

January / February 2008

# Combat Edge

*Air Combat Command's Safety Magazine*

**Dangers  
OF  
EXTREME  
SPORTS:  
GIVING  
110%**



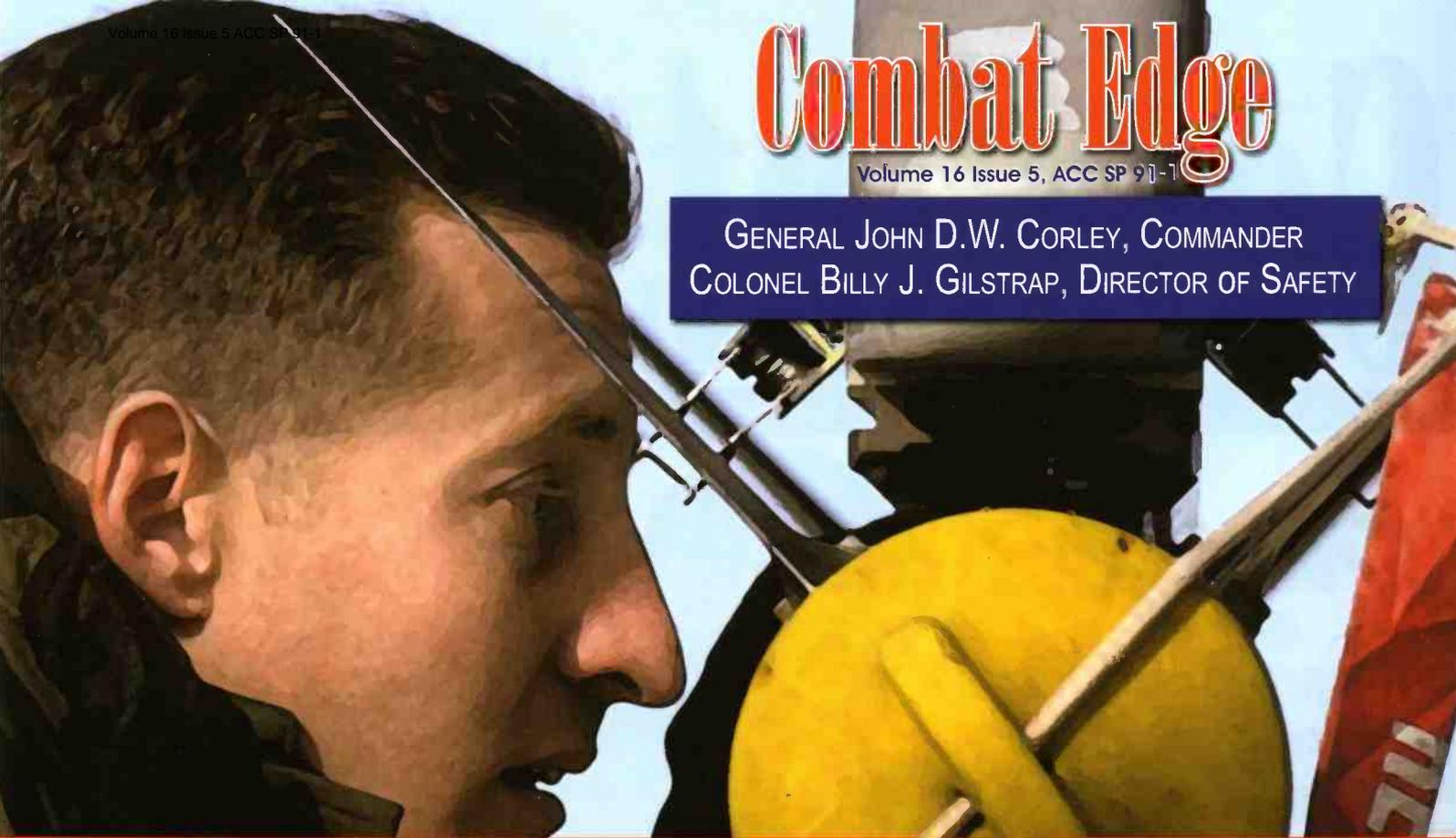
**Having "just a couple"**

**is  
ruining  
careers!**

# Combat Edge

Volume 16 Issue 5, ACC SP 91-1

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



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# ACCent

## ON SAFETY

### Are you a Leader?

The Air Force is looking for good leaders. Are you up to the task? A recent study defined leaders as those who “arouse, engage, and satisfy the motives of followers” to “realize goals mutually held by leaders and followers.” You can be a leader in whatever you do simply by motivating those around you to succeed. So what does this have to do with safety?

A study published in the *Journal of Occupational Health Psychology* highlights the impact leaders have on employee safety. As expected, the study found that safety-related mishaps decreased when their leaders actively promoted safety. These effective leaders took an active and inspirational approach to safety issues, served as models of sound safety behavior, and encouraged others to work in a safe manner. Interestingly, leaders who had a passive safety attitude didn't just have a neutral effect on safety – they actually had a detrimental one!

While the study focused specifically on people in leadership positions, all of us can fill the role of “leader” depending on our situation. Safety issues exist not just at the workplace, but in everyday life – an athletic event, a social gathering with friends, even just a leisurely neighborhood drive to get some groceries. We can influence those around us by how we act and react to situations around us.

Two recent events in Air Combat Command illustrate the critical role leaders have in fostering a culture acutely focused on safety. These highly visible incidents, which reflected poorly on the hard-working Airmen of our Air Force, could have been averted. In the first incident, there were breakdowns in leadership and safety awareness at multiple levels resulting in significant property damage from a range fire; the second incident resulted in the unauthorized transfer of nuclear weapons.

As the Commander of ACC, I want to reinforce the continuous use of safety practices in everything we do. Whether at home or deployed, we must keep safety awareness in the forefront to preserve our valuable combat assets – not just our aircraft and equipment, but those who fly, maintain, or support them. Each of you fills a vital role in these operations. We can't afford the loss of even a single Airman.

I call on all of us to be active in cultivating a positive, influential safety conscious culture – our Air Force requires it and our Airmen's lives depend on it.



**GENERAL JOHN D.W. CORLEY**  
Commander

# I ONLY HAD

by Mr. Tim Edwards, Seymour Johnson AFB, N.C.

**A**s a ground safety manager, I've been alarmed at an increase in Air Force Driving While Intoxicated (DWI) incidents. Why are DWIs on the rise in the Air Force? Well as everyone should know, there is no one single answer to this question. However, the information and consequences are no secret to anyone. This issue has been in the front lines for years and laws have been in place and publicized across the board. However, recently a small piece of the pie that might answer this question has come to my attention. The major incriminating fact that sticks out among most convicted DWI offenders is the Blood Alcohol Test (BAT). And despite what you might think, it does not take much to get a legally intoxicated BAT.

A BAT level of .08 to .12 is all it takes. It's the number one reason a person gets convicted. What does this mean to the average Air Force member? If you drink between one to four beers, you will blow a BAT that can result in a conviction.

A person who thinks they are O.K. to drive is usually what's called a casual or social drinker. This concept describes many of us. You know the one who has a couple of drinks with dinner or after work. After a few, you don't necessarily feel drunk, but legally many of you are impaired enough to be convicted for drunk driving. If you've had a few beers and you're thinking "I can drive home," remember it's a drunk person talking.

This false sense of security after drinking "only a couple" is ruining careers. Not long ago, a fellow coworker of mine went out for a night on the town. He had lined up a designated driver for the night and things were going good. When it came time to leave, however, the car they were driving had a flat tire in the parking lot. During the process of changing the tire, a local police officer came up to offer assistance. My coworker was, by this time, feeling like he could drive because he had only had "a couple" during the evening.

Out of curiosity, he asked the officer if he could blow in the alcohol tester just to see what his BAT was. The officer was more than happy to accommodate and pulled the meter out of the trunk. After going through the proper instruction, my friend blew into the meter and it read out .14—legally drunk!

The BAT took him by total surprise. He thought he was fine based on his actions and past habits. You see it only takes "a couple" to get you into that little known buffer zone of trouble. A BAT of .08 is not much to work with and it's not worth a career to chance it.

So the next time you have "a couple," think about my coworker. Develop a safety plan to get where you are going and stick to it. Your career, family life and your life, are all riding on your decision. By not drinking and driving — even when you've only had "a couple," you will help make the roads safer and cut the DWI rate — and in the end, go home and not to jail. ✨

**"This false sense of security after drinking 'only a couple' is ruining careers."**

# A COUPLE

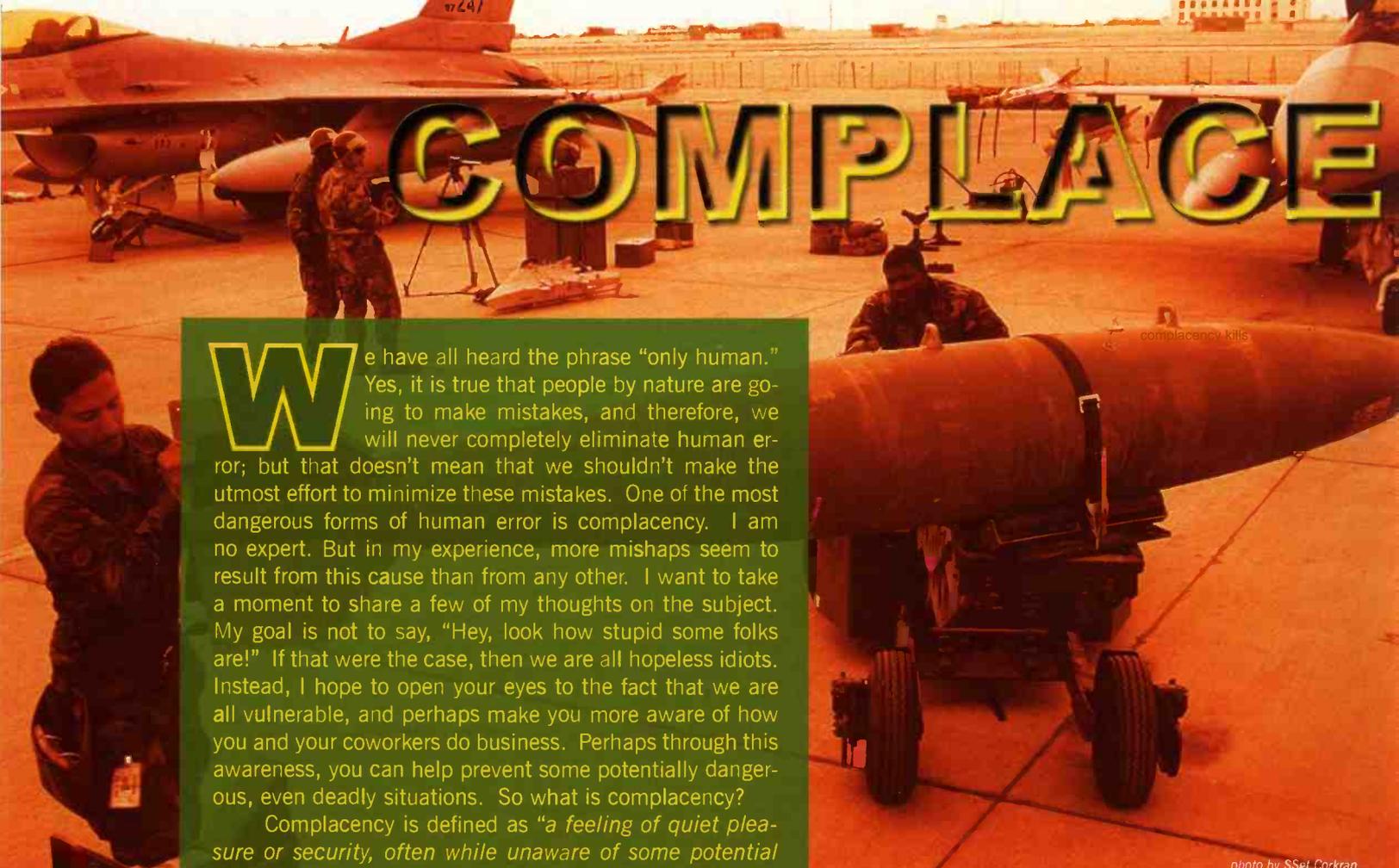
The background of the page features a dark blue color scheme. At the top, the title 'A COUPLE' is written in large, yellow, outlined letters. Below the title, there are stylized white snowflakes of various sizes. In the center, there are dark blue silhouettes of a man and a woman standing at a bar. The woman is on the left, wearing a dress and holding a martini glass. The man is on the right, wearing a suit and holding a martini glass. In the background, there is a white silhouette of a city skyline with several buildings of varying heights. The overall aesthetic is modern and graphic.

## Alcohol-Related **FACTS**

(as of 2005)

- Alcohol-related motor vehicle crashes **KILL SOMEONE EVERY 31 MINUTES** and non-fatally injure someone every 2 minutes.
- During 2005, **16,885 PEOPLE IN THE U.S. DIED** in alcohol-related motor vehicle crashes, representing 39% of all traffic-related deaths.
- Each year, alcohol-related crashes in the U.S. **COST ABOUT \$51 BILLION.**
- More than half of the 414 child passengers ages 14 and younger who died in alcohol-related crashes during 2005 were **RIDING WITH THE DRINKING DRIVER.**
- Of the 1,946 traffic fatalities among children ages 0 to 14 years, **21% INVOLVED ALCOHOL.**

*courtesy of Centers for Disease Control and Prevention*



# COMPLACENCY

**W**e have all heard the phrase “only human.” Yes, it is true that people by nature are going to make mistakes, and therefore, we will never completely eliminate human error; but that doesn’t mean that we shouldn’t make the utmost effort to minimize these mistakes. One of the most dangerous forms of human error is complacency. I am no expert. But in my experience, more mishaps seem to result from this cause than from any other. I want to take a moment to share a few of my thoughts on the subject. My goal is not to say, “Hey, look how stupid some folks are!” If that were the case, then we are all hopeless idiots. Instead, I hope to open your eyes to the fact that we are all vulnerable, and perhaps make you more aware of how you and your coworkers do business. Perhaps through this awareness, you can help prevent some potentially dangerous, even deadly situations. So what is complacency?

Complacency is defined as “a feeling of quiet pleasure or security, often while unaware of some potential danger, defect, or the like...” (Dictionary.com). We have all said, either outwardly or to ourselves, “I’ve done this so many times, I can do it in my sleep.” We get so bored with repetitive tasks that we just engage autopilot, and free our mind for more important thoughts, or more typically, to engage in more interesting conversation. Case in point: A load crew, consisting of Team Members (TM) #1, #2 and #3; was tasked to load six BDU-33 practice bombs on a SUU-20 dispenser-equipped F-16 at night. TM #1 (supervisor), as part of his safety brief, conveyed to TM #2 and #3 the importance of maintaining support of the bomb at all times until the bomb is locked in and the mechanical safing pin is installed. After performing safing/prepping procedures, TM #2 and #3 began loading while TM #1 reviewed the checklist. TM #1 overheard, mingled with the typical rhythmic rattling and clanking sounds of the operation, a casual conversation, which suddenly silenced at the sound that sends chills up the spine of any weapons loader — steel impacting concrete. TM #1 turned around to see TM #2 frantically scurrying toward the other side of the aircraft, while TM #3, frozen in sheer terror, held the bomb nose down on the concrete with the tailpipe pointed directly at his own face. Questioning later revealed that after TM #2 locked the bomb in, he thought he saw TM #3

complacency kills

photo by SSgt Corkran

photo by SSgt Corkran



**“One of the most dangerous forms of human error is complacency.”**

# COMPLACENCY KILLS

by TSgt Tyler W. Foster, Mountain Home AFB, Idaho

**“We get so bored with repetitive tasks that we just engage autopilot, and free our mind for more important thoughts, or more typically, to engage in more interesting conversation.”**

Courtesy photo

photo by SrA Matthew Hannen



install the mechanical safing pin, then lower his hand momentarily to reach for a flashlight. TM #2 let go of the bomb out of habit, as the rhythm of the operation normally flowed. TM #3, however, had not fully seated the pin because the bomb was not fully locked in, and he could not clearly see the pin hole. As Murphy's Law dictates, the dispenser momentarily held, and then released the bomb. TM #3 instinctively attempted to avert disaster by grabbing the bomb by the tail fin assembly in mid-plummet. As the laws of physics dictate, the attempt was unsuccessful. Fortunately, the safing block was installed in the bomb and functioned as designed, preventing injury (loss of face, but only in the literal sense). Sorry, no gory details here. This chain of events, however, could have concluded with disastrous results. This is only one of many close calls that I have witnessed (or participated in), which were directly influenced by complacency. Luckily for me, none have resulted in death or major injury. Too many others haven't been so fortunate.

When working with explosives, there is no level of skill which negates caution, and no provision in the human blueprint for an autopilot switch. The nature of our work demands that we maintain a constant state of situational awareness and make every step a deliberate one. Will we ever eliminate complacency? No; after all, we are only human. But if we understand the potential consequences and have a little more respect for our line of work, we can do a lot more to minimize it. Stay on your toes! ✈



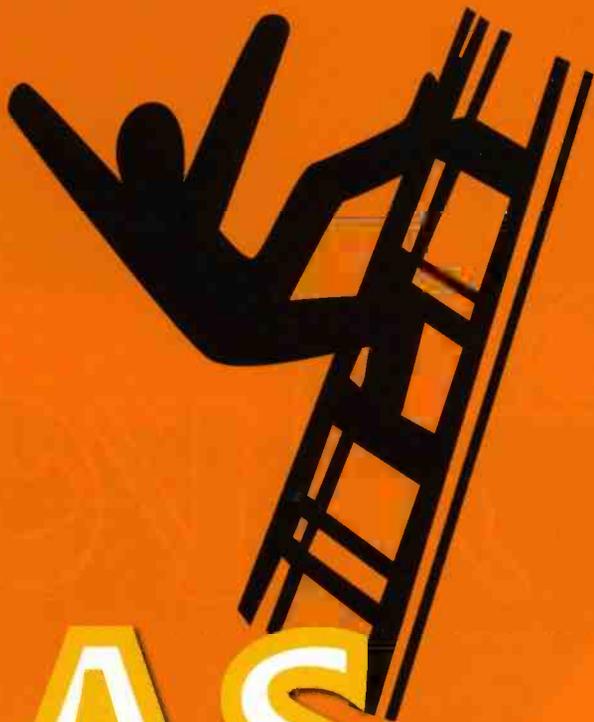
# THERE I W



day three of a 45-day TDY to Nellis AFB for yet another Red Flag. By all accounts, it was to be just another flag.

Crazy hours, maintenance putting up sorties and pilots flying to bring home the honor for their squadrons. For those of you that haven't experienced a Red Flag, picture several miles of concrete with all types of air frames from all around the world. The ops tempo is insane, and the competition very thick. Squadrons from our sister countries like Britain, Germany, and Spain all come to compete. It is a very well orchestrated chaos both on the ground with maintenance, and in the skies by our pilots. As I mentioned, I was on day three of this TDY, and to be honest, I could not shake a bad feeling that had overcome me. The day started at about 0400 for us weapons folks. After getting jets prepped for the first go's at 0600, we all piled in our expeditor truck to be on call for red balls, and to give the crews a much needed break in some air conditioning. The only noise in the truck was from the LMR radio, and the jets JFS' as they started up. One after another, line after line was starting up. For those of you that haven't experienced, this it is a very powerful symbol to hear so many jets starting up at the break of dawn. It was the Air Force in all her glory. All was going rather well, until a call came through for blue-6 to respond to a red ball on an Aim-9 missile. Now this was a typical call for us in weapons, so we responded in our usual sense of urgency. When we arrived, one of our young troops wanted to handle the red ball so he can begin getting experience handling such calls. Both I and the expeditor looked at each other and agreed that it would be a great time to let him spread his wings. So off he went to talk

to the pilot. As it turned out, the red ball was for a broken canard spring on the LAU 129 launcher. In the weapons world, that is one simple fix. A spring could be replaced and the jet on its way in 5 to 10 minutes. So our young apprentice came back to the truck, informed us what the problem was, and proceeded to get the needed equipment to make the repair. Of course we were not going to let him go out there by himself, so we decided to send another five-level with him, while we looked on the situation from inside, monitoring the radio for other calls. They were doing great; safe for maintenance was accomplished, the equipment and tools were set up, job guide out. The work commenced and we noticed that it was taking a bit longer than usual; both of them were having a hard time. At that moment, a call came through that high winds were expected, and shortly thereafter another call came thru from pro-super asking the status of the jet. I decided to get out and assess what was going on while the expeditor answered the radio call. As I came up on the jet, I was informed that the tool they used to "jam" in the barrel assembly to help remove the screw holding the spring on was jammed. So as to not let the situation get worse by stripping the screw, I decided to take a look at it. Looking back, right from the start I should have noticed that the ladder was not set up in front of the work to be performed. It was slightly to the rear of the job, and that right there should have triggered me to stop what I was doing. As I climbed up and chose to ignore the ladder situation, I noticed that the young Airman used the wrong tool to insert into the barrel assembly. The proper tool was a brass punch, and he decided to use a scribe. Big mistake, at least for me it was. As I leaned over to view the situation, I saw the jammed



# IAS

by TSgt Edwin Santos, Eglin AFB, Fla.

scribe and commenced to give it a slight wiggle in hopes of breaking it free. Upon my second attempt, I had a firm hold on it and started wiggling it (remember those high winds?). Guess what; right at that moment they hit, and they hit hard. As luck would have it, the winds were strong enough to shift the ladder out from under me, and back I fell. Guess what came with me in my hand? Yep — you guessed it — the scribe. As I hit the ground, my hand was in perfect alignment with my face, and as I came to an abrupt stop on the concrete, my hand still had momen-

agreed that waiting on an ambulance was not the thing to do. From that point, I went through several surgeries, and could not leave Las Vegas until medically released by my civilian doctor. **It was 2 months of hell that this incident caused me, and the damage done to my eye could not be repaired.**

The lessons taken from this incident for me range from proper tool usage, job guide adherence, and most importantly, PPE usage. All these safety requirements are in place for your protection. I know that sometimes it is

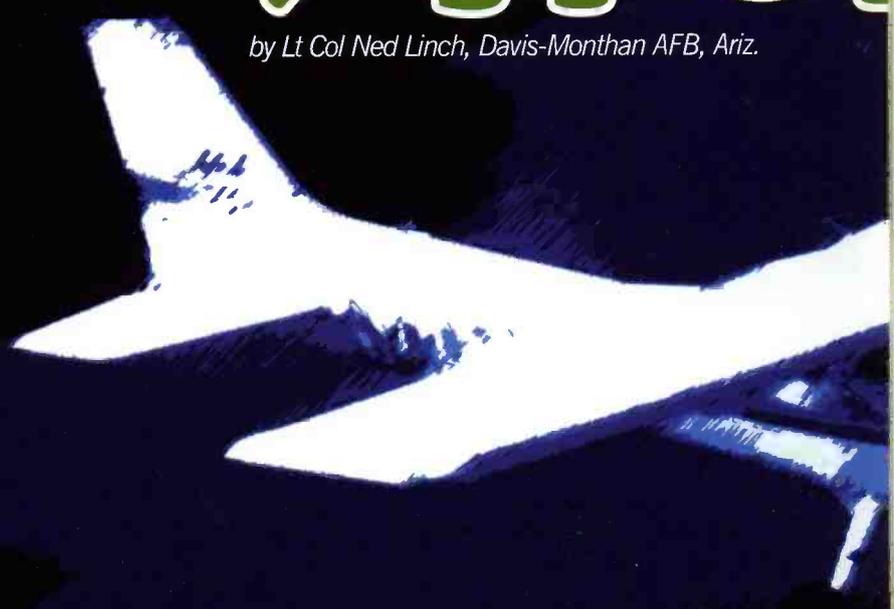
**“Do not risk yourself or your coworkers just to gain a minute of time, believe me, it just is not worth it.”**

tum and came to a stop as it hit my eye. All I remember was seeing stars, then pain. My expeditor and close friend ran out of the truck as he saw all that went on. I managed to get up, and I realized that the scribe was protruding from my eye. However, as I moved to stand up, the scribe fell out. I told the expeditor at this point that the scribe did actually pierce my eye, and his response was “let me see.” I will never forget the expression on his face when I removed my hand from my eye. It was an expression of terror, and the next words that came from his mouth are not fit to print here. He grabbed me, ran me to the truck, told everyone to get out, and took off to the E.R. We both

just easier or convenient to ignore them, but as I can attest to, it just is not worth it. It has been several years since my incident, and to this day my vision is not right. Light sensitivity, severe headaches, and poor vision are the lasting effects of a momentary lapse of safety judgment. If I may give some advice to all no matter what AFSC, military service, or civilian, is to engrain safety into your work ethics. Both safety and work can coexist, and the benefits are abundant. **Do not risk yourself or your coworkers just to gain a minute of time, believe me it just is not worth it.** ✦

# SEE and AVOID

by Lt Col Ned Linch, Davis-Monthan AFB, Ariz.



SEEandAVOID  
.org



“Actually, the  
should be  
**YOU, THE  
AVIATORS**  
looking for  
share the sky

# ID!



the question  
directed at  
**MILITARY**  
.. are **YOU**  
me as we  
ies safely?"

# A

As a general aviation pilot, I fly through Military Operating Areas (MOAs)! Since I use my GPS moving map display, I can fly right along the border of a restricted area. I've even flown across the entire USA without talking to a soul. I fly direct to save time and gas and yes, I'm 100 percent legal. You might be thinking that I am a cowboy aviator, but you are wrong — I fully fly and maintain my aircraft well within Federal Aviation Regulations, using airmanship skills developed and honed as a USAF fighter pilot. Because of this, I'm more likely to go above and beyond what a typical general aviation pilot would do to stay out of your way.

Actually, the question should be directed at you, the military aviators . . . are you looking for me as we share the skies safely? I know a lot about you since I fly the F-16, but do you know much about me, the civilian aviator in my light aircraft? I fly an experimental aircraft with a 23' wingspan at 150 knots. My aircraft is difficult to see both visually and on your radar. Sometimes I fly in formation with several aircraft — from fingertip to 6,000-9,000' line abreast with an altitude split . . . or I'm single-ship doing aerobatics. I'm usually flying between 3,000' and 10,000' as I fly across the country. I would expect other light singles to be around the same altitudes, following roads and at speeds between 100 and 250 mph too. For light twins, expect them to be in the mid-teens. I hope you're visually looking for me and not just depending on your radar to find me and my friends.

However, regardless of your ability to find me and your situational awareness, I'm looking for you! When available, I utilize flight following with ATC. I fly below your Air-to-Air floor, and I check [www.SeeAndAvoid.org](http://www.SeeAndAvoid.org) for current MACA information related to your base. But, not all civilian aviators are looking for you! A high percentage of civilian pilots are not aware of MOA/military airspace information for a variety of reasons — lack of training, lack of information available, attitudes toward military airspace and/or an ineffective MidAir Collision Avoidance (MACA) programs at your base!

# HOW TO SEE AND AVOID ME AND MY FRIENDS

## 1. Clear your flight path!

If you're craniums down below 18,000' and focused on one of your cockpit gadgets, ensure your Wingman is looking for threats — especially in your MOA, anywhere near major highways and/or anytime near a small airport. Sounds like common sense but it's easy to get a "helmet fire" and spend more time looking in than out.

2. Utilize flight following when cross-country (XC) or returning to base (RTBing) from the range or MOA — but don't count on ATC to save you.

3. Plan on civilians blasting through your MOA as a general rule of thumb and have a plan for your knock-it-off (KIO).

4. Don't intercept civilian aircraft unless specifically directed. I know it's tempting — but don't. Besides alarming the other pilot, you're most likely violating your own training rules.

5. Speaking of training rules ... AFI 11-214 states to KIO if "an unbriefed or unscheduled flight enters the working area and is detrimental to the safe conduct of the mission." This does not clear you to intercept the aircraft, dust him off, fly across his nose and/or expend flares. My recommendation is to stay outside 1 NM. The unbriefed aircraft is a nuisance to your flight but believe it or not, that aircraft has just as much right to the airspace as you do — you own the airspace only between you and other military aircraft.

6. Utilize sectional charts for mission planning especially if you plan to fly most of your mission below 18,000'. Sectional charts are useful references for actual boundaries of airfields, accurate special use airspace (SUA) boundaries and obstruction information (e.g., towers).

7. Comply with the FARs — speed and airspace restrictions... don't go blasting through controlled airspace after cancelling IFR as you enter a low level route.

8. Report all close encounters via a HATR form. In order for our system to better accommodate civilian and military traffic, there needs to be data to substantiate the agenda to push for safety related issues.



# HOW EFFECTIVE IS YOUR MACA PROGRAM?

Just because you have a MACA pamphlet doesn't necessarily mean the average civilian pilot has your information. Here are some recommendations to improve your program:

- 1. Put up a poster** — While MACA pamphlets are required to be in-place IAW safety AFIs, a large poster depicting your local military airspace and aircraft information could be a greater asset for your program. Pamphlets disappear quickly and not everyone has the opportunity or the time to read your information. But, a well displayed poster (like hanging over the weather computer) could supplement your pamphlet.
- 2. Utilize sectional charts** for your MACA products so you're speaking their language — a black and white "stick diagram" of your MOA and local airspace doesn't mean much to your average civilian pilot.
- 3. Web site** — The most effective way to disseminate your MACA information is via the [www.SeeAndAvoid.org](http://www.SeeAndAvoid.org) web site...a DoD-wide MACA web site started by the Air National Guard. [SeeAndAvoid.org](http://www.SeeAndAvoid.org) is now a fully USAF-endorsed, DoD-funded program. It is funded and endorsed by the Air Staff and the Air Force Safety Center. It's even been briefed on Capital Hill. All ACC units are required to upload their MACA information to this site to enhance safety awareness throughout the US. Lt Col Ed "Hertz" Vaughan has been instrumental in getting the [SeeAndAvoid.org](http://www.SeeAndAvoid.org) going with the national attention.

## Summary:

I know what it's like to be on both ends of a close encounter. With experience in fighters, experimental aircraft and airliners, I've seen a lot of near misses with other aircraft and in most cases, everyone was legal. The bottom line — be vigilant as you share the skies safely with everyone . . . your best friend could be the guy in the other aircraft. ✈

# Proposed BASH

**Y**ou know you really love the U.S. Air Force when you find yourself driving out to the base sewage lagoons at o’dark thirty to turn on the “bird scare” cannons as your buds, who are on the flying schedule, start turning over their motors for another day “slipping the surly bonds.” When I served as the Chief of Flight Safety for a fighter base over 10 years ago, I came to view the Bird Avoidance Strike Hazard (BASH) program as a war on birds. My former colleagues from the base wildlife management office probably cringe at this thought; however, they didn’t fly jets and go “beak-to-beak” with large flying animals in the pattern either.



photo by SSgt Samuel Rogers

# Program

by Lt Col Wayne L. Shaw III, Fort Hood AIN, Texas

This article will be a short and sweet relaying of my personal experiences with a few techniques in running a base BASH program — “war stories” if you’ll indulge me — intended mainly for wing Flying Safety Officers (FSOs). This article obviously doesn’t replace official guidance concerning minimizing and mitigating the risk from our flying, feathered friends; it’s just one old FSO thoughts on what worked and what didn’t based on over the 1-year you’re in a fighter wing Flight Safety shop. I hope it helps you as you develop your own “tactics, techniques, and procedures” (TTPs) at your own base and maximizes your limited time, funds, and assets for your BASH program which can take significant amounts of time away from other vital flight safety tasks.

The TTPs I’ll discuss are pyrotechniques, propane cannons, pellet guns, and remote controlled boats, all of which were recommended to our base by some highly paid consultants in this field. Many other techniques exist, but my entering ROE for this article is to discuss only those techniques for which I can say, “been there, done that.”

What guy doesn’t like pyrotechnics? The commonly available pyrotechnics which can be fired from a hand-held special purpose pistol worked extremely well in my experience. Although the effects were localized to about a 100’ x 100’ area and for only a few moments, 2-3 shots in fairly quick succession scares off a flock of waterfowl well. Aim at about a 45-degree angle over the center of the flock for the first shot. The results are great — especially

if you combine the different rounds of high-visibility red and high-pitched screamer green and can aim accurately enough to get a round into the flock as they’re doing their evasive maneuvers from the first round. This scares them enough that they will depart the area for quite a while.

These specially-designed pistols and pyro’ rounds are easily within a wing Flight Safety office’s budget to procure. If you want to keep your Wing Chief of Safety out of trouble (which of course you do) and keep your own Weapons Safety guys from shutting down your little pyro’ party, make sure you comply with the applicable weapons safety rules. Basically, you’ll need a secured ammunition storage locker for the Flight Safety office and one for the Flight Safety vehicle and ensure anyone who shoots the gun has been properly trained.

Ratcheting up the “war on birds” one notch can be accomplished with the procurement of specially designed propane cannons that ignite at selectable intervals and sound like a 12-gauge shotgun being shot (at o’dark thirty they look and sound more like a AAA piece!). If activated at the right time, i.e., when migratory birds are overhead looking for a place to land, they are extremely effective at convincing them that your airfield is NOT a good piece of real estate. They are effective against resident birds for only a day or two after which they will become acclimated to them and ignore them — despite the tremendous “whumph” they produce. (However, resident birds are not normally the problem from a BASH standpoint, migratory





courtesy photo



birds are.) Check with your base Air Force Wildlife Management personnel who can tell you when the optimum time for cannon activation is based on your base's problem migratory birds, time of year, changes to migratory patterns, proximities of large bodies of water, etc. Also, it will require more than one cannon most likely. Plan on about six cannons for a football field-sized area like a base sewage lagoon. For overall airfield use, plan on another five that you can move around every few days to prevent birds from becoming acclimated to their presence. You probably won't be able to justify purchasing this many all at once. You'll need to purchase enough the first time for them to prove their merit — just keep in mind a single cannon won't be sufficient for a "proof of concept."

Purchasing these "BASH cannons" represents a more serious investment — but it should still be feasible within a wing flight office's budget. If not, try to get them on

the Wing Commander's "Unfunded Requirements List" he or she always has to submit to their higher headquarters. Just the fact that you have them and are trying to use them represents a commitment to a safety investigation board should your base ever experience a serious bird strike mishap. Again, keeping your bosses out of trouble. These cannons are extremely effective but have sustainment issues: replenishment of propane gas, periodic maintenance, and storage since they are rather large.

So far I've covered the TTPs I'd recommend — next I'll discuss some TTPs I would not recommend but were experimented with at the suggestion of some high-priced civilian consulting firms in the process of selling their wares. The first of these methods is gas-powered pellet guns. This technology and technique was tried partly out of frustration with the progress in obtaining a "depredation permit" and partly as an incremental step towards implementing such

a permit in which the problem birds are hunted and killed. Although I had high hopes of geese running for cover and heading back to Canada when I fired my mighty "9mm" gas-powered pellet gun over their craniums, no such luck. The best results I observed were ducks diving a few inches into the water (I use that term loosely) only to re-emerge a few seconds later. Although I would have liked to target the birds directly, that was considered a violation of the existing wildlife management ROE. On the plus side, this technique was extremely low cost and had no significant sustainment issues. Nonetheless, concentrate your efforts elsewhere.

A second TTP that was fun but proved to be insufficient was another technique recommended by a consulting company. This "concept of ops" involved the use of Radio Controlled (RC) boats on my base's rather large sewage lagoons — large to a remote control toy boat anyway. My BASH TTP experiment involved



photo by SrA James Harper



courtesy p

two RC boats, one gas-powered and one electric. RC boaters normally have both, using the battery-powered boat to retrieve the gas-powered boat since the one's powered by the Cox-type gasoline engines can suddenly cut out in the middle of the lake and the battery-powered ones experience "graceful degradation." Use the gas-powered boat and steer it into the "center of mass" of the flock of birds. Expect to have to drive your expensive model boat into a close-in direct "attack" on the flotilla of birds. They will eventually get spooked and move a few yards but in my experience they never flew away completely as I had envisioned. I believe this method could work if you had a large number of RC boaters all simultaneously out at the base water source which is of concern to aircraft (e.g. lake, sewage lagoon, spillover, etc.) with sustained activity for an hour or so. Possibly a wing flight safety sponsored "RC Boating Day" set up and run by either MWR or the wing Flight Safety office

with approval and supervision by the base wildlife management office could prove this technique a low-cost, fun, BASH winner.

In summary, I stuck to only what I personally had the time and wherewithal to try during my stint as a wing Flight Safety chief. There are more techniques out there and I encourage others to write of their successes and failures since executing a BASH program is a lot more than having a "suitable for framing" BASH plan on the shelf. I highly recommend propane cannons and pyrotechnics, recommend RC boats only if you can amass large numbers of them at a time, and hope you'll never waste your time or money on pellet guns for BASH use. Other techniques my office never had the chance to execute while I was there but that were in the planning stages were RC airplanes and a depredation permit. I have been told that at bases where it has been tried, RC airplanes have proven to be a very effective technique. I personally believe

a "Base Bird Hunt" would be great for enhancing the Air Force's outdoor recreation programs while ridding the base of a nuisance and a threat to a multimillion dollar aircraft and priceless aircrew. However, proceed very cautiously along this route. People can be taken away in handcuffs if ALL the t's aren't crossed and i's not dotted with regards to implementing a depredation permit.

As I can well remember, there are a LOT of competing demands on a wing Flight Safety chief's time and energy: flying with the squadrons, mishap reports, mishap board member training, program management, spot inspections, and on and on. Hopefully, this article has been pithy with lots of "tooth" and little "tail" and will help you focus in on some TTPs that really work versus wasting your time. Lastly, get base operations to embrace their BASH responsibilities and perhaps you'll find yourself warming up a jet at o'dark thirty instead of a propane cannon. ✈

# 110 p e

by Capt Brian Bone, Peterson AFB, Colo.

110 percent

**S**ports and recreation, as well as motorcycle and automobile mishaps, have been the most common sources of injury and death per capita for several years in the Air Force, and

those under the age of 30 make up a disproportionate number of those injuries and deaths. I thought about this recently after experiencing my own near-statistic-making event.

There I was, about 10 miles into my usual Saturday 14-mile mountain bike ride through the high desert outside of Las Vegas. I had procrastinated a little that day because of 30 mph winds in the morning, so I didn't get on the trail until about 1530. Being the last weekend in January, shadows were already long, and I estimated I'd have to hustle through my hour-and-45-minute ride without the two rest stops I usually make in order to get off the trail before dark. Wearing all the proper Personal Protective Equipment (PPE) consisting of a helmet, gloves, shatterproof sunglasses as eye protection, and a windproof fleece jacket to

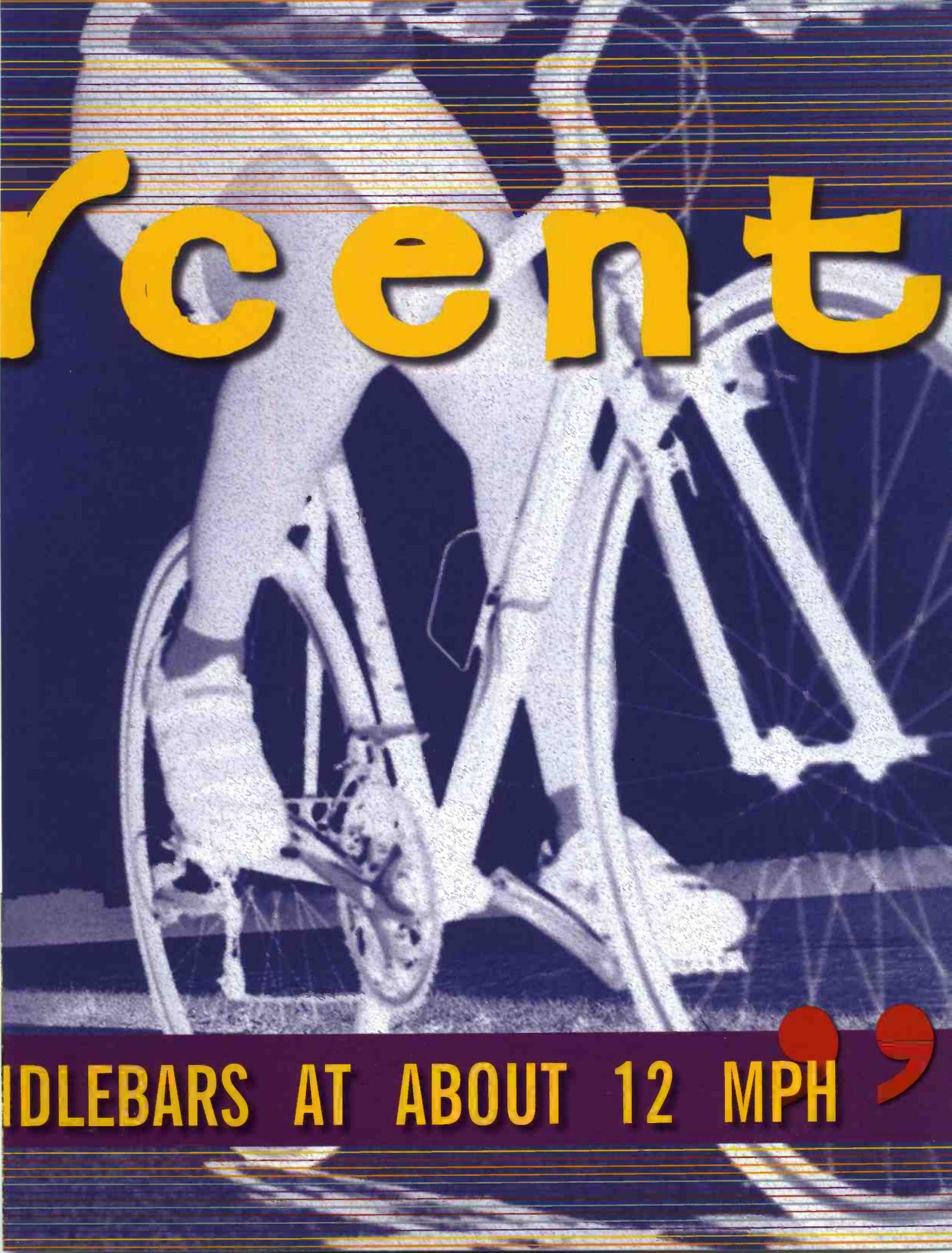
ward off the mid-30s wind chill, and having checked my bike over before leaving home, I was confident that my risk was as low as it could be. I wasn't concerned that there was only one other car besides mine in the normally crowded parking area until "it" happened.

I was in my groove, when bike, body, and mind are one, gliding through turns, taking little jumps and savoring the fraction of a second that feels stretched into a minute when my wheels leave the earth with the wind in my ears. But the long shadows shaded the trail while the terrain around me was bright with the evening sun. Not the best light to see minute terrain features. Another quick jump, and then that moment arrived that caused time to slow down — as I went flying over my handlebars at about 12 mph. Eight years of mountain biking experience kicked in, and I tried to roll as I was falling, but my feet were attached to the bike with specially designed shoes and pedals that made for more efficient pedaling. I hit the ground with my left shin and knee first, then hip, then shoulder. I

skidded maybe 3 feet, and I knew I was hurt and a long way from home before the dust had settled.

Lucky for me, the chill in the air, combined with the workout-induced endorphins in my brain, I wasn't feeling too much pain. A functional check of my shoulder, hip, and knee, and a quick inspection of my bike revealed everything was operational, so I got back on the bike and started off. My lower legs were the only area on my body that were exposed during my wreck; blood began to ooze and soak into my sock from a large patch of bloody shin, peppered with gravel as I began to work out the kinks. "It's just a flesh wound," I thought in my best Monty Python inner voice, as I picked my way down the trail back to my car, shaken at the thought of nearly having to spend the night in sub-freezing temps wearing only shorts and a fleece jacket with a concussion and a broken wrist ... or worse. "You're not a real mountain biker 'til you break your collarbone," an old salt once told me, but all things considered, I'd rather be considered a "poser," than a real mountain biker. What concerned

“ I WENT FLYING OVER MY HA



# Recent

MIDDLEBARS AT ABOUT 12 MPH

me more than the searing pain of rinsing out the wound with water and hydrogen peroxide, and picking gravel out of my shin was my attitude by the time I got back to my car. I was proud of my bloody shin. "Nice battle scar," I thought to myself, "too bad there's no one else around to admire it."

My next thought was about all the Class A mishaps we hear about at the Safety Council each quarter. Did these "kids," as I thought of them at my wise old age of 29, have the same arrogant thoughts I'd just had as they came away from some pucker-inducing, near-statistic-making, screw-up a week or two before they died trying a motorcycle trick on a back road after a party? Wincing as I dabbed antibiotic ointment on my shin, I considered the influences we're under as members of the United States Armed Forces and as young adults.

An image from a print ad featuring Nevada as The Adventure Sport Destination flashed in my mind: A man with bloody shin sits on a rocky hillside, head in hands, with his mountain bike in a twisted heap below him. Some catchy slogan with words to the effect of "Nevada: Not

for Pansies" is scrawled across the page, and seemed to suggest that if you weren't giving 110 percent effort to some death-defying hobby, you weren't really living. Airmen are constantly being bombarded with messages that tell them that they need to compete at the same level as the "professionals," but many newcomers don't understand the training, preparation, equipment, and experience it takes to safely participate in an extreme activity. For those of us who actually participate in "extreme" activities, we need to be better role models; heroes even.

Becoming more active is great if it gets you out from behind the TV or game system, but I think few will argue that "extreme" sport athletes are the gladiators of today, and many Airmen strive to be like them without understanding the countless hours in training put into becoming an extreme sports star. Many of us at the upper edge of the at-risk group have picked up these sports at an age where we understand our own mortality, but are overly confident in our body's ability to withstand the bumps, bruises, and punishment that come with a new extreme activity. As a result, many Airmen blindly approach a new activity expecting to make a few mistakes, patch up their scrapes, and successfully emerge from the crucible each

time able to push themselves faster, higher, and farther. Unfortunately, the number of injuries and deaths involving extreme sports, and activities continue at a steady pace, and will continue.

After some thought, I came up with a few things that I believe contribute to the extreme sports-marketing mentality that urges young adults (i.e., Air Force Airmen) in America to "give 110 percent, go fast, go hard, or go home," and which often ends in tragedy. Many prefer to challenge themselves in recreational pursuits that strengthen them as a person, so the stuff that stressed them out last week is no sweat after a weekend of doing, well, risky things. Unfortunately, the old adage "work hard, play harder to take the edge off" sometimes gets skewed; leading some

to believe that they are heroes among heroes and "just sharpening the sword" if they buy a 1,000 cc sport bike, and take it to 160 mph. Remember, Uncle Sam may put young men and women serving in the US Armed Forces in charge of maintaining and operating multi-million dollar weapon systems, but we're not invincible.

In summary, media influences, combined with the types of

**"Media influences, combined with the types of extreme sports and recreations we have grown up with, have created a culture that promotes unhealthy risk taking."**

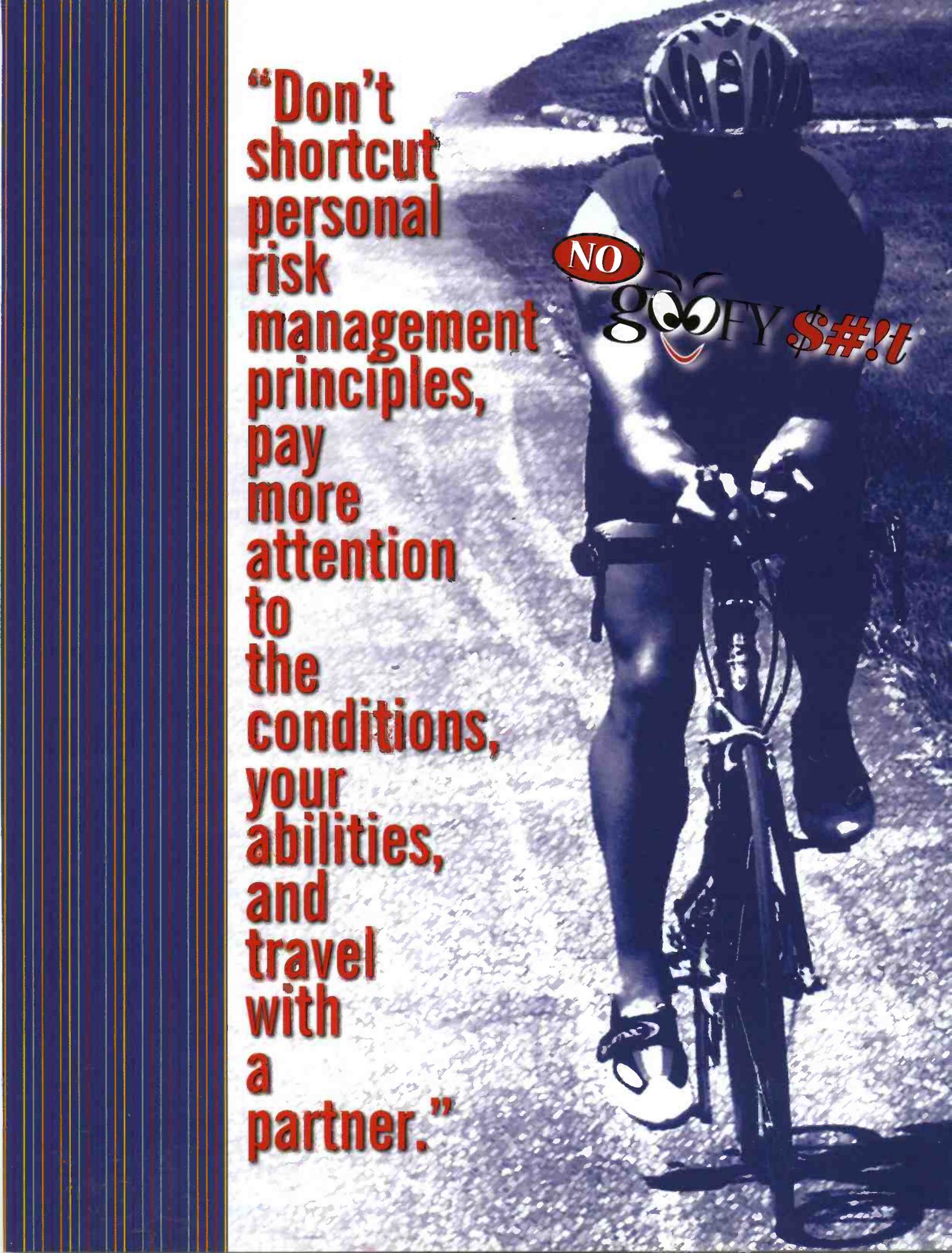
extreme sports and recreations we have grown up with, have created a culture that promotes unhealthy risk taking. With a little inspiration, and a lot of work, we can gain a better understanding of what makes extreme sports participants tick, and what can be done to keep them from taking unhealthy risks. I'm not a psychologist ... just a guy who received a wake-up call in the form of a bike wreck, had a thoughtful moment, and began to evaluate his attitude toward extreme sports. I believe one solution would be to apply the motorcycle mentorship approach to develop an off-duty mentorship program that utilizes risk management principles in order to get our young Airmen through their "extreme years." Unfortunately for me, the hardest and most painful lessons learned are the ones I've most taken to heart — but those are the lessons the Air Force can't afford.

Sharp-eyed marketing execs have hit the nail on the head with their efforts toward the extreme sports demographic, and their off-duty mishaps have received a lot of attention as a result. My lessons learned that I plan to apply the next time I go riding are: don't shortcut personal risk management principles, pay more attention to the conditions, your abilities, and travel with a partner. ✦

**“Don’t  
shortcut  
personal  
risk  
management  
principles,  
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more  
attention  
to  
the  
conditions,  
your  
abilities,  
and  
travel  
with  
a  
partner.”**

**NO**

**GOOFY \$#!t**



# MONTHLY AWARD WINNERS

## Flight Line Safety



AWARD OF DISTINCTION

**T**Sgt Curtis, SSgt Haiflich, SSgt Haber, SSgt Foy, and SrA Burns were performing F-16 fuel system maintenance supporting conduct of Operation IRAQI FREEDOM at Balad AB. They noticed a burning smell coming from the aircraft vicinity and began to search for the source. They opened an access panel in the nose of the aircraft and thick smoke billowed from the opening. They immediately summoned a nearby fire truck and began shutting down the maintenance operations. They quickly disconnected and evacuated the fuel truck to prevent potential collateral damage from the fire. They also quickly shut down all associated Aerospace Ground

Equipment (AGE) to prevent even further damage to flight line resources. With the AGE off, they started opening access panels and avionics bays to find the source of the smoke. They determined that the smoke was coming from a Programmable Signal Processor (PSP) box in the forward section of the aircraft. They identified an over current relay that had failed and was allowing the PSP box to energize and overheat. Later inspection of the heat damage to the interior PSP components revealed the PSP was close to igniting.



**TSgt Alton Curtis, SSgt Andy Haiflich  
SSgt Adam Haber, SSgt David Foy  
SrA Shaun Burns  
332nd Expeditionary  
Maint. Sq.  
332nd Air Expeditionary Wing  
Balad AB, Iraq**

## Aircrew Safety



AWARD OF DISTINCTION

**M**ission was planned as a HC-130P NVG low-level to a training airdrop, multiple tactical self-contained approaches, assault landings, and max effort take-offs. The crew found no discrepancies during their pre-flight walk around inspections and ground ops were uneventful. On takeoff and at approx 50' AGL, the crew encountered an uncommanded left roll. The pilot controlled roll by applying full right flight control deflection until reaching wings level. They climbed as fast as the aircraft would allow and coordinated with ATC to enter the local holding pattern. TOs were followed to troubleshoot the problem and to determine emergency actions. At safe altitude and airspeed, the crew displayed outstanding coordination conducting an aircraft controllability

check. Attempts were made to determine if the flight controls were binding or damaged and if a safe landing was possible. As the pilot released control pressure, the aircraft started an uncommanded immediate 7-degree per second left hand roll. The pilot quickly rolled to level flight to further troubleshoot the extent of the flight control problem. Because increased controllability issues occurred at lower airspeeds, the crew cautiously performed the before landing checklists. An Inflight Emergency was declared with ATC with priority clearance — landing was uneventful. Quick thinking/reactions of the crew coupled w/outstanding CRM led to timely analysis. Post-mission inspection found a failed aileron booster assembly which caused the flight control problems.



**Capt James Naugle  
Capt Michael Taylor  
SSgt Christopher Gleason  
TSgt Richard Woodruff  
TSgt Antonio Davis  
TSgt Brian McAfee  
A1C Jake Erion  
79th Rescue Squadron  
Davis-Monthan AFB, Ariz.**

## Ground Safety



## AWARD OF DISTINCTION

**S**rA Kummerfeldt designed and constructed a new Emergency Parachute Training (EPT) apparatus that enhanced training realism and safety. He proactively acquired safety mats nearly doubling the minimum requirements while safely training 150 aircrew annually. Airman Kummerfeldt expertly provided first aid for shock after a cutting accident and transported the injured person to the hospital that prevented possible loss of limb. He researched and procured poison ivy preventative and treatment items to protect 150 aircrew and support personnel. He evaluated water sur-

vival training helmets and concluded they were not adequate, so he ordered new helmets that reduce head injury risk. He incessantly developed personal recovery skills. He was chosen for an elite 5 BW search and recovery team to rescue local Airmen. He honed signal flare operating procedures and cleared foliage to enable one-arm operation. He implemented the use of a backboard for overland Combat Survival Training to prevent possible injuries. SrA Kummerfeldt also identified and replaced expired fire extinguishers.



**SrA David F. Kummerfeldt**  
5th Operations Support Squadron  
5th Bomb Wing  
Minot AFB, N.D.

## Pilot Safety



## AWARD OF DISTINCTION

**L**t Col Jens experienced a serious engine malfunction while flying an F-16 near Balad AB in support of Operation IRAQI FREEDOM. During counter mortar/rocket/IED operations over hostile territory, the master caution light illuminated. Col Jens noticed a "FUEL/OIL HOT" light and quickly consulted his checklist to analyze the problem. His analysis revealed no solutions from the cockpit with an immediate landing being his only recourse. He elected to retain his stores to avoid jeopardizing the safety of the personnel and facilities nearby. Keeping his stores forced him to land his aircraft at a heavy fuel weight with a full combat weapons load. Col Jens was aligned for a landing opposite the active runway direction when the problem was discovered. Due to the extent of his problem, he chose to land with

a 20-knot tailwind so as to recover prior to engine failure. Col Jens executed a difficult simulated flame-out landing in accordance with the checklist procedures. He landed successfully and executed a departure-end cable engagement to bring the aircraft to a stop. Once on the runway, a fire ensued and heavy smoke began to pour out of the aircraft inlet and exhaust. Col Jens recognized the fire, accomplished an emergency ground egress, and ran clear of the aircraft. Fire department crews extinguished the burning aircraft with multiple applications of halon and water. Further analysis revealed a serious and previously unseen malfunction of the aircraft oil and fuel systems. This malfunction could have led to seizure of the engine if he had not landed so expeditiously. Lt Col Jens' superior systems knowledge, proper analysis, quick action, and airmanship saved an aircraft.



**Lt Col Kevin J. Jens**  
4th Expeditionary  
Fighter Squadron  
332nd Air Expeditionary Wing  
Balad AB, Iraq

# MONTHLY AWARD WINNERS

## Unit Safety



## AWARD OF DISTINCTION

Workers in the 5th Maintenance Squadron identified several areas that were endangering their workers: Strontium Chromate levels that were 80 times above AFOSH standards; airborne particles that were 50 percent above occupational exposure limits; no sprinkler heads in exhausting ducts which could encourage fire proliferation throughout A/C dock; and inability to check airflow to know when dangerous conditions existed. Members of the 5 MXS initiated several improvements to increase safety. They increased the filtration bank size by 40 percent which allowed faster/constant airflow and replaced outdated motors. Chromate levels dropped well below AFOSH stan-

dards. A triple stage filtration system reduced atmospheric chromate discharge by 60 percent over the old single stage system. These improvements reduced hazardous waste and are projected to save \$11K annually in filter replacement. They increased personnel safety awareness by installing a new system that allows instant airflow checks. They also installed a fully integrated fire suppression system that eliminated the exhaust fire threat. They repositioned air supply fixtures to allow better breathing air/work flow and reduced imminent tripping hazards. They performed a light survey after booth modification and determined the new light configuration improved readings 15 percent. They upgraded to a Bullard breathing air pump. The added portability increases safety during organic coat-



ing applications. The placement of a new emergency exit allows rapid egress from the booth area. This reduced evacuation time by up to 50 percent. Their initiatives mean 20 lives are protected from cancer-causing agents and a frequent-use work center is now much safer.

**5th Maintenance Squadron  
5th Bomb Wing  
Minot AFB, N.D.**

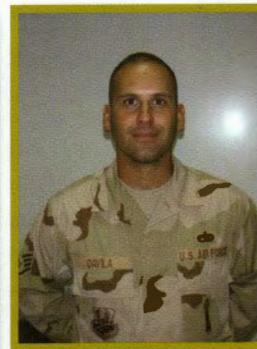
## Weapons Safety



## AWARD OF DISTINCTION

Sgt Davila and SrA Brennan were working in a Hardened Aircraft Shelter (HAS) at Balad AB, Iraq. They heard three loud pops and saw three MJU-7 flares ricocheting under a combat-loaded F-16CJ aircraft. Sgt Davila caught Amn Brennan's attention, and immediately turned off the connected aircraft power unit. They worked together to rapidly evacuate the HAS on both sides of the aircraft. Once all personnel exited the HAS, Sgt Davila began fire-fighting actions with a 150-pound Halon bottle. Burning flares were resting under the left wing of the aircraft with one just beneath two 500-pound bombs. Amn Brennan reacted quickly by unwrapping the fire extinguisher hose and trying to extinguish the flare. They realized they could not extinguish the flare

due to its magnesium make-up and high burn temperature. Instead, they used the pressure of the extinguisher to propel the burning flare away from the aircraft. Sgt Davila pointed out the second flare which had ignited the right main landing gear chock. By the same method, they sprayed the flare away from the aircraft to a corner of the HAS. They turned the extinguisher against more flames burning beneath an adjacent 370-gallon fuel tank. The third and final flare caught a nearby wooden pallet on fire less than 5 feet from an AIM-120 missile. As they doused the pallet, they propelled the final flare away from the aircraft and towards the other flares. Within a matter of minutes, all flares had ceased to burn and all residual fires were extinguished. No personnel were injured and no equipment suffered



damage thanks to their quick thinking. SSgt Davila and SrA Brennan saved the lives of 11 Airmen, a \$30M Block 50 F-16, and 12 electronic countermeasure pods.

**SSgt Yamil Davila  
SrA William F. Brennan  
332nd Expeditionary Aircraft  
Maint. Sq.  
332nd Air Expeditionary Wing  
Balad AB, Iraq**

## Crew Chief Safety



## AWARD OF DISTINCTION

**D**uring his meticulous execution of an F-16 Post Flight Inspection, SSgt Jagodzinski found a broken switch. The damaged switch, the Idle Throttle Reduction Toggle Switch, was lodged in the F-16 ACES II ejection seat. Wedged in the left crevice of the ejection seat, it endangered the seat ejection handle travel area. Left undiscovered, this would have jammed the ejection handle and compromised the entire ejection system. Due to the minute size and shape of the damaged switch pieces, finding and removing

these parts was difficult. Only through his keen eye and vast knowledge of the cockpit was he able to locate and retrieve all of the parts. His attention to detail quickly and effectively removed lives from eminent danger and saved valuable assets.

**SSgt Eric M. Jagodzinski**  
**388th Aircraft Maint. Sq.**  
**388th Fighter Wing**  
**Hill AFB, Utah**



# ACC SAFETY SALUTES SUPERIOR PERFORMANCE

### EIGHTH AIR FORCE

**Maj Mark Hopson**  
**Capt Keegan McConaughey**  
**1Lt Scott Graves**  
**Capt Chris Young**  
**SSgt Robert Howard**  
**SSgt Philip Thompson**  
**MSgt Derek Ronning**  
**A1C Nicholas Brown**  
**A1C Michael Masys**  
**A1C Jeremiah Gardner**  
**A1C Corey Miller**  
 55th Wing  
 Offutt AFB, Neb.

**Capt Cameron L. Warren**  
 11th Bomb Squadron  
 2nd Bomb Wing  
 Barksdale AFB, La.

**Capt Cameron L. Warren**  
**Maj Jonathon Beavers**  
**Maj Ryan K. Simpson**  
**Capt Jose L. Castaneda**  
**Lt Timothy P. Vanderpyl**  
**Lt Georges X. DeWilde**  
 11th Bomb Squadron  
 2nd Bomb Wing  
 Barksdale AFB, La.

**SSgt Larry A. Ebell, Jr.**  
 55th Wing  
 Offutt AFB, Neb.

**SSgt Troy D. Ellison**  
 552nd Air Control Wing  
 Tinker AFB, Okla.

**SSgt Steven R. Kornutiak**  
 9th Munitions Squadron  
 9th Reconnaissance Wing  
 Beale AFB, Calif.

### NINTH AIR FORCE

**SrA Candace Brown**  
 33rd Aircraft Maint. Squadron  
 33rd Fighter Wing  
 Eglin AFB, Fla.

**TSgt Stephen P. Putaski**  
 33rd Aircraft Maint. Sq.  
 33rd Fighter Wing  
 Eglin AFB, Fla.

**A1C Patric A. Senchuk**  
 4th Equipment Maint. Sq.  
 4th Fighter Wing  
 Seymour Johnson AFB, N.C.

**MSgt Christopher R. Wellman**  
 1st Fighter Wing  
 Langley AFB, Va.

### TWELFTH AIR FORCE

**TSgt Brian S. Pruett**  
 355th Operations  
 Support Squadron  
 355th Fighter Wing  
 Davis-Monthan AFB, Ariz.

### USAF WARFARE CENTER

**Maj David Gordon**  
**Maj Benjamin Kruggel**  
**Maj Gregory Bell**  
**Maj James Jones**  
**Capt Dana Johnson**  
**Maj Andrew Griggs**  
 49th Test and Evaluation Squadron  
 Barksdale AFB, La.



# MONTHLY AWARD WINNERS

## Unit Safety



## AWARD OF DISTINCTION

**2**nd Operations Support Squadron personnel are extremely active in preventing mishaps and preserving valuable assets. They discovered missing aircrew safety equipment during a post-flight inspection — averted foreign object hazard after aircraft was impounded. They prepared 22 aircrews for LNSI; fitted nuclear flash blinders/provided training. They inspected transient WST aircraft personnel chutes; lifted grounding condition resulting in a new weapon system getting tested on schedule. They identified incorrect emergency beacon activation plugs provided with a TCTO kit. They alerted HHQ and got the kit corrected. They relocated support equipment during a roof leak following a major storm to avoid exposure to electrical hazards. They performed unscheduled inspections on all section's fire

extinguishers finding 4 that were unserviceable. They determined the correct length of aircrew oxygen cylinder hose when repaired to prevent aircrew oxygen mask occluder valve failure — zero reports to date. They designed innovative chute closing tool; eliminated strenuous technique previously used cutting injuries to zero. They provided three designated drivers for the 2 BW annual SNCO induction ceremony — ensured a safe ride home for all. They developed shop tracking method for expired components; ensured no overdue drogue chute time change parts. They performed over 1K in-process inspections correcting procedural errors and ensuring the equipment was 100 percent serviceable.



**2nd Operations Support Squadron  
2nd Bomb Wing  
Barksdale AFB, La.**

## Weapons Safety



## AWARD OF DISTINCTION

**M**Sgt Harkins' experience and sound judgment prevented potential aircrew injury or aircraft damage. He was the Flight Engineer (FE) in the lead HH-60G, call sign Sting 1, on a 2-ship NVG sortie. While performing gunnery, Sting 2 experienced a malfunction in the right GAU-18/A .50 cal gun. Sting 2's FE was unable to "safe and clear" the weapon by opening the bolt to remove the jammed projectile. Due to the inability to clear the gun, the crew suspected a sheared casing which required further maintenance. The crew deemed the weapon safe to continue training with the intent of declaring a "hot gun" upon recovery. Sgt Harkins expressed his concern for the weapon's potential to fire and cause injury to Sting 2's FE. Based on Sgt Harkins' vast experience

of the GAU-18/A, Sting 2 decided to make an immediate recovery. Sting 2 declared an IFE for a hot gun, landed, and taxied to the revetments. 763 MXS Weapons personnel removed the right gun system and the aircraft taxied to parking without incident. Later investigation of the gun revealed a broken accelerator tip and the firing pin cocked behind a jammed projectile. As a result of MSgt Harkins' experience and awareness, he prevented a close call from becoming a mishap.

**MSgt Michael S. Harkins  
34th Weapons Squadron  
57th Wing  
Nellis AFB, Nev.**

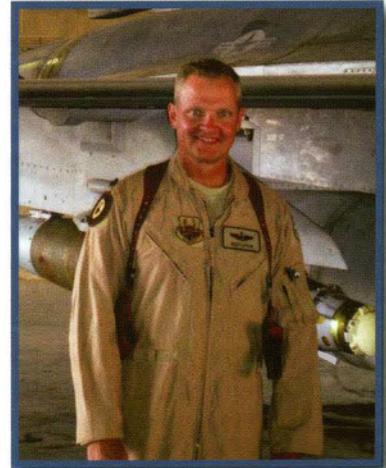
## Pilot Safety



## AWARD OF DISTINCTION

**M**aj Litvan experienced a serious engine malfunction while flying an F-16 near Balad AB in support of Operation IRAQI FREEDOM. During a routine systems check after air refueling over hostile territory, Maj Litvan noticed three engine Maintenance Fault List (MFL) codes. He immediately assessed his engine instruments and noticed that his oil pressure gauge indicated below normal. Maj Litvan compared his oil pressure indications with his wingman's to confirm the apparent abnormality. Consulting the F-16 Dash 1 checklist, he started to proceed to Balad while contacting squadron ops. 332 EFS ops supervisor conferred with maintenance, relaying that the MFLs indicated high & low oil pressure. With confirmatory indications of an engine oil malfunction, Maj Litvan maintained a 1:1 glide ratio to Balad. Maj Litvan assessed his aircraft as being above

an acceptable landing weight given he had recently refueled. Due to population density immediately under him, he flew to the alternate jettison area while maintaining the 1:1 glide ratio. He jettisoned his external tanks but retained 1,000 pounds of bombs to keep them out of enemy hands. Following his tank jettison, he flew a flawless Simulated Flameout Approach and landed uneventfully. Maj Litvan's superior systems knowledge, resourceful cockpit resource management, and airmanship potentially saved an aircraft. His actions also prevented injury to himself, Balad AB servicemen, and Iraqi civilians in the surrounding area.



**Maj Ronald S. Litvan**  
332nd Expeditionary Fighter Squadron  
332nd Air Expeditionary Wing  
Balad AB, Iraq

*Oops! Pardon our mistake in the Nov/Dec 07 issue of THE COMBAT EDGE magazine. The Unit Safety Award of Distinction winner went to the 966th Airborne Air Control Squadron and not the 963rd as listed in the Nov/Dec issue.*

## Unit Safety



## AWARD OF DISTINCTION

**T**he Flight Safety office is responsible for ensuring safety for ACC's largest programmed Flying Training unit. They implemented a FOD prevention of weekly FOD walks with their associated aircraft maintenance unit. Earned inaugural quarterly "Sentry FOD Award"—squadron made the greatest contribution to FOD prevention. They have maintained constant engagement with students; introduced pertinent safety topics to more than 700 students weekly. The safety briefing topics are included daily during mission planning briefings and weekly during hall calls. Initiatives developed instrumental in reaching new Airmen and instilling a career-long safety conscious ethos. The squadron SE publishes a weekly safety

newsletter that informs the 966 AACS on current safety issues and trends. The newsletter was recognized as a best practice and is disseminated throughout the wing's flying squadrons — wow! Developed a safety pamphlet for newly assigned Airmen; the pamphlet contains information that familiarizes new Airmen with local area hazards, flight line dangers/movement areas and AWACS-specific risks. It also includes guidance for approaching aircraft with engines running, Auxiliary Power Unit (APU) safety, and taxi procedures to name a few.



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

# QUARTERLY AWARD WINNER

## Weapons Safety



AWARD OF THE QUARTER

**T**Sgt Wilds led a team of 13 technicians, relocated 240K munitions items, and mitigated inherent risks to non-related civilians. He orchestrated the movement of 176 short-tons of munitions; completed project in 8 hours with zero mission impact. He safely received and validated the serviceability of \$26M of FY07 munitions. He solidified 13K aircraft sorties. Sgt Wilds performed 784 munitions movements and enabled 87 inspections which preserved the safety and reliability of a \$72M stockpile. He executed component deliveries for 134 MK-82 bombs for live fire training resulting in 68 pilots getting certified. Sgt Wilds designed a Master Storage Plan that streamlined the explosive stockpile process saving 15 man-hours monthly. He safely received and shipped 324 70mm Hydra rockets for the British.

Accomplished TCTO action on 1.1K hand frag grenades; validated safety mechanisms —ensured serviceability. Validated explosive limits on 26 facilities; identified/corrected six discrepancies. Expedited four emergency issues for Egress section; guaranteed uninterrupted wing operations and pilot safety. Sgt Wilds is a proactive supervisor who meticulously identified and initiated corrective actions on two ground safety discrepancies. He assisted the weapons safety office in calculating/applying Q-D criteria for new igloo construction project in MSA. He coordinated 49 unserviceable munitions shipments; effectively decreased explosive hazards to base personnel. TSgt Wilds trained 14 personnel on radioactive hazards of 30mm ammunition enhancing personnel awareness and safety. He performed monthly inventories on 33 structures and maintained housekeeping/safety on 3.9K munitions line items. He shipped



**TSgt Todd J. Wilds**  
355th Equipment  
Maintenance Squadron  
355th Fighter Wing  
Davis-Monthan AFB, Ariz.

270 30mm containers to depot without incident and reintroduced assets into AF inventory saving \$69.7K.

## Ground Safety



AWARD OF THE QUARTER

**T**Sgt Cilia was handpicked by COMACC as the investigating officer for a \$2.5M F-22 mishap and uncovered maintenance data that provided solid recommendations. His performance during two Air Combat Command Safety evaluations ensured the Safety Office passed with flying colors. He taught Supervisor Safety Training for three units that could not attend regular class dates including a Saturday to help a Reserve squadron. He conducts weekly safety inspections on new construction projects. His inspected projects include the construction work on 23 individual facilities valued at \$26M. TSgt Cilia conducted an in-depth risk

assessment prior to an ORE and passed the information to 20 CCs. He tracked training requirements and built a tracking system for the Chief of Safety to stay informed. As key inspector he identified and eliminated dozens of program management deficiencies and physical hazards. Unit follow-ups were completed in record time — all write-ups closed and contributed to a safer work environment. An exemplary safety mentor, he taught "Right Start" training and FTAC classes to new Airmen. He promotes seat belt usage by actively conducting weekly spot checks across the base to improve seat belt usage. First ever Langley safety brief VTC ... reached Langley Airmen with lessons from mishaps.



**TSgt Dominic A. Cilia**  
1st Fighter Wing  
Langley AFB, Va.

# Flight Safety



## AWARD OF THE QUARTER

**C**apt Thaler is an F-22 pilot and the Chief of Flight Safety at the first combat-ready F-22 base in CAF. He spearheaded the reigning "1 FW Team Excellence Award" winning Flight Safety. Capt Thaler has excelled as Chief of Flight Safety despite a 100 percent turnover during the fourth quarter and a 33 percent cut in Flight Safety personnel. He created comprehensive lists of 1 FW SIB candidates and ensured all candidates were trained and qualified for SIB duty. His acquisition of five new Flight Safety radios resulted in a 100 percent increase in in-flight emergency notification and response. He closed out over 15 reports in AFSAS; the highest number of 1 FW AFSAS closeouts in more

than 2 years. He investigated and completed final reports on four mishaps involving F-22s and F-15s. He created a revolutionary award tracking and submission process resulting in a 150 percent increase in the number of personnel recognized. Capt Thaler's efforts have led to 1 FW Flight Safety being recognized as the experts on the F-22 — his expertise was sought out by Elmendorf AFB and 3 FW leadership and he provided invaluable face-to-face lessons learned to the Holloman AFB Chief of Safety ahead of F-22 bed down. Because of his unmatched F-22 safety knowledge, he was handpicked by OG/CC to be the first F-22 Functional Check Flight pilot in the 94 FS. His unmatched safety program ensured the safe execution of over 10,000 sorties in FY 07.



**Capt Raymond R. Thaler**  
1st Fighter Wing  
Langley AFB, Va.

# USEFUL WEB SITES:

EMERGENCY EMAIL NETWORK: <http://www.emergencyemail.org/>

AIR FORCE SAFETY CENTER: <http://afsafety.af.mil/>

NAVY SAFETY CENTER: <http://www.safetycenter.navy.mil/>

OCCUPATIONAL SAFETY & HEALTH ADMIN: <http://www.osha.gov/>

NAT. HIGHWAY TRAFFIC SAFETY ADMIN: <http://www.nhtsa.dot.gov/>

NATIONAL WEATHER SERVICE: <http://www.weather.gov/view/nationalwarnings.ph>

NAT. FIRE PROT. ASSOC: <http://www.nfpa.org/index.asp?cookie%5ftest=1>

CHILDRENS SAFETY ZONE: <http://sosnet.com/safety/fire.safety.index.html>

MOST DANGEROUS ROADS: [http://www.msnbc.com/modules/tvnews/dtl\\_dangerousroads2005/form.asp](http://www.msnbc.com/modules/tvnews/dtl_dangerousroads2005/form.asp)

AAA TRAFFIC SAFETY: <http://www.aaafoundation.org/home/>

CONSUMER PROD. SAFETY COMM: <http://www.cpsc.gov/>

VOLUNTARY PROTECTION PROGRAMS: <http://www.vppcx.org/>

MIDAIR COLLISION AVOIDANCE: [www.seeandavoid.com](http://www.seeandavoid.com)

INSURANCE INSTITUTE FOR HIGHWAY SAFETY: <http://www.iihs.org/>

FOOD SAFETY: <http://www.weather.gov/view/nationalwarnings.php>

NATIONAL SAFETY COUNCIL: <http://www.nsc.org/>

ADDITIONAL RESOURCES FOUND ON: <https://www.mil.acc.af.mil/combatedge/>

## FY08 Aircraft

As of December 1, 2007

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

## FY08 Ground

As of December 1, 2007

	Fatal	Class A	Class B
8 AF	0	0	1
9 AF		1	0
12 AF	0	0	0
DRU*	0	0	0

 = Fatal     = Fatal due to misconduct

## FY08 Weapons

As of December 1, 2007

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

## Aircraft Notes

ACC experienced two Class A aviation mishaps and two ACC-gained Class A mishaps in November. An F-22A engine was damaged by FOD when a piece of the intake coating was ingested by the engine during flight. The damage was discovered during maintenance post-flight. An E-8 JSTARS aircraft was damaged during a hard landing while deployed to the AOR. The Air National Guard lost one aircraft and one UAV. An F-15C suffered structural failure and the pilot successfully ejected with minor injuries. An ANG-flown and ACC-owned MQ-1 was destroyed following a crash in the AOR. It's a new year so take the time to reflect upon the past year and make a committed effort to reassess your Operational Risk Management practices for the future. Know what risks you are taking and make sure there is a good reason for doing so. Happy New Year!

## Ground Notes

ACC suffered its first fatality for FY08 on 13 Nov 07 when a motorcyclist lost his life while operating a motorcycle at high speed through another mishap site. The motorcyclist succumbed to his injuries after striking three vehicles. Supervision need to impress on their troops the need to adhere to the principles of ORM, PRM and the Wingman concepts. We cannot afford another needless loss of one of our warriors.

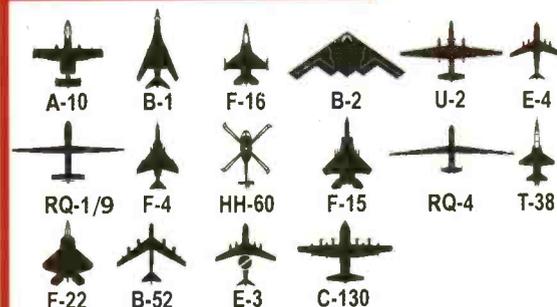
## Weapons Notes

We have had a pretty good start to FY08 as far as mishap stats go. However, we must stay vigilant in managing our mishap prevention programs. ACC has had some issues with mishap notification timelines, mishap message release timelines and recommendation closures. Even though we are using AFSAS we must follow the time requirements set forth by the directives for all mishaps. When in doubt, please look in the AFI and AFMAN for the timelines and, if all else fails, call the NAF. Make sure you are closing all of your open mishap recommendations. Thank you for all you do for weapons safety every day.

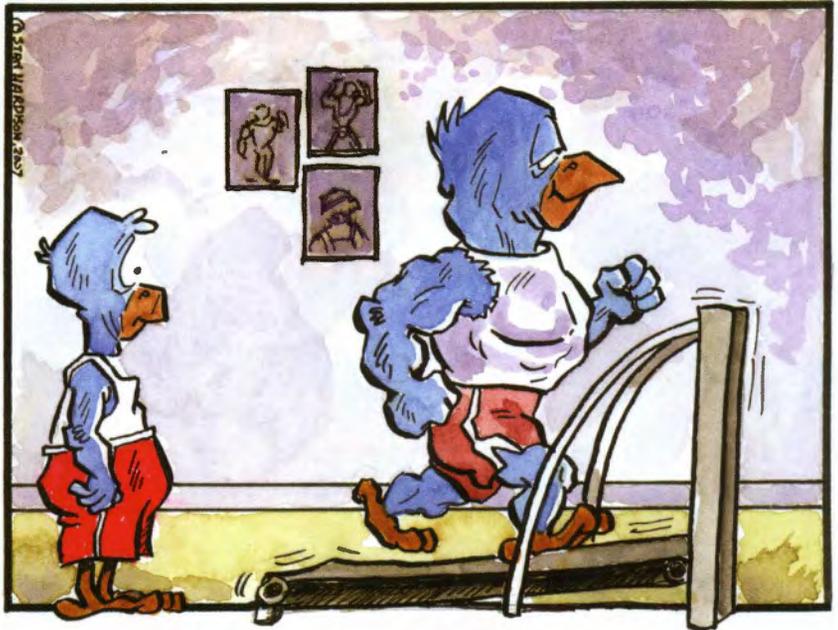
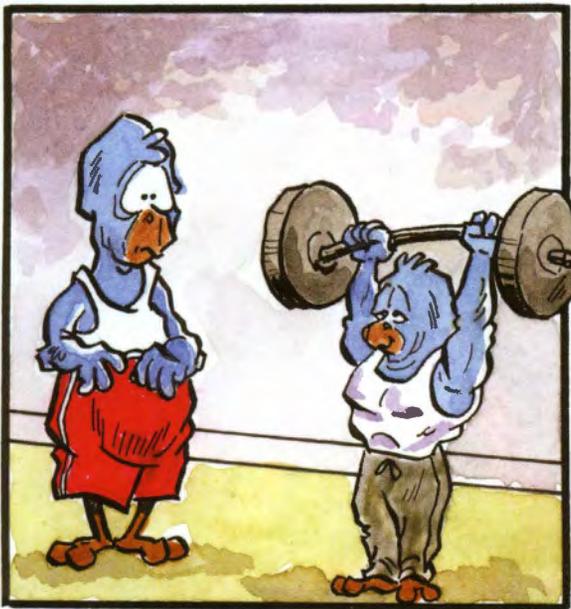
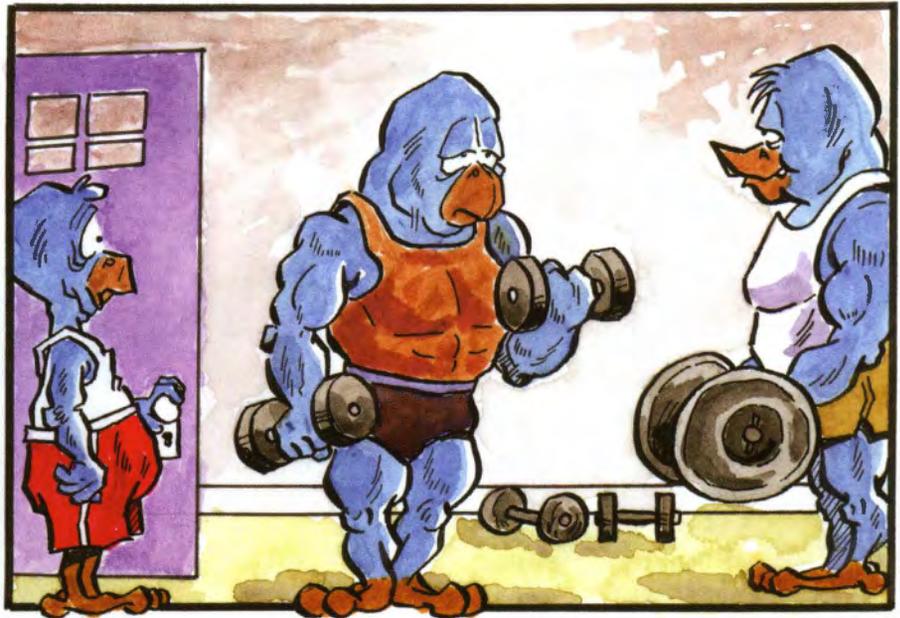
### Legend

- 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



# WINTER SURVIVAL KIT

## for your Car

By preparing your car in advance for winter emergencies, and by observing safety precautions during times of extremely cold weather, you can reduce the risk of weather-related health problems.

- Blankets
- First aid kit
- Can of waterproof matches  
(to melt snow for water)
- Windshield scraper
- Jumper cables
- Road maps
- Mobile phone
- Compass
- Tool kit
- Bag of sand or cat litter  
(to pour on ice or snow for additional traction)
- Tow rope
- Tire chains (in areas with heavy snow)
- Collapsible shovel
- Bottled water
- High-calorie canned or dried foods + can opener
- Flashlight + extra batteries
- Emergency tire repair kit
- Emergency flares