycle training before they can ride a motorcycle. ACC allows for an individual to ride their motorcycle back and forth to motorcycle training if it will be used in the class.

Motorcycle Safety Foundation (MSF) training is not required when a motorcycle has three wheels either as a trike or with a side car. However, once the sidecar is removed, training is required. Personal protective clothing has been spelled out in AFI 91-207. The ACC supplement to AFI 91-207 has identified the requirement for one-on-one briefing from the unit commander as **being mandatory** before military motorcyclists can ride on or off base. All motorcycle and rider information is required to be maintained by the unit safety or motorcycle representative for each unit.

It is never too early to think about getting ready for spring on your motorcycle. As you repair or replace batteries, lights, tires, spark plugs, or trim parts don't forget about you the rider tune-up:

**Force states personnel
motorcycle training
ride a motorcycle."**

- *Look at your personal riding gear, is it in good repair?*
- *Does it meet current Air Force requirements?*
- *Do you know the rules for riding on and off-base?*
- *Do you have a safe area where you can practice basic motorcycle maneuvers?*

I would never tell you not to look out for the other guy, but I will tell you that in most cases, the other guy is you! Air Force and ACC mishap facts are all about the rider... exceeding safe speeds to include maximum posted speed limits; ignoring posted traffic signs/road markings all cost them their life!

Wearing all required safety gear does not mean you are immune when it comes to hitting another vehicle or the ground.

- *Too fast is too fast when you cannot stop in time*
- *Too fast is too fast when you cannot stay in your own lane*
- *Too fast is too fast when you cannot make the turn or curve*
- *Don't live your life too fast. Slow down and you might enjoy your life longer* ✦

MOTORCYCLIST?

I'm DEAD!

A Motorcyclist's Story

This story was used with permission from a fellow ZZR1200 rider from Sacramento, Calif.

Good news and bad news.

First the good news

The weather was absolutely beautiful today so I pulled the bike out and went for a ride through the California mountains. I'm sorry but it was a last minute thing. I was cleaning the bike and just had to go out on it. No phone calls to anyone, just a big hug and kiss to the wife and kid and off I went.

Overall, it was a superb ride. Close to 200 miles. Weather was warm and dry and the roads were very clean with only a couple of spots with the dreaded G-word. The recent chip and seal on the road was in better condition than last summer — it was fairly smooth and very rideable. Traffic was practically nil until nearing the evening rush hour. The bike was running top-notch and the tires, Michelin Pilot Power 2ct, were feeling awesome.

Unfortunately, something happened on my way home.

Most of you who ride with me know I don't do the double yellow. When I'm certain it's safe to pass and the driver in front is not all over the place, I'll cautiously take it, but never to cut corners. It's like an invisible and impenetrable wall to me — to unintentionally cross is to die. Well, I hate to say it, but I died this afternoon, figuratively speaking. I was lucky. Next time, well let's just say, I don't plan on there being a next time.

Don't get me wrong, as a single rider, I ride the "pace" in mountain twists, just as I had done all day long and had enjoyed every mile of it. The bike was running top-notch, and the tires were running on rails.

I was on my way back on Salmon Falls Road when I came upon a truck towing a trailer. After trailing him through a 1/2 mile or so of curves, we came upon a short straight. He pulled to the right to give me clearance and I took it.

We all know the power of Zed (the ZZR1200). A hard twist of the wrist at 7,000 rpm and you just unleashed 100+ horses. I run a lower gear in front so it's

quicker than most. Anyhow, I twisted my right wrist and passed the long truck/trailer combo. I turned back into my lane and set myself up for a right-hand curve. It wasn't a decreasing radius, nor was it a down-sloping corner, nor was it a slow 25 mph turn, but just a non-descript, right-hand curve on a 55 mph curvy-mountain road. So much for my pace.

What I'm going to share with you next is a lesson to be learned by myself and anyone else who cares to read it. Most of us, if not all of us, went "too hot" into a corner at one time another and, luckily, lived to tell about it. This was one of those instances, and I'm thoroughly disgusted with myself.

I passed the truck at "who-knows-what-speed" and mentally set up for the curve — set up outside, dive inside at the apex, outside on acceleration. Well, I set up and leaned her over, but was too hot to dive into the corner. I slid off the seat and leaned her some more. I'm not sure which scraped first, my boot or my peg. But it didn't matter, the outward force pushed me over the double yellow and I thought for sure I was going to lose the rubber on the striping. It held, but I was leaning so much I was scraping metal and leather. When they say the Pilot Power 2ct can do a 50+ degree lean on dry, I believe them now. Unfortunately, I went a good 2 feet over the double lines at a fairly fast click. Luckily for me, there was no approaching traffic.

Now the bad news ...

I'm dead. Not really but I might as well be. I was lucky. Some might say those things happen or I'm being hard on myself. Whatever the case, I lost it today, and I knew better. It won't happen again! ★

“must haves”

for those who ride motorcycles:

helmet:

This is the most important piece of equipment. Safety helmets save lives by reducing the extent of head injuries in the event of a crash.

eye protection:

Since many motorcycles don't have windshields, riders must protect their eyes against insects, dirt, rocks, or other airborne matter. Even the wind can cause the eyes to tear and blur vision. Good vision is imperative when riding.

gloves:

Durable full-fingered gloves are recommended. They should be of the non-slip type to permit a firm grip on the controls.

footwear:

Proper footwear affords protection for the feet, ankles, and lower parts of the legs. Leather boots are best.

clothing:

Clothing worn when riding a motorcycle should provide some measure of protection from abrasion in the event of a spill. Jackets should have long sleeves. Trousers (not shorts) should not be baggy or flared at the bottom to prevent entanglement with the chain, kick-starter, foot pegs, or other protrusions on the sides of a motorcycle.



MONTHLY AWARD WINNERS

Flight Line Safety



AWARD OF DISTINCTION

TSgt Bessert, TSgt Richardson, and SSgt Anderson, were notified by the Precision Measurement Equipment Laboratory (PMEL) that the high-pressure relief setting of a tire inflation kit had been changed from 220 psi to 395 psi. Breaking the inflation kit torque seal and adjusting the pressure relief setting circumvents an essential safety feature designed to prevent tire over inflation, preventing an explosion leading to severe aircraft damage that can sometimes be fatal. Realizing the potential danger of the situation, they immediately inspected all remaining tire-inflation kits in their inventory and discovered other kits had been improperly adjusted as well. The kits were sent to PMEL who verified that torque seals of two more inflation kits had been tampered with. The 552 AMXS Equipment Section team performed an emergency calibration of every inflation kit and coordinated with Quality Assurance to send out a "Maintenance Flash" informing all 552 MXG personnel about the severity of the situation. All flight line personnel were briefed not to adjust any part of the tire-inflation kit and similar warnings were given upon issue of an inflation kit. Sgts Bessert, Richardson, and Anderson researched a way to coat the valves with anti-tamper paint. They procured the necessary paint and marked

each kit on both the set screw and the valve itself. All 50 tire-inflation kits, including those in deployed locations, were marked with anti-tamper paint, thus ensuring proper relief pressure. Support personnel inspect the anti-tamper paint markings for any movement upon inflation kit issue and turn-in. Any defect is reported to supervision and the inflation kit is removed from service for calibration. The actions of TSgt Bessert, TSgt Richardson, and SSgt Anderson not only provided a permanent solution for an extremely hazardous situation, but also educated 1,400 maintenance personnel on the importance of safety features and the hazards associated with tampering with those safety features.



**TSgt Daniel Bessert
TSgt Cornilious Richardson
SSgt John Anderson
552nd Aircraft Maintenance Squadron
552nd Air Control Wing
Tinker AFB, Okla.**

Aircrew Safety



AWARD OF DISTINCTION

SrA Ayers was the Sensor Operator (SO) in support of an MQ-1 training sortie concentrating on pilot takeoffs and landings. At approximately 100' AGL, on short final for landing, the Predator stopped responding to pilot control inputs. The pilot, Capt Richmond, and SrA Ayers assessed that the pilot control rack had locked up and was no longer sending commands to the UAV. SrA Ayers asked to switch primary rack control from the pilot's inoperative rack to his functional one. Without time to switch seats, SrA Ayers pressed the rack switch button and assumed pilot control of the MQ-1. Almost simultaneously, the aircraft impacted the ground in a nose low attitude, severely disabling the nose gear. SrA Ayers raised the nose of the MQ-1 and applied full power — a perfect go-around which was beyond his training. With the aircraft flying safely away from ground, the pilot replaced SrA Ayers at the operational set of controls. The crew turned MQ-1 control over to a functional GCS operated

by Capt Richmond and SSgt Sauerland. Capt Richmond and SSgt Sauerland assessed the landing gear damage and safely landed without further incident. The crew's outstanding situational awareness, phenomenal airmanship, and expert/timely application of CRM principles, limited aircraft landing gear damage and prevented certain MQ-1 Predator destruction — saving \$4.5 million.



**SrA Christopher M. Ayers
SSgt Brett M. Sauerland
Capt Charles Richmond
11th Reconnaissance Squadron
432nd Wing
Creech AFB, Nev.**

Ground Safety



AWARD OF DISTINCTION

While Airmen Heathe and Dadds were traveling down the main street of Tinker AFB, they spotted an electrical power pole throwing off a shower of sparks. As the Airmen cautiously approached the intersection, they witnessed the electrical pole snap in half and crash to the ground along the side of the road. When the pole fell to the ground, it ripped down its associated power lines, causing an extremely deadly situation for anyone within the vicinity. While maintaining a safe distance, A1C Dadds exited the vehicle and immediately began securing the area by alerting passer-byers to the hazard and swiftly began redirecting traffic. A1C Heathe called the Tinker AFB Fire Department and Security Forces, alerting both agencies to the locality of the incident and the severity of the situation. Both Airmen continued to secure the area until Security Forces arrived and relieved them of their duties. They provided Security Forces and the Fire Department with a detailed account of all the events they had witnessed. The Airmen were lauded

by Security Forces for their prompt response, decisive actions, and superb situational awareness while reporting and handling an extremely dangerous situation. Because of exceptional teamwork, A1C Heathe and A1C Dadds were able to prevent almost certain injury to themselves and numerous base personnel who were traveling within the area of the hazard that morning.



**A1C Shelly A. Heathe
A1C Justin M. Dadds
552nd Aircraft
Maintenance Squadron
552nd Air Control Wing
Tinker AFB, Okla.**

Pilot Safety



AWARD OF DISTINCTION

Capt Hall began his takeoff roll for an F-117 Day Surface Attack Sortie, accelerated to a rotation speed of 170 knots, and began to pull back on the control stick for liftoff. At that moment, the cockpit rapidly filled with smoke and fuel mist, completely obscuring his vision. During this critical phase of flight, Capt Hall made a split-second decision to execute a high-speed abort. He was able to maintain aircraft control by using runway references only visible out each side of the canopy. Capt Hall flawlessly executed the F-117 Abort Critical Action Procedure (CAP), by bringing the throttles to idle, deploying the drag chute, and applying the brakes. The inherent thrust limitation of the F-117, in conjunction with the high density altitude at Holloman AFB, combine to create high takeoff speeds and long takeoff roll distances; these factors make high speed aborts in the F-117 particularly hazardous. Capt Hall's split-second application of the F-117 Abort CAP resulted in his F-117 slowing to approximately 50 knots, with 3,000 feet remaining on the runway. In addition to saving the aircraft, his rapid assessment of the abort's initial actions prevented him from having to use the aircraft arresting hook to engage the end of runway aircraft arresting system. To help maintain a low observable radar cross section, the arresting hook in the F-117 is sealed

inside the aircraft. The hook is pyrotechnically blown down through radar absorbent material when actuated. Capt Hall's timely reaction made the use of the arresting hook unnecessary, saving approximately \$12,000. With the aircraft under control, he selected 100 percent oxygen, declared a ground emergency, and shut off all electronic systems. After the Crash/Fire response team directed him to shut down his engines, the Fire Chief observed a considerable fuel leak from the Auxiliary Power Unit compartment. Capt Hall's split-second decision and flawless execution of the F-117 abort CAP, at a high speed with no visibility in his cockpit, saved not only himself, but prevented the loss of an irreplaceable national asset.



**Capt Kevin Hall
8th Fighter Squadron
49th Fighter Wing
Holloman AFB, N.M.**

FEBRUARY continued

Unit Safety



AWARD OF DISTINCTION

The 373rd Training Squadron, Detachment 11, demonstrates unmatched attention to detail. Their safety program received an "excellent" rating from 55th Wing safety assessment. They briefed/taught 103 students in 49 classes safe-for-maintenance practices, increasing flight line safety awareness. They crafted unit snow removal teams/show times/duties which ensured safety/personnel had ice free stairs/walkways. They established units designated driver program for special events ensuring personnel would get a safe ride home. They conducted weekly safety briefings, keeping personnel in the know on QA FOD flashes/maintenance safety practice/weather. They distributed weekly emails on newly recalled civilian products ensuring personnel were aware of potential harmful items. They submitted 47 approved ideas to date which saved +\$50K — Det earned 55th Wing Idea Small Squadron of the Year FY07. They established locally shared computer file for safety related information enhancing ORM/Safety training to students MAINTENANCE SAFETY. They discovered two borescope plugs on an engine not torqued/safety wired. They found missing hardware on aircraft brake equalizer rod. They replaced the hardware avoiding possible catastrophic loss. They halted improper centering cylinder servicing and instructed four apprentice crew chiefs preventing Class-3 mishaps. They corrected direct safety violation



— instructed two Airmen on proper use/storage of maintenance stands — diverted injury. They identified aircraft main landing gear door out of rig and conducted on-the-spot training for two Airmen. They were tasked to augment security forces ID checks; increased threat deterrence — ensured safety of base personnel. Volunteered 6 hours to Airmen against Drunk Driving campaign — provided life-saving rides to Offutt community.

**373rd Training Squadron,
Detachment 11
55th Wing
Offutt AFB, Neb.**

Ground Safety



Award intentionally
left blank because
***there were no
submissions.***

Crew Chief Safety



Don't let
achievements go
unrecognized.
Submit today!

A Chapter Ends

by Maj Danielle Coleman, Retired, Langley AFB, Va.

Major Danielle Coleman

It's hard to believe that the time has come for me to set aside my editor's pen as well as my uniform. When I took my oath of office 20 years ago, I never imagined the experiences and challenges that lay in front of me. I also never thought it would be so hard to close the chapter on this part of my life.

I started my almost 12 years of active duty in Intelligence, becoming the Chief of Wing Intelligence before ever pinning on my First Lieutenant bars. After a tour at the Pentagon, I entered the Joint community in Hawaii to work Intelligence systems for Special Operations. When that assignment came to an end, I took the opportunity to leave the Intelligence world and work budget issues at Langley AFB, Va. It was at Langley that my active duty career transitioned to a Reserve one. I had returned to Intelligence for almost a year in the Reserves when I saw an editor advertisement for Air Combat Command's (ACC's) safety magazine, *The Combat Edge* (TCE). The advertisement was for the active duty, but I took a chance and called. At the other end of that phone line were the Safety professionals at ACC and an opportunity of a lifetime that started in November 2000.

I filled in as the Interim Editor for about 6 months while the search continued for an active duty one. After the position was filled, I was fortunate enough to stay on as the Editor for another 6 ½ years. During this time, I discovered two things: Editing came naturally to me, and, I really enjoyed it. I also learned so much about magazine layout and presentation, negotiating printing contracts and, of course, what it takes to present the best and most compelling Safety stories in the areas of Flight, Ground and Weapons. It was an honor and a privilege to edit and proof the hundreds of stories we received from you, our readers. I hope that everything I did to bring your Safety successes and failures to print added value and gave our fellow Airmen the incentive

to read and heed.

Of course, I did not do my job in a vacuum. It took an incredible, dedicated and professional staff to bring TCE to print every month (for the first 6 years) and, now for the last year, every 2 months. From all the Safety gurus in the various disciplines who helped me get the facts right, to all the Art Directors who figured out a way to fit all those words onto 32 pages and make the end product look great, to the many hours it took Ms. Eileen Bland to create countless Reserve orders to keep me on the team, to the one constant at the magazine for the past 8 years, the ever-efficient and always professional Associate Editor who spent countless hours proofing my work and catching errors no one else saw. Thank you! While we will never know how many, I am sure that together, with our authors, we have helped to save fellow Air Force members' lives.

I am now a part of the many changes our Safety magazine has seen: color, command change, name change, computer-generated graphics, active duty Executive Editors and Art Directors, printing contracts, web designs, article formats, award page designs and procedures, centerfold designs, stats pages, funding levels, and deadlines. But one thing has not changed: the dedication and effort of everyone who works to put TCE in the hands of the readers.

In every career, there are jobs we'd rather not do and jobs we can't wait to do. I am privileged to be ending my Air Force career in a job I loved. I have enjoyed serving with so many of you and I am very sad to say good-bye to the world of Safety and to my fellow Airmen. I especially want to thank Ms. Barbara Taylor for teaching me so many valuable lessons, both professionally and personally. I have much comfort in knowing that as I close the chapter on this part of my life, I have been in great company and I have been changed for the better. For those of you I leave behind, continue to fight the good fight and, of course, do it safely. ✈

MONTHLY AWARD WINNERS

Aircrew Safety



AWARD OF DISTINCTION

The pilot team of Chill 03 displayed outstanding decision making skills while handling a potentially disastrous ground emergency in a B-52. The sortie was a local training sortie consisting of simulated weapons activity in the Powder River Training Complex followed by Ariel Refueling, then holding for approximately one hour due to adverse weather. The sortie, landing and taxi back to the mass parking area were uneventful. While applying the brakes in the designated parking area, the Aircraft Commander (AC) realized there was no braking action. With the aircraft tow vehicle directly in front of the taxiing aircraft and multiple vehicles, ground personnel and buildings to the front and both sides of the aircraft, the AC simultaneously started a right turn to avoid the tow vehicle, and applied the applicable Bold Face steps which resulted in no noticeable stopping effects. At the same time, the AC informed the ground maintenance supervisor, Bomber 1, of the situation and coordinated with him to expeditiously move personnel and equipment out of the way of the runaway aircraft. Aircraft control was transferred to the Instructor Pilot (IP) to aid the AC in accomplishing the remaining Bold Face items. After successfully avoiding the aircraft tow vehicle, the IP immediately started a hard left turn to avoid other vehicles and

buildings while simultaneously informing Minot ground control of the emergency situation. A combination of the hard left turn and the three to four inches of snow on the ramp resulted in the aircraft coming to a complete stop approximately 75 to 100' past the designated parking spot. Despite several vehicles, ground personnel, and buildings to the left, right and immediately in front of the taxiing aircraft, there were no collisions incurred and no injuries to any of the ground personnel.



Capt Matthew G. Coppola
Col Parker W. Northrup III
 (photo not available)
23rd Bomb Squadron
5th Bomb Wing
Minot AFB, N.D.

Weapons Safety



AWARD OF DISTINCTION

SrA Stan Franklin, a Standardization Load Crew (SLC) member, was evaluating a 58th AMU load crew downloading an inert AIM-120 missile. The aircraft was configured with 13,000 lbs of fuel and two training DATM-120 missiles. SrA Franklin was observing the operator navigate the lift truck under the right wing and lifting the boom to within one foot of the aircraft's weapon station. At this point, SrA Franklin detected what he initially thought to be burning brakes on the lift truck. He thought the smell was unusual, so he repositioned himself to investigate further where he discovered that a fire had ignited in the MJ-1's engine compartment. SrA Franklin immediately had the operator dismount and get clear of the lift truck then SrA Franklin shut down the lift truck's engine and hastily retrieved the aircraft's Halon fire bottle. Simultaneously, he directed another load crew member to alert and remove personnel in the rest of the hangar and to notify the Maintenance Operation Center. SrA Franklin extinguished

the growing flames and once the flames were completely extinguished, SrA Franklin opened the hangar doors and directed fire rescue personnel toward the incident. SrA Franklin's decisive and quick action saved the F-15C valued at over \$40M, training munitions worth \$40K, a lift truck worth over \$58K and the incalculable loss of the hangar and personnel in the facility.



SrA Stan D. Franklin
33rd Maintenance Group
33rd Fighter Wing
Eglin AFB, Fla.

Pilot Safety



AWARD OF DISTINCTION

Major Ron Hedges displayed exceptional skill during a formation takeoff engine flameout situation. Major Hedges was on the flight lead's right wing during a formation takeoff. As the flight began to rotate, the left engine flamed out due to a fuel control system malfunction. His aircraft lost power and began to yaw toward the other aircraft. Major Hedges immediately countered the yaw with rudder, and applied the boldface procedures for engine failure during takeoff (too late to abort). His quick reactions allowed him to raise the landing gear with dwindling hydraulic pressure as the left engine wound down, preventing a very serious high-drag situation. Major Hedges climbed very slowly straight ahead while declaring an emergency, and coordinated with the flight lead to maintain a chase position. He began a gentle turn away from high

terrain and contacted the Supervisor of Flying to advise him of the situation and his intentions. After completing all appropriate checklist requirements, Major Hedges flew a flawless heavy-weight single-engine approach and landing. Major Hedges' exceptional skill during this potentially disastrous emergency prevented the loss of a valuable Air Force asset and the loss of civilian life on the ground.



Maj Ronald S. Hedges
190th Fighter Squadron
124th Wing
Boise, Idaho

Unit Safety



AWARD OF DISTINCTION

The 506 EOSS has demonstrated superior safety performance in supporting airfield operations at Kirkuk AB, Iraq. The EOSS recognized the need for and implemented the first front loader training program in the Iraq AOR. By utilizing DLI training, the EOSS also overcome an instructor shortfall for training Iraqi ATC controllers. After identifying two unreported firing ranges, the EOSS restricted aircraft over-flight, preventing potential friendly fire losses. Further, the EOSS procured accounts for the Iraqi Air Force pilot training school, assuring the use of current flight publications. The EOSS revitalized its BASH program by hosting a military and civilian roundtable discussion, yielding program goals for five airfield agencies. The unit also improved the plan for placing aircraft barriers, shortening the estimated three month project duration. Upon identifying an oversight in the \$24.9 million Digital Airport Surveillance Radar contract, the squadron voiced the need to account for training and staffing, saving time and assets in contract execution. Additionally, the members of the squadron revised the base HAZMAT and ordinance procedures, utilizing inputs from all base agencies to assure maximum effectiveness. The EOSS accomplished a review of in-flight emergency procedures among base agencies, updating over 20 emergency action checklists. After identifying a faulty aircraft parking ramp with poor runway joint seals, the unit coordinated for \$1.3 million in repairs. Adapting to a 50 percent increase in civilian and military flight operations, the EOSS updated the aircraft priority guidance to



allow efficient sharing of the airspace between combat assets and Iraqi pilot training. Further, the EOSS identified the need for 42 airfield location signs. And, in response to the increasing problem of airfield vehicle movement violations, the flight line driving program was expanded to include training Air Force, Army, and contract personnel managers, encompassing 10 programs in all. Finally, the EOSS responded to two "Alarm Red" level aircraft emergencies, safely recovering both Iraqi Air Force aircraft.

**506th Expeditionary Operations
Support Squadron**
332nd Air Expeditionary Wing
Kirkuk AB, Iraq

MONTHLY AWARD WINNERS

Crew Chief Safety



AWARD OF DISTINCTION

S Sgt Christian Leugers was performing a 600 hour isochronical inspection on a General Electrics (GE) F118-101 engine. While being newly assigned to this type of engine, his experience enabled him to train junior airmen from technical schools being assigned to this remote assignment. SSgt Leugers was training A1C Raymel Jackson on inspection of the combustion area when they discovered loose hardware in the combustion area. The engine had been borescoped for any anomalies with negative results on the previous shift. While performing an inspection of the out and inner combustion liner area, he observed a nut located in the T4B Pyrometer port that goes in the Low Pressure Turbine. After removing the hardware, A1C Raymel Jackson noticed something further in the port. Further inspection found the bolt that matched the nut. They quickly contacted the production super and at the same time were researching the location the hardware would be in-

stalled at. They determined the nut and bolt secured the stage one and stage two nozzle support flanges. With coordinated efforts from the GE representative from Beale AFB Ca. collective determination was to further inspect the area of the support flanges. The engine was determined to be unserviceable. SSgt Leugers and A1C Jackson's efforts saved a \$3.6 million engine from definite catastrophic failure, preserving life and a loss of a high demand/low density asset.

SSgt Christian A. Leugers
5th Reconnaissance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.

Ground Safety



AWARD OF DISTINCTION

R ecently assigned to the Power Production section, TSgt Robertson determined during his unit self-assessment that his unit safety program was not in compliance with standards, policies, and regulations. Consequently, TSgt Robertson spent countless hours both on- and off-duty ensuring the 18 members of his operational section were properly trained, equipped, and brought into compliance. This includes developing comprehensive safety procedures reducing the risk of injury and fatality without impacting the mission of the ECES. As an example, the operating procedures for high voltage equipment and power-supply generators now include detailed instructions and photographs for clarification. TSgt Robertson's dedication was beyond expectation — spending nights and weekends training the assigned personnel for two power plants in safety procedures. Additionally, TSgt Robertson spent several hours a week preparing safety briefings that were timely, relevant, and educational for personnel assigned to the ECES. In completing safety checks of both power plants TSgt Robertson identified and mitigated potential tripping hazards, electrical hazards, and other safety issues which were previously unknown to the section supervisor. His revamping of the mishap prevention program has been expanded to include trend analysis to anticipate and prevent seasonal on-and off-duty mishaps. As a

result of his efforts, the first monthly safety program inspection conducted in Feb 08 resulted in a "Pass" rating with many favorable comments from the Unit Safety Representative. The efforts of TSgt Robertson will ensure a cohesive transition of the safety program to the next AEF rotation of power production specialists.



TSgt Milton A. Robertson
407th Expeditionary Civil Engineer Squadron
332nd Air Expeditionary Wing
Ali AB, Iraq

Flight Line Safety



AWARD OF DISTINCTION

While SrA Andrew A. Avery was serving as the Balad Air Base tower controller, he averted a potentially disastrous nighttime midair collision at the approach-end of Runway 30. The situation arose when a C-130 was cleared for a midfield takeoff on Runway 12. Mistakenly turning the wrong direction on lineup, the C-130 commenced its takeoff on Runway 30. Due to the darkness and distance from the tower, SrA Avery was unable to determine that the aircraft had lined up in the wrong direction. However, as the C-130 initiated its takeoff, SrA Avery quickly determined there was a conflict developing. Prior to the C-130 receiving its clearance, Balad Approach cleared an inbound C-17 for approach to Runway 12. As the C-130 commenced its takeoff, the C-17 was less than 3 miles from the runway and closing rapidly. With the two aircraft converging on each other at a rate in excess of 200 knots, approximately 30 seconds remained until impact. Too late to direct the C-130 to abort its takeoff, SrA Avery took control of a shocked tower crew and instructed the C-17

to discontinue its approach and immediately fly a heading to the West. Without hesitation, he then directed a turn to the East for the C-130. By acting quickly and decisively, SrA Avery averted a low altitude mid-air collision, saving both millions of dollars, and most importantly, dozens of lives.



SrA Andrew A. Avery
332nd Expeditionary Operations
Support Squadron
332nd Air Expeditionary Wing
Balad AB, Iraq

DID YOU KNOW ...?

- Awards must be submitted through your NAF/DRU (do not send direct to ACC).
- Templates for all ACC Safety awards can be found at: <https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-SE-AC-23>
- We've reverted back to narrative format (vs. bullet) for monthly and quarterly award submissions.
- All military members and civilians are eligible for awards; however, **contractors are not**.

QUARTERLY AWARD WINNER

Flight Safety



AWARD OF THE QUARTER

MSgt Hurt coordinated the efforts of 20 SEF officers and six NCOs in the most diverse flying wing in the USAF. He conducted 15 spot inspections and two annual flight safety inspections where four key discrepancies were discovered and resolved. He is the safety "first line of defense;" 250+ hrs alert duty; immediate response to five aircraft emergencies and two bird strikes. MSgt Hurt provided SIB support for an F-22A engine FOD incident. His technical and equipment support ensured a smooth process. He expertly coordinated, tracked, and managed one Class B, one Class C, and six Class E flight safety mishap reports. He also assisted the 57 WG Ground Safety office with investigative and technical expertise for four different aircraft ground mishaps. His tireless support of fledgling Creech AFB Safety

shop shows his selfless devotion to mishap prevention outside of the wing. He orchestrated interim SIB equipment and facilities storage plan ensuring that 57 WG SEF is always ready to support. MSgt Hurt also conducted a quarterly airfield inspection; ensured all flight-related issues were addressed with base project officers. He created and published the SEF newsletter to all Nellis Aircraft Maintenance Units. He compiled a 100 percent accurate IFE and mishap summary data for the quarterly flight safety meeting to analyze trends. His initiative ensured facility and equipment support for the quarterly SEF meeting during an extremely busy time at Nellis. He provided critical inputs to fire crew T.O.s on Global Hawk and Predator for emergency divers to Nellis.



MSgt Randy T. Hurt
57th Wing
Nellis AFB, Nev.

Weapons Safety



AWARD OF THE QUARTER

While deployed to Bagram AB, Afghanistan, MSgt Seaman recognized that excessive quantities of munitions were stored on trailers improperly located around the fighter ramp. Over a month's worth of ordnance was scattered around the flight line; much of it positioned at the ends of revetment walls, and all of it violating AFMAN 91-201. Recognizing the threat to combat assets, yet the need for effective combat operations, he analyzed the necessary daily expenditure and routine maintenance requirements. Instead of simply stating what is not allowed, he devised an innovative solution by redefining one of the revetted spots as a HAMS pad and clearly defined the proper storage procedures and acceptable quantities. Additionally, MSgt Seaman completed Explosive Site Plans for two fighter ramps. Through comprehensive analysis of each ramp's attributes, he was able to increase the al-

lowable NEW by 41 percent; enabling F-15Es to carry nearly their maximum combat payload. He conducted a superb glass-breakage analysis identifying four structures which required removal of glass windows, including the fighter operations building. He engaged the CE commander to ensure no future buildings inside the arc would have glass. When CJTF-82 came to him for suggestions on their \$62M ASP renovation, he recommended that instead of simply rebuilding above ground storage, they build half as many igloos. This and other recommendations were accepted saving the Army \$12M, increasing storage capacity by 400 percent, decreasing the footprint by 55 percent, and reducing vulnerability to rocket and mortar attacks. By using old Russian alert bunkers, MSgt Seaman was able to move EOD to a safer location while increasing their storage capacity by over 60 times.



MSgt Mark A. Seaman
455th Air Expeditionary Wing
Bagram AB, Afghanistan

S

Ground Safety



AWARD OF THE QUARTER

MSgt Chandler displayed outstanding dedication to safety in protecting aircraft against large animal strikes. He was assigned as the POC to improve airfield fencing against animals endangering flying operations. In this capacity, he inspected over 7 miles of airfield perimeter fence, identifying 20 deficiencies allowing animal intrusion. MSgt Chandler quickly developed a plan and led a 15-person team in correcting problem areas in record time. He drove the effort of 120 man-hours to correct perimeter fence deficiencies; devised ingenious safety improvements. MSgt Chandler spread 100 tons of animal-resistant fill at multiple areas to correct gap deficiency along the bottom of the fence line. He fabricated and installed four "Keep Gate Closed" signs at two key vehicle entry points which resulted

in reflective signs being more visible. He repaired broken welds and adjusted three airfield entry/exit gates that were allowing deer to slip through gaps. Continuing his safety mindset, he devised an inexpensive means of using on-hand steel piping to close fencing gaps, saving thousands of AF dollars. He also installed fence fabric at seven locations with well-trodden deer paths – 100 percent successful in ending deer transiting. MSgt Chandler identified bed-down and grazing areas in drainage swells; he then removed vegetation to eliminate the attraction to animals. His quick and thorough response was critical in correcting deviations prior to North Dakota's hunting season. Repairs made under MSgt Chandler's project resulted in no terrestrial animals endangering aircraft.



MSgt Robert F. Chandler
5th Civil Engineer Squadron
5th Bomb Wing
Minot AFB, N.D.

ACC SAFETY SALUTES SUPERIOR PERFORMANCE

EIGHTH AIR FORCE

Capt David J. Sproehnle
20th Bomb Squadron
2nd Bomb Wing
Barksdale AFB, La.

Maj Doug Gosney
Capt Aaron Finke
1Lt David Davis
Maj Mark Reineke
Capt Josh Holmes
Capt James Miller
1Lt Jeffrey Shaw

Capt Preston Rollins
5th Operations Group
5th Bomb Wing
Minot AFB, N.D.

MSgt Todd J. Lewis
509th Operation Support
Squadron
509th Bomb Wing
Whiteman AFB, Mo.

Maj William Hart
966th Airborne
Air Control Squadron
552nd Air Control Wing
Tinker AFB, Okla.

SSgt James P. Buys
966th Airborne
Air Control Squadron
552nd Air Control Wing
Tinker AFB, Okla.

SrA Jesse L. Pentecost
552nd Maintenance Squadron
552nd Air Control Wing
Tinker AFB, Okla.

NINTH AIR FORCE

Capt David Schuster
Lt Mike McFarland
SSgt Jack Hester
22nd Expeditionary
Air Refueling Squadron
Manas AB, Krygz Republic

A1C Christopher A. Mitchell
376th Expeditionary Logistics
Readiness Squadron
Manas AB, Krygz Republic

SSgt Thomas Snively
817th Expeditionary
Airlift Squadron
Manas AB, Krygz Republic

22nd Expeditionary
Air Refueling Squadron
Manas AB, Krygz Republic

USAFWC

Maj Jon Kalberer
USAF Weapons School
Nellis AFB, Nev.

SSgt Seth H.E. Blanck
57th Component
Maintenance Squadron
57th Wing
Nellis AFB, Nev.










TSgt Phillip A. Ozment
57th Component
Maintenance Squadron
57th Wing
Nellis AFB, Nev.

Capt Kristof Sills
433rd Weapons Squadron
Nellis AFB, Nev.

Capt Jack R. Arthaud
433rd Weapons Squadron
Nellis AFB, Nev.






FY08 Aircraft

As of April 1, 2008

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

FY08 Ground

As of April 1, 2008

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



= Fatal



= Fatal due to misconduct

FY08 Weapons

As of April 1, 2008

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

Aircraft Notes

Unfortunately, the last 2 months have been busy for ACC. In February, a B-2A bomber was destroyed following successful ejections by the crew; two F-15Cs were destroyed following a midair collision with only one pilot successfully ejecting; then in March, a B-1B sustained Class A damage when it rolled into Crash-Rescue vehicles following an emergency egress by the crew. These mishaps are currently under investigation, but, this goes to show that the business we're in is a dangerous one. Take a moment to reflect on how you go about conducting daily operations. Ask yourself: "What does my ORM say?" "Am I looking outside and clearing my flight path?" "Am I ready to fly this sortie?" Make sure when you strap into your jet, you're bringing your "A" game.

Ground Notes

ACC finished the last half of FY08 with the lowest number of Class A mishaps since the inception of the command. There were two PMV4 mishaps, one PMV2, one sports and recreation, and one miscellaneous mishap. Alcohol, speed, and experience continue to be cause factors in these fatal mishaps. As we enter the 101 Critical Days of Summer, watching out for your Wingman needs to be a top priority for all leaders, supervisors, coworkers, and friends.

Weapons Notes

Since the last issue of The Combat Edge, ACC has experienced three weapons mishaps. All were missile mishaps but the type varied between Cap-9, AGM-65 and CATM-120. Causes for the mishaps vary as well. The Cap-9 had a broken radome but the cause is unknown. AGM-65s were dropped by personnel removing them from a trailer. The CATM-120 was dropped because of an unserviceable piece of handling equipment. To eliminate these types of mishaps, it's important to perform spot inspections on munitions movements and use daily inspections to ensure spotters and crew chiefs are paying close attention to their duties.

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

Symbols for Mishap Aircraft



Fleagle

WHAT'S ON THAT
SIGN ACROSS
TH' LAKE?

WHO CARES.

IT MIGHT BE
IMPORTANT.

DON'T WORRY
'BOUT IT, FLEAGLE.
LET'S FISH.

WELL, I NEED
TO KNOW.

OH, FOR
CORN SAKE

I'LL JUS' GET
CLOSE ENOUGH
TO READ IT.

WELL HURRY UP. THEY
WERE JUS' STARTIN'
TO BITE.

WELL, NOSEY NELLIE, CAN
YA READ IT NOW?

DANGER
SHALLOW
WATER

HARRISON

Congratulations

to the
following 2007
**Air Combat Command
winners!!**

UNITED STATES AIR FORCE:

CHIEF OF SAFETY OUTSTANDING ACHIEVEMENT AWARD FOR GROUND SAFETY

Category IV
33rd Fighter Wing
Eglin AFB, Fla.

CHIEF OF SAFETY MEDICAL ACHIEVEMENT AWARD

Capt Trisha Douglas
99th Aerospace Medicine Squadron
99th Air Base Wing
Nellis AFB, Nev.

FLIGHT SAFETY PLAQUE

33rd Fighter Wing, Eglin AFB, Fla.
552nd Air Control Wing, Tinker AFB, Okla.
388th Fighter Wing, Hill AFB, Utah
20th Fighter Wing, Shaw AFB, S.C.
357th Fighter Squadron
Davis-Monthan AFB, Ariz.
358th Fighter Squadron
Davis-Monthan AFB, Ariz.

MISSILE SAFETY PLAQUE

27th Fighter Wing
Cannon AFB, N.M.
33rd Fighter Wing
Eglin AFB, Fla.
83rd Fighter Weapons Squadron
Tyndall AFB, Fla.

EXPLOSIVES SAFETY PLAQUE

4th Fighter Wing
Seymour Johnson AFB, N.C.
33rd Fighter Wing
Eglin AFB, Fla.
57th Wing, Nellis AFB, Nev.
388th Fighter Wing, Hill AFB, Utah
27th Fighter Wing
Cannon AFB, N.M.
28th Bomb Wing

Ellsworth AFB, S.D.
366th Fighter Wing
Mt. Home AFB, Idaho

NUCLEAR SURETY PLAQUE
509th Bomb Wing, Whiteman AFB, Mo.

GROUND SAFETY PLAQUE
27th Fighter Wing, Cannon AFB, N.M.

NATIONAL SAFETY COUNCIL:

AWARD OF HONOR

Air Combat Command, Langley AFB, Va.
Ninth Air Force, Shaw AFB, S.C.
1st Fighter Wing, Langley AFB, Va.
49th Fighter Wing, Holloman AFB, N.M.
53rd Wing, Eglin AFB, Fla.
480th Intelligence Wing, Langley AFB, Va.
552nd Air Control Wing, Tinker AFB, Okla.

AWARD OF MERIT

20th Fighter Wing, Shaw AFB, S.C.

AWARD OF COMMENDATION

Twelfth Air Force
Davis-Monthan AFB, Ariz.
AF Information Operations Center
Lackland AFB, Texas
3rd Combat Communications Group
Tinker AFB, Okla.
5th Combat Communications Group
Robins AFB, Ga.

PRESIDENT'S AWARD LETTER

United States Air Warfare Center
Nellis AFB, Nev.
820th Red Horse Squadron
Nellis AFB, Nev.

