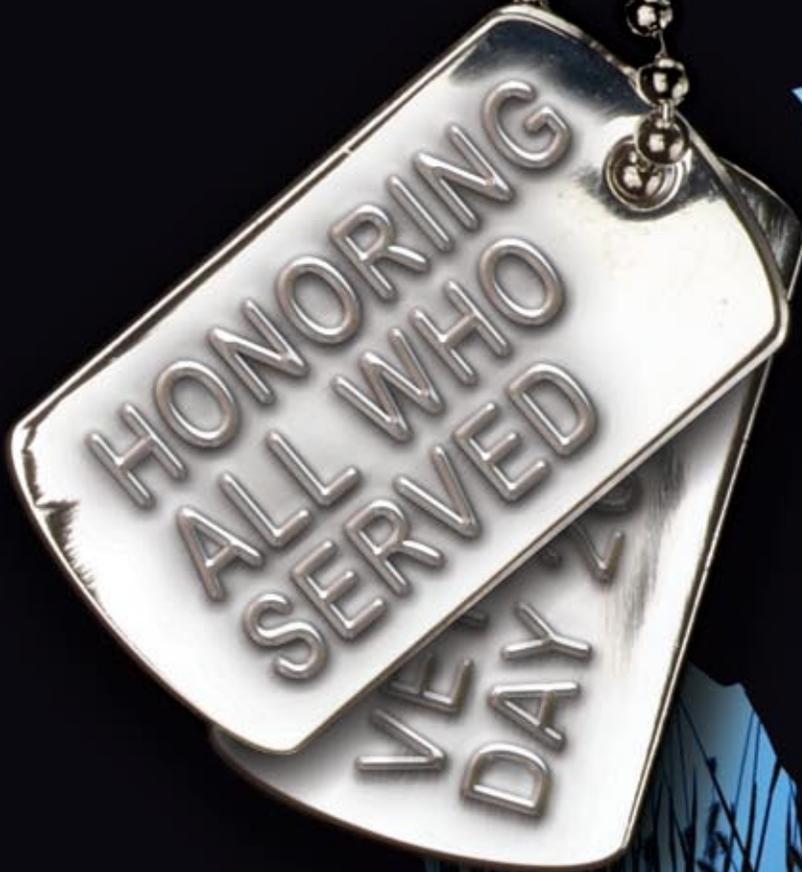


November / December 2008

Combat Edge

Air Combat Command's Safety Magazine





Combat Edge

Volume 17 Issue 4, ACC SP 91-1



be food safe

See centerfold for details.

GENERAL JOHN D.W. CORLEY, COMMANDER
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MRS. BARBARA TAYLOR
ACTING EDITOR
MSGT KURT REILLY
ART DIRECTOR

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EXECUTIVE EDITOR, THE COMBAT EDGE
HQ ACC/SEM
175 SWEENEY BLVD
LANGLEY AFB VA 23665-2700

TELEPHONE: (757) 764-8846
DSN: 574-8846
FAX: (757) 764-8975
E-MAIL: ACC.SEM@LANGLEYAF.MIL

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COVER PHOTO BY
TSGT BEN BLOKER

ACCent ON SAFETY

Change is in the Air!

By now our entire Air Force is immersed in the groundbreaking "Joint Fall Campaign." Like me, you're probably wondering why we moved directly from our record setting 101 Critical Days of Summer right into this new initiative. After analysis of those reams of mishap stats that you have provided over the years to the Air Force Safety Center, we discovered a disturbing spike in mishaps in the fall months — particularly in motor vehicle accidents. This revelation was also apparent in our sister services' safety programs, so it was decided at the joint safety level to team up and plan a full court press using the best of each military branch's mishap prevention programs. Keep your eye out for a great blend of integration with our sister services to make a "purple" push and pass a great safety message.



Col Roger L. Wagner
Deputy Director of Safety

So what can you do to help make this innovative venture a success? First, take note of the changes around you. Regardless of where you are stationed, the environment where you live is changing and adding new risks to your daily life. Whether it is snow, ice, increased rain or simply reduced daylight hours, you need to adapt to your changing situation.

There are a few easy skills to set us on the road to success:

1. Slow down and be ready for changing roadway conditions.
2. Wear reflective gear whenever you step out into adverse weather or reduced visibility conditions.
3. Ensure you and your vehicle are ready for any long distance travel plans — don't push your personal limits.

Second, be a great Wingman especially during the upcoming holiday season. If you see someone about to make a bad decision, intervene to ensure no one makes a quick, life-altering choice that will surely put a damper on this festive time of year. Finally, be extra cautious with the unique threats of the holiday season. Don't be this year's version of Clark Griswold as you attempt to decorate your house for the season. Be vigilant with candles, Christmas trees and other seasonal threats.

As I alluded to earlier, we had a great summer campaign. In fact, we did not have a single Air Force fatality during the long Fourth of July weekend. With the pending series of long weekends we are about to experience, let's set yet another record by making it to 2009 with the same people we have at Thanksgiving! Happy holidays from your ACC Safety Team!



HOLIDAY ROAD TRIP

by Lt Col Robert Noonan, Fort Campbell, Ky.



KEEP THE MEMORIES HAPPY!

Happy Thanksgiving! So we made it, right? This is the time to relax, isn't it? Holidays are to enjoy, aren't they? Unfortunately, the holiday season presents many temptations that are not normally present during the year; the temptation to drive too long to make that special family event or the temptation to drink too much at a special get-together and then drive home are just two examples. The holiday season seems so overwhelming when you think about it; time just seems to accelerate after Thanksgiving. We are all rushing around making thousands of decisions every day on what gifts to buy, where to hang lights, and where the best deals are. But all it takes is just one bad decision, made under rushed conditions, to turn the happiest time of year into the saddest time of a lifetime. There is a wealth of information concerning holiday safety on the Internet. One subject that affects most of us is traveling, so the below are some "points to ponder" when it comes to being prepared for that long road trip this holiday season.

Thoroughly plan your trip. In the flying business, we plan for all aspects of the mission that can affect the flight before we step to fly: Status of the aircraft (and of the pilot!), weather, fuel planning, conditions of the airfield, etc. Treat your long road trip the same way. What is the condition of your vehicle? How are the tires? If the tread is thin, is it smart to drive as fast in wet conditions as in dry conditions? Look at your route of travel; will you be driving through some area where cell phone coverage is sketchy? What if you break down, do you have some survival items? How far are the gas stations spread apart? What is the weather going to be when you travel? When is the last time you drove in snowy conditions? How long is the drive? Are you traveling with kids? How long are you going to drive with the kids in the car?

Over the years, I've seen and tried just about all the possible "car trips with kids" options: the "drive all night while the kids are sleeping" option and the "push hard all day and drive into the night" options are just two examples. After years of these challenging experiences, my wife and I have come up with one formula that seems to work best when traveling with kids: we drive 6 hours a day, during daylight hours ... period. Two 3-hour driving periods separated by a healthy 1.5 hour break in-between. Think about it, by the time you get on the road, stop a couple times to eat and use the restroom, then stop for the evening, you are looking at about a 10-11 hour day ... take a break! After a good rest at a hotel, we get up the next morning and hit the road again and safely arrive at our destination, rested and ready to visit instead of rushed and exhausted.

What if you don't have kids? Does it make sense to drive 12 hours and into the night? Sure you are going to make better time, but is it worth it? You will be just as exhausted when you arrive if you push yourself too hard; is that the way you want to arrive? Wanting to hit the sack to sleep instead of ready to visit with the people you have driven so long to see? What is your schedule before you make this long trip? Will you be rested? If you've been working hard all week, does it make sense to leave Friday night? Why not take a rest Friday night and leave Saturday morning? What is the rush? If you really need to leave early, ask your supervisor for another day of leave to accommodate an earlier departure so you can travel safely. Think about your return leg as well, the same rules that helped you arrive safely will help you return safely and well rested.

Holidays, despite the stress, are times meant to be treasured. Even if you're not making the big family road trip this season and just driving around the local area, take some time to plan properly so you remember the 2008 holiday season as nothing less than a happy memory. We wish you and yours very happy holidays! 🎅

“Then I headed over to the base library to Google How to Snowboard”



Snowboarding 101

Search

by [SSgt David Hartmayer](#), Hill AFB, Utah



I was an Airman First Class stationed at Ellsworth Air Force Base, S.D., who had been in the Air Force for all of 6 months. It was my first assignment; I didn't know anyone that well, so it got a bit lonely during the cold winter months. During our Christmas break, another Airman in my shop came to my dorm room early one morning to see if I wanted to go snowboarding at the nearby Deer Mountain Resort with a few guys. Now mind you, I had never snowboarded before, but wanted to impress the guys, maybe actually make a few friends in the process. When asked if I snowboarded, the answer came just a bit too quickly, "Of course."

Over the next few hours, I packed the warmest clothing I had and went to the chow hall for some food to go. Then I headed over to the base library to Google "How to snowboard." Around noon, there was a knock on my door asking if I was ready to go. We all loaded into a beat-up 1986 Ford Bronco. This was when the problems began.

An hour into the trip the truck died; it just shut off in the middle of nowhere. No one brought a cell phone, so my recall roster was useless as was calling a tow truck. Around 3 p.m. the weather decided to add to our misery. The temperature dropped to about 20 degrees, and it began to snow – hard. Almost 16 inches of snow fell in a matter of 2 hours.

The snow then turned to freezing rain while the temperature went down to 15 degrees with a wind chill of

minus 10. So we had four Airmen packed in a dead vehicle, with no one else in sight, little food (I was the only one to bring anything), no phone, and a foot of snow on top of us. We were slowly beginning to freeze into a giant block of ice.

Around 6 p.m. we heard a rumbling sound in the distance. A minivan pulled up next to us to ask if we needed help. The driver was a master sergeant, taking his family home after a day of skiing at the very resort we were trying to get to. He gave us a jump start, and after a few tries the ancient vehicle slowly returned to life.

Now this master sergeant looked us in the eyes and told us it's probably a good idea to head home. In this situation, we had two options. We could head straight back to the base to our nice warm rooms or keep going to the resort.

I specifically remember thinking, "... this is a bad idea." Thinking that maybe this was a sign of some kind, I just wanted to go home. Wanting to save face in front of the guys, I agreed to keep going.

At 7:30 p.m., we pulled up to the resort. It was still bitterly cold and now almost pitch-black. We got our gear on, rented snowboards from the pro shop, and boarded the lift up the mountain. There were a few tracks to select from, but they all looked the same to me from the height of the lift. Of course, the guys choose one labeled "intermediate."

Let me reiterate the situation. I had never been snowboarding; my first attempt was on the intermediate run; it was cold as all heck and pitch-black outside; no one had a cell phone; and not one of us had a decent amount of food since we got stuck in the blizzard. Starting to see where this is going?

After a few tries, I began to get the hang of snowboarding, and I was able to go a little further down the hill without falling. As my head got bigger with thoughts of being a high and mighty snowboarder, my sense of judgment got worse. Somewhere down the track, I hit a small rock (hidden by the recent snowfall), which threw me into a bigger rock on the side of the track.

I was knocked out cold for 10 minutes before I tried to sit up. I was so dizzy, I could barely stand, much less walk. Finally, as the throbbing in my head subsided, I took a few steps to try and find my board and my friends. The first step was okay. It was on my second or third step I realized something was wrong with my ankle, and I collapsed back down to the snow-covered ground in agony.

There I was stuck in the snow, with no phone, and my friends had probably already made their way to the bottom of the track to enjoy hot cocoa in the lounge. I sat in the freezing cold all alone with an injured ankle, a monster headache, and a terrible feeling of hopelessness. I screamed for help for what seemed like an eternity. I don't remember much else before I passed out again.

A few hours later, I woke up in the local emergency room to the relieved faces of the guys I went out with, my supervisor, and the first sergeant. Turns out that one of the guys I was with realized I was missing and called the proper authorities. They found me lying face up, half buried in snow. In the end, I walked out of the hospital (on crutches) with a sprained ankle, a concussion, and minor frost bite on my fingers and toes.

Turned out, I was only stuck there for 2 hours, so you can see how fast the harmful effects of winter's cold can set in. When I returned to my duty section a week later, I was called into the commander's office for a little talk. My supervisor and flight chief were behind me as the commander began his briefing.

The first thing he asked me was what I could have done differently to prevent this accident. It all came to me in a rush, in what alcoholics refer to as "a moment of clarity." Maybe I should have told the guys that I had never been snowboarding before. Maybe I should have called my boss to let him know where we were going. Maybe we should have heeded the warnings from the master sergeant who said it was a good idea to head home.

All in all, the experience taught me valuable lessons. The next time your commander or supervisor gives you a briefing on winter safety, it's probably a good idea to pay attention and take those words to heart because they can save your life. 🗡️



Routine safety precautions:

- Always wear your seat belt.
- Don't drink and drive.
- Don't use your cell phone and drive.
- Maintain safe speeds, taking into account both weather and road conditions.
- Keep a watch out for wildlife, especially while driving through wooded areas.
- At night, when there is no opposing traffic, use high-beams to illuminate the deer's eyes.

When approaching a deer:

- Reduce your speed and sound the horn to scare the deer away from the roadway
- If the deer doesn't react to the horn, pull over and turn on your hazard lights. Wait until the deer leaves the roadway before proceeding on.
- Do NOT attempt to drive around the deer!!
- Do NOT swerve to avoid the deer. If a collision is going to happen, you need to be in complete control of your vehicle when it does.

If your vehicle does hit a deer:

- To avoid any further injuries, stay in your vehicle. Do NOT approach an injured animal.
- Watch out for more deer. They usually travel in groups.
- If the injured deer is blocking the roadway, contact local law enforcement or forestry office immediately.

by Anonymous

While driving to work one cold morning in January, I had what I hope was a once in a lifetime experience. I rounded the flight line on base and entered into a densely wooded area. Without notice, a deer darted into traffic. Although I was driving cautiously and within the speed limit, there just wasn't any way to avoid it. I hit the deer head-on killing it instantly. My fellow early morning commuters stopped to ensure I didn't need any medical attention and called the Security Police. One driver, who I assumed was an avid hunter, stopped and requested authority to keep the deer for the meat.

Although it was a startling experience, and one I never want to experience again, I learned a valuable lesson. It's just human nature to grow comfortable within one's daily routine and become complacent while doing everyday activities. I learned that I needed to be more aware of my surroundings and watchful for wildlife, and other driving hazards, even while on base.

According to the Insurance Institute for Highway Safety, there are more than 1.5 million deer-vehicle collisions each year which have resulted in approximately 150 deaths, thousands of injuries and over \$1 billion in vehicle damage.

The majority of vehicle accidents involving deer occur from October to January, which is the deer migration and mating season. As we approach the winter months, please take the time to follow the simple safety precautions listed above.

In summary, you need to watch out for deer because they aren't watching for you. Drive Smart, Drive Safe, Drive Sober. 🦌



GBS Dangers

by MSgt Bradley Schaefer, Seymour Johnson AFB, N.C.

A Weapons Safety Manager (WSM) has many day-to-day responsibilities: site planning, reviewing operating instructions, performing annual and spot inspections, training additional duty weapons safety representatives, and performing exercise evaluator team duties. Evaluating local exercises involves many things, including monitoring firefights, loading operations and bomb buildup. This is the story of what happened to me when I was doing that task one night.

It was a night that was not much different than the others before it. As the WSM, I was responsible for making sure that all explosives operations were conducted in accordance with all applicable Air Force standards. I came into work and reviewed the exercise script. It was

going to be a busy evening. Many air and ground attacks were scheduled to occur throughout the night.

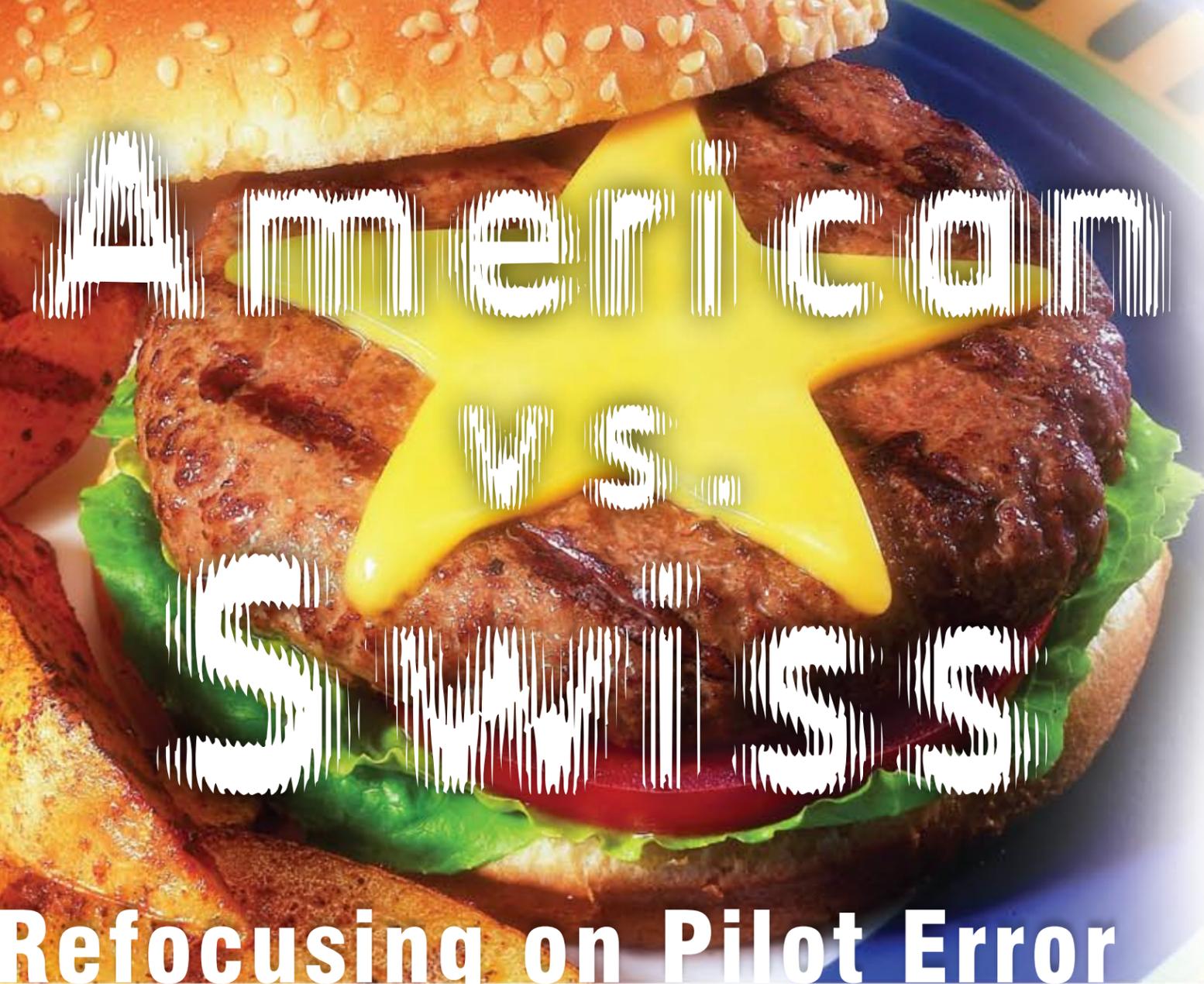
The air attacks were usually easy to monitor. Areas had been set up around the base for the use of Ground Burst Simulators (GBS). It was my job to verify that these GBS were expended correctly and that is when I encountered some problems.

When I got to the first location of an air attack, the exercise team members were in place and ready to start deploying GBS as part of the attack. Upon my arrival, I realized the location did not meet the standards of Air Force Manual 91-201 because there were buildings with windows within the 200-foot zone. I immediately stopped the attack.

Three hours later, during a ground attack at the Civil Engineering compound, another incident occurred. I pulled up to the entry control point and started chatting with the four troops at the guard mount. I told them I was making my rounds for the evening. Just as the conversation was ending, another truck pulled up. As the driver was asking questions about what had been going on for the night, four troops jumped up from the cargo bed and started firing their M-16s. The entry control troops started firing back and a firefight commenced. All of a sudden, one of the attacking troops threw a GBS within 30 feet of the people involved in the firefight. Three were thrown before I was able to stop the attack. Another regulation had been trampled in the heat of exercise play.

I immediately pulled the authorization of the person throwing the GBS and then notified my chain of command. In the morning, the Chief of Safety went to the Exercise planning meeting and terminated all GBS operations for the rest of the exercise.

All of us have jobs that require the use of Operational Risk Management (ORM). Knowing what the regulations say is critical to utilizing ORM in the most effective way possible. Human lives are always on the line whether it's an exercise or not. During this one night, not adhering to Air Force Instructions could have easily resulted in people getting hurt or even killed on two different occasions. Know the rules and follow them – it's the only safe way to ensure all of our jobs are done well. ✪



Refocusing on Pilot Error

by Lt Col Edward H. Lynch III,
Davis-Monthan AFB, Ariz.

In the pursuit of understanding pilots and aircraft accidents, the study of human factors in aviation has evolved with many philosophies, theories and causation models dominating our safety culture. Dr. Reason's "Swiss Cheese Model," the most popular causation model used throughout the healthcare and aviation industry including the DoD, equates human systems to multiple slices of Swiss cheese. Organizational influences, unsafe supervision, preconditions for unsafe acts and unsafe acts (errors and violations) are all slices of cheese in his model. If the holes (weaknesses, hazards, failed or absent defenses) in each slice of cheese line up with each other, then a mishap will occur.

The "Swiss Cheese Model" is deeply intertwined in our mishap investigation process as the foundational model for the Human Factor Analysis and Classification System (HFACS). However, one constant remains; the majority of flight mishaps are not caused by the system, but continue to be caused by pilots making mistakes (historically 70-80 percent) that could be prevented by having a clearer focus on basic airmanship: skill, proficiency, judgment and decision-making, and discipline.

After studying mishaps in the USAF for years, I've noticed a trend that can't be overlooked. It's the last slice of cheese in Reason's model, unsafe acts: the pilot's errors and violations. Skill-based errors (stick and rudder errors, inadvertent operations, and checklist, procedural and maneuvering errors ... for example) overwhelmingly are the root cause of most mishaps followed by errors in judgment and decision-making (risk assessment, task mis-prioritization, ignored warnings, rushed operations,

problem solving, weather avoidance, failure to go-around or abort a takeoff ... to name a few). Perceptual errors (improper response to spatial disorientation, visual illusions, etc.), are less common yet still a threat regardless of a pilot's experience level. Violations highlight the pilot's attitude and lack of discipline in the cockpit and can also be considered a judgment error (deliberately breaking training rules and regulations). We're our own worst enemy regarding errors and violations.

Not to discount Dr. Reason, I've got a new causation "cheese" model for you to consider in your study of human factors, "The American Cheese Pilot Error Model." It's about personal responsibility and choices. "The American Cheese Pilot Error Model" is a single plastic covered slice of "cheese like substance" which totally focuses on you, the pilot, versus the system. Yes, the organization and supervision can influence you. Yes, preconditions (physical and mental limitations, fatigue, personal readi-

ness, etc.) can set you up for a bad day. But, it all boils down to the last slice of cheese ... which is you.

The pilot-in-command is the one ultimately responsible for preventing errors during all aspects of the flight; from flight planning to debriefing. No one has ever been forced to fly by the organization or supervisor and you're the one who chooses to fly with excessive preconditions. You're the one who signs for the aircraft! You're the one who chooses to push the envelope and fly when you're too fatigued, distracted, or having personal, supervisory or organizational issues, for example. You're the one who can call Knock-It-Off.

It's all about you! You're the one who has to figure out how to fit into the organization and meet the needs of your supervisor by managing your personal life and staying proficient at flying the aircraft without negatively impacting you, your crew and/or your aircraft.

Human Factors, in my opinion, can be defined as anything affecting your life that you can control, change, transfer and/or eliminate to bring about a different outcome by planning and anticipating as you respond in a fluid environment. It involves staying ahead of the aircraft by preparing for the "worst case" and anticipating the next event in the chain ... actually, this concept can be applied to all aspects of life.

Channelized attention, mis-prioritization, task saturation, failure to communicate, loss of Situational Awareness (SA), and improper, late or no reaction to change, for example, are common preconditions that can be controlled, changed, transferred and/or eliminated by your actions. To do this, you've got to know your aircraft like the back of your hand which means proficiency not only in the aircraft but with emergency procedures in the sim, too. Know your flight/crewmembers and their capabilities; know your own limitations and don't exceed them; and fly simple, realistic and focused tactics to complete the mission versus over-tasking yourself with complex plans with little margin for error or room for contingencies. You need to be prepared to quickly respond to changes in a fluid environment, formulate a plan, stick with it, and not let external pressures force you into a corner! Keep the focus and don't let your guard down ... you can relax once you're in the chocks.

The Swiss Cheese Model is a great tool to analyze the overall safety system and dissect a mishap; however, it doesn't address the root cause and how to proactively combat it. Since Dr. Reason published his model in 1991, our mishap rate has not changed with respect to pilot error.

"The American Cheese Pilot Error Model" encourages pilots to focus on skills and proficiency, making sound decisions with conservative judgment, and maintaining strict discipline. Remember, combating human error is tough. I challenge you to take a look at yourself the next time you fly and see if you have the proper focus to fly and successfully complete the mission safely. ✈

A Rider's Reality Check

by TSgt Matt Petrie, Lackland AFB, Texas

I have been riding motorcycles for about 16 years. I was one of those individuals who had to wait till I moved out of the house before I could have a motorcycle. I've been making up for lost time ever since. I'd like to take a minute to share with you a recent "experience" I survived. On 28 April, I became a Dad for the first time, and 12 May was my first day back to work after the arrival of my daughter. On the way into Lackland AFB, I wrecked my motorcycle, a 99 Honda, Valkyrie Interstate 1500. I was on the interchange between I35 S and 90 W in the outside lane. I swerved around a dead animal and then immediately went to change lanes to the inside lane. There was a car merging into my lane ahead of me and I wanted to give it plenty of room. Apparently, the road kill was fresher than I thought, and I picked up some blood or guts (ooze) from around the critter. As soon as I initiated the lean, I low sided. It happened instantly. I remember seeing sparks and the cars behind me as I slid along the road. I let the bike go and it flipped to the other side. I guess I don't like to do things half way; I couldn't just damage one side, now could I?

Initially, I thought I was uninjured, but later that day I discovered I had broken the scaphoid bone in my wrist, but let me get back to my story. I always have all my gear on, even when it's San Antonio hot. That morning I was wearing what I do every morning going to work: a helmet, jacket, vest, chaps, boots and gloves. Post-road surfing, I had a quarter-sized rub on my helmet, scrapes and holes through my vest and jacket from shoulder to behind, a hole in one of my gloves, scrapes on the legs and back of my chaps and some scuffing on the boots. Somebody said, "You were lucky you were wearing your gear." My response was, "luck had nothing to do with it; I always wear it." Had I not had it all on, I would definitely not have walked away from it.

Now, onto the machine; most of the damage was to the bags, trunk and faring. The engine guards did their job. If your bike doesn't have them, go buy them! If you ride a sport bike, get sliders put on! Not only did they protect the bike, they also protected me. Not a scratch to the engine and only one minor ding to the exhaust. I had to order a new front faring and new engine guards and everything is getting a new paint job; but in the grand scheme of things, a minor damage. Hopefully, my Valkyrie will be ready by the time my wrist is healed.

Now, onto my reality check. I was a Motorcycle Safety Foundation instructor/rider coach from 1997 to October of last year (10 years was enough). I am an experienced rider; I ride around 20 times a year and I just took over as the 59th Dental Group's Motorcycle Program Monitor. I was on a road that I take every day to work, and like greased lightning, I end up sliding along the highway on my side.

Thoughts of my infant daughter flashed through my head as soon as I got the bike to the side of the highway. It can happen to anyone, at any time. Please be aware of your surroundings, don't take anything for granted, and always be aggressively searching for hazards. Remember, in making the choice to get out there and ride, we are accepting a greater risk level. Take the steps to manage and reduce your risk. Overall, ride safe, ride smart, wear all your gear, all the time and ride within your limits. 🍀



THE UNTHINKABLE

THEY WERE LOADING BOMB NUMBER 15 OF THE REQUIRED 18 WHEN IT HAPPENED

by MSgt Eric M. Schwab, Minot AFB, N.D.

There I was, on a 4-month -- extended to 6-month -- deployment as the day shift weapons expeditor. It was a rainy warm day on a South Pacific island. As usual, our deployed commander and I were watching the load crews perform their loading operations.

They were externally loading 18 750-pound general-purpose bombs on a B-52H aircraft. That meant a lot of ladder climbing for both the team chief and the two-person crew. It also meant that the three-person crew would be rolling a lot of bombs down the length of a 40-foot semitrailer. And everything was wet -- all of the loading equipment and the munitions -- which meant a lot of slippery surfaces.

There was no rush to get the aircraft loaded because it wasn't scheduled to fly its sortie until the following morning. Still, my crews were giving it their all to get the job done. They also knew what the load barn time standard was and were trying to keep pace.

They were loading bomb number 15 of the required 18 when the unthinkable happened. A load binder restraining that bomb to a 36-inch bomb-loading adapter broke. The next thing I knew, we had a live munition lying on the ground. It all happened within seconds; a turn, a bump, and a crash -- there was hardly time to react.

As required for a dropped munition, we evacuated the area to 300 feet and called the maintenance operation control center. The fire department arrived and evacuated us eventually to 3,000 feet. Then explosives ordnance disposal arrived to evaluate the situation to ensure the munition was safe enough to move.

Within 2 hours, we were loading the dropped munition onto a 40-foot trailer for its return to the munitions storage area for repairs: a damaged tail fin and the replacement of two fuses. The cost was less than \$100. Because of that price tag, some might say, "What's the big deal?" But it could have been worse, much worse.

Normal procedures were followed in the aftermath of this type of incident. The load crew was decertified and retrained. The MJ-1 bomb lift truck was impounded to ensure nothing was wrong with it. The loading area was inspected for any defects that could have contributed to the incident. All of this led to the following findings.

The lift truck had a leaking tilt actuator allowing the table to tilt to one side. The load binder that broke was older and wet. Finally, the ramp had a small bump in the area where the driver made his right turn. Individually, each of these problems was probably not enough to have caused the dropped munition. But when combined, the result was a 750-pound bomb on the ground.

Now, as the weapons expeditor, I don't enforce the load barn time standards during flight line loading operations. I have even gone as far as to slow down the load crews when I have felt the situation or environment warranted it. I would rather see a load be done safely, reliably, and incident free. This is far more important than rushing through a load to meet the loading time standard. However, those time standards exist. Every monthly load, semi-annual evaluation, and load crew of the quarter competition has a time standard attached to it. Because of that, most weapons loaders pride themselves in being able to complete a load under the time standard and that probably played a part in this incident.

This was a totally preventable accident. All of the contributing factors could have been identified and corrected prior to the start of loading operations. Attention to detail during all explosives operations is imperative to prevent mishaps from occurring. Take the time to inspect your equipment, perform a quick site survey of your loading area to identify hazards, and correct any defects noted prior to starting operations. This incident only resulted in a damaged fin assembly. The next one could result in the destruction of an aircraft or -- worse yet -- the death of a young Airman. ✈



MONTHLY AWARD WINNERS – AUGUST

Flight Line Safety



AWARD OF DISTINCTION

AB-1B Master Jettison Hatch Handle at Ellsworth AFB was discovered to be “partially” pulled during an Isochronal (ISO) Inspection. Quick action by SSgt Alford, ISO controller, ensured this flight line emergency was communicated to his supervisors, Egress, Fire, Law Enforcement, EOD, and wing Safety. SSgts Anderson and Tree, 28 MXS Egress, safely evaluated the situation and quickly developed a course of action to render safe the explosive component associated with the handle. Using B-1 diagrams, Anderson and Tree determined they could disconnect the Shielded Mild Detonating Cord (SMDC) line in the wheel well of the aircraft, thus ensuring the seats would not fire while they removed the emergency jettison hatch handle. TSgt Hansen, Assistant Fire Chief on scene, quickly coordinated an appropriate cordon area and ensured all non-essential personnel were clear of the scene. TSgt Hansen implemented a proactive approach to mishap prevention, that included coordinating the shutoff of all gas and electricity supply to the Isochronal Hangar. TSgt Wells, 28 CES/EOD, walked through the process to remove the handle and explosives with egress technicians and then devised a plan to safe

the additional explosives in the hatch handle. Due to their superb professional conduct and proactive approach to mishap prevention, these Airmen prevented the inadvertent release of four ballistic hatches inside an enclosed aircraft hangar, averting \$1.5M in aircraft structural damage and the potential loss of life.



**SSgt John H. Alford, SSgt Joel E. Anderson
SSgt Joshua G. Tree, TSgt Jayson E. Wells
TSgt Matthew Hansen
28 MXS, 28 BW
Ellsworth AFB, S.D.**

Weapons Safety



AWARD OF DISTINCTION

SMSgt Guillebeau was walking on the Tyndall AFB beach when she discovered what appeared to be an unexploded ordnance (UXO) device that had apparently washed up on the shore. After reading the partially corroded words “armed position” and “warning,” she determined that it was indeed a live munitions item. She quickly marked the item with several pieces of colorful jetsum (a small red board and a piece of an orange life ring) found on the beach nearby. She then rapidly evacuated to a safe distance and instructed her husband to call the Command Post with a description and location of the UXO. She remained in the area preventing access by others until relieved by the responding Security Forces personnel. An Explosives Ordnance Disposal (EOD) unit also responded to the scene, and following their technical procedures, removed and destroyed the potentially hazardous MK 25 marine marker by detonation. The MK 25 is an ammunition item which contains a mixture of red

phosphorous pyrotechnic composition and other combustible materials that burn in excess of 1,000°. SMSgt Guillebeau’s attention to detail, purposeful actions and immediate response began a chain of events that abated a potentially hazardous situation and prevented possible serious injury to others.



**SMSgt Sandra M. Guillebeau
1 AF (AFNORTH)
Tyndall AFB, Fla.**

Ground Safety



AWARD OF DISTINCTION

SSgt Tierney was preparing to leave the Precision Guided Munitions (PGM) facility to accomplish a task. As he was walking out the door, TSgt Aurs, the element NCOIC, exited his office and asked SSgt Tierney if he heard a popping sound. It was very windy outside that day, so SSgt Tierney suggested it might have been their facility tent flapping in the wind. TSgt Aurs insisted it was something else. As they stepped out the door to investigate, SSgt Tierney looked to his right and noticed flames and smoke emitting from their trash dumpster. He immediately informed TSgt Aurs that there was a fire in their trash dumpster, located 40 feet from their PGM facility that contained 1.1 explosives. TSgt Aurs rushed inside to notify the Fire Department and Munitions Control as SSgt Tierney grabbed a fire extinguisher from inside the facility door. Due to excessive winds, a vortex of smoke and embers were swirling in the area on the north side, between the trash dumpster and a recycle bin. SSgt Tierney then moved into position on a dirt berm on the east side of the dumpster, positioning himself between the building and fire. After sweeping the fire with the first

extinguisher until empty, he dropped it and ran to get another one. With a second extinguisher in hand, he moved toward the fire from the same direction as before and felt the heat starting to dissipate. However, as he got closer, a back draft of smoke, fire, and extinguishing agent blew back in his face, forcing him to back up. After the wind started to subside, he was able to re-engage the fire, throwing dirt on the embers to prevent it from re-igniting.



**SSgt Robert C. Tierney
379 EMXS, 379 AEW
Al Udeid AB, Qatar**

Pilot Safety



AWARD OF DISTINCTION

Capt Rensberger was flying a high-priority night mission, over Bagdad, in support of Operation IRAQI FREEDOM. After completing a night air-to-air refueling, the Master Caution light illuminated and an Engine Lube Low warning appeared on the pilot fault list display. Capt Rensberger verified that the oil and hydraulic pressures were normal and the engine/hydraulic oil light was not illuminated. His systems knowledge led to his quick diagnosis that there was less than 40 percent of oil remaining in the engine reservoir. He immediately maneuvered the jet towards the nearest suitable airfield, Balad AB. He used his air-to-air radar to clear his flight path as he climbed to attain a 1-to-1 glide ratio for Balad. He analyzed the situation and decided his oil pressure was sufficient to not jettison 5,000 lbs of fuel and 2,000 lbs of bombs over downtown Bagdad. Upon reaching his 1-to-1 glide ratio, he prepared himself for a heavyweight approach and landing into Balad. He coordinated with the SOF for a departure end cable engagement. While

continuing to troubleshoot the engine, he re-ran the checklist with the SOF and flight lead. Upon completing all checklist items, he executed a flawless high speed, heavyweight landing culminating in a successful cable engagement. First responders reported a large puddle of oil underneath the jet upon reaching the aircraft to disengage it from the cable. Maintenance later discovered a pinched engine o-ring that caused an insidious oil leak that depleted 60 percent of useable engine oil. Capt Rensberger’s quick reaction and expert analysis led to the successful recovery of a \$30M aircraft.

**Capt Ryan J. Rensberger
34 FS, 332 AEW
Balad AB, Iraq**

AUGUST continued

Unit Safety



AWARD OF DISTINCTION

Maintenance personnel were loading an aircraft with 27 live M-117 bombs. Nine were loaded in the aircraft, one was on a jammer next to the trailer, and 17 M-117s remained on the trailer when one sheared off the metal stop and landed nose first onto the concrete ramp, damaging the nose fuse and coming to rest leaning against the trailer. Chief-2 provided initial Incident Command and Control of the ground emergency ensuring an Entry Control Point and cordon were established while he directed the actions of all responding 2d Bomb Wing resources. He remained the Incident Commander and maintained operational command for the duration of the emergency. Fire Emergency Services personnel, commanders on scene and EOD created a joint plan to secure the M-117 before removal of the adjacent aircraft and the jammer with a weapon on it as well as secure the remaining 16 M-117 bombs on the trailer, before removing the damaged bomb. With EOD technicians providing explosive safety oversight, Ladder 21 crew carefully backed up to within 15 ft of the weapon and extended the ladder over the M-117. Rescue crew utilized high angle rescue equipment to devise a 4-to-1 pulley system with straps to secure the weapon to the ladder. Once the weapon was secured and personnel had placed sand bags around

the weapon to prevent any lateral movement, the pulley system was employed to lift the tail section clear of the trailer. The trailer was then safely removed from the area. Chief-2 then evacuated all firefighters from the area as EOD removed the tail fuse. Once the fuse was removed and stowed, firefighters reentered the area and lowered the tail of the weapon allowing the EOD technicians the room they needed to safely remove the nose fuse. Chief-2 began emergency termination actions to rapidly re-open the ramp for airfield operations. The safety-as-a-culture attitude of fire and EOD personnel allowed for safe employment of equipment and innovative procedures to quickly render an emergency situation safe.



2d Civil Engineer Squadron
2 BW
Barksdale AFB, La.

Crew Chief Safety



AWARD OF DISTINCTION

As an RC-135 pulled into the chocks after a local training mission, the crew chief, SrA Yuen, noticed smoke originating from the area of the #5 and #6 brakes. He notified the other crew chief, SSgt Ferguson of potentially hot brakes and proceeded to the fire extinguisher. By the time SrA Yuen retrieved the fire extinguisher, the #5 and #6 brakes were engulfed in flames. SrA Yuen attacked the brake fire with the fire extinguisher while SSgt Ferguson informed the crew and MX supervision to contact the fire department. The fire initially was extinguished but then flared up again. SrA Yuen realized the fire was being fueled by pressurized hydraulic fluid spraying on the hot brake material. He asked SSgt Ferguson to tell the crew to depressurize the hydraulic system and shut down the motors. SrA Yuen and SSgt Ferguson extinguished the flames again and assisted the crew's egress while waiting for the fire department. They

remained on guard for flareups until relieved by the fire chief. The quick actions of SrA Yuen and SSgt Ferguson limited the fire's damage to just two brakes and prevented damage to the entire aircraft or crew injuries. Their instinctive actions resulted in the aircraft only "being out of the fight" for 1 day and allowed this low-density high-demand aircraft to get back in the air rapidly.



SSgt Charles Ferguson, SrA Alan Yuen (no photo)
55 AMXS, 55 WG
Offutt AFB, Neb.

Aircrew Safety



AWARD OF DISTINCTION

The crew of BONE 12 took off from a forward operating location in SW Asia and flew an 11-hour Close Air Support combat sortie. After completion of their assigned mission, they returned with all munitions retained and flew an uneventful approach and landing. While taxiing to parking, BONE 12 suffered a catastrophic hydraulic failure causing the loss of normal braking and steering capability. The Aircraft Commander (AC) selected the emergency braking system and stopped on the taxiway. As the crew called for maintenance support, the aircraft gradually lost hydraulic pressure, releasing the brakes; the jet began to roll forward again down an incline. As it veered toward a row of parked C-130s, the AC evaluated the potential for catastrophic collateral damage present with his fully loaded B-1. The crew used differential thrust applications to steer the disabled bomber away from the occupied ramp and back towards taxiway centerline. The AC directed the crew to improve their positions for impact and subsequent emer-

gency ground egress while coordinating for an emergency engine shutdown. The aircraft continued to accelerate until it struck a concrete barrier, causing the nose gear to collapse and rupture the fuel tanks. The aircraft immediately caught fire engulfing the aft main body, including the bomb bays. The crew egressed through an overhead hatch, using an escape rope deployed by the Defensive Systems Officer, into a knee-deep pool of JP-8. As the crew took cover in a nearby concrete enclosure, munitions onboard the aircraft began to detonate. The crew's quick reactions and outstanding coordination saved other airframes on the ramp, and more importantly, the lives of four Airmen.

Maj Norman Shelton, Capt Brett Sailsbery
Capt Eric Alvarez, Capt Scott Martley
37 EBS, 479 AEW
Al Udeid AB, Qatar

ACC SAFETY SALUTES

SUPERIOR PERFORMANCE



EIGHTH AIR FORCE

Capt Philip A. Austin
Capt Sean D. Neylon
12 RS, 9 RW
Beale AFB, Calif.

SSgt James P. Buys
966 AACs, 552 ACW
Tinker AFB, Okla.

A1C Christopher McKay
2 OSS, 2 BW
Barksdale AFB, La.

SrA Schyler A. Morse
TSgt James T. Martin
2 CES, 2 BW
Barksdale AFB, La.

Capt Todd M. Larsen
9 RW
Beale AFB, Calif.

A1C Anthony J. Little
2 BW
Barksdale AFB, La.

NINTH AIR FORCE

SrA Nathaniel Buttrum
332 EAMXS, 332 AEW
Balad AB, Iraq

TSgt Raymond Hetrick
332 EAMXS, 332 AEW
Balad AB, Iraq

SrA Christopher R. Farley
4 FW
Seymour Johnson AFB, N.C.

USAFWC

TSgt John W. Hurst
16 EWS, 53 WG
Eglin AFB, Fla.

TWELFTH AIR FORCE

SSgt Jose A. Cortez
49 AMXS, 49 FW
Holloman AFB, N.M.

49th Munitions Flight
49 MXS, 49 FW
Holloman AFB, N.M.

NGB

SSgt Esad Mujic
158 MXS, 158 FW
Burlington, Vt.

MONTHLY AWARD WINNERS – SEPTEMBER

Aircrew Safety



AWARD OF DISTINCTION

JSTARS Crew 8 consisting of 22 AD and ANG crewmembers deployed from the 116 ACW, Robins AFB, Ga., successfully recovered two different aircraft experiencing severe mechanical failures while attempting to complete an OEF combat mission. Shortly after takeoff, the aircraft's #1 fire light illuminated. The AC called for the emergency engine shutdown checklist, secured the engine, and leveled off at 10,000 feet. After a textbook 3-engine approach and night landing, the crew stepped to the spare aircraft. The second mission proceeded uneventfully until midway through a night, auto-pilot off air refueling outside of positive radar control when the aircraft filled with strong fumes. The MCC deployed firefighters to search for any indications of smoke and the source of the fumes. The flight crew began the process of isolating equipment as well as evacuating the fumes from the aircraft. A possible source was identified and isolated, and the crew returned to air refueling. Shortly thereafter, the CP disconnected from the tanker while the crew donned oxygen again. The SMO reported a vibration and unfamiliar grinding noise. The crew immediately suspected a failure of the left ACM and turned it off. The rumbling ceased and the fumes were once again evacuated. With one ACM inoperative, the aircraft

was altitude limited and would not be able to complete the fragged mission. The crew was forced to abort the mission during the most crucial part of the air route into the AOR with no established procedures in place to do so. The crew completed all required checklists and again dumped fuel to land at max gross weight. In less than 6 hours of flying, the 22 crewmembers safely handled two distinctly different emergencies involving six emergency checklists resulting in the safe return of two \$366 million E-8C JSTARS aircraft.



**JSTARS Crew 8
7 EACCS, 379 AEW
Al Udeid, Qatar**

Ground Safety



AWARD OF DISTINCTION

TSgt Haney oversaw the installation of 2,800 pieces of Airfield Lighting equipment, totaling \$550,000, over 16 million square feet of pavement at Sather Air Base/Baghdad International Airport. This kept the airfield on-track to meet ICAO standards and enhanced overall flight safety for over 3,867 rotary/fixed wing aircraft, 28,051 passengers, and 8,000 tons of cargo. TSgt Haney also directed seven emergency runway repair projects, worth \$100,000, and conducted 45 safety inspections ensuring FOD-free aircraft operations by removing 1,010 pounds of debris. These actions prevented millions of dollars in damage to DoD fixed/rotary wing aircraft. Her section helped design and engineer a \$725,000 helicopter parking apron construction project to bed-down six of General Petraeus' H-60 Blackhawk helicopters. She assisted with the procurement of mandatory red lighted

barricades to illuminate the construction area, which immediately increased nighttime safety for both aircraft and vehicle operations. TSgt Haney trained over 1,000 US and coalition forces. She authored a new ADOI which garnered 100 percent compliance by 16 base units. She provided flight line drivers training to 200+ new Security Forces personnel who were trained in less than 1 month. TSgt Haney created an airfield work order tracking system to maintain an updated status of all existing airfield discrepancies. This oversight ensured compliance with Unified Facilities Criteria/Air Force Instructions and is currently tracking the status of 33 problem areas.

**TSgt Heather A. Haney
447 AEG
Sather/BIAP, Iraq**

Pilot Safety



AWARD OF DISTINCTION

Capt Yarbrough was flying as Aces 12, number two of a four-ship COMBAT ARCHER sortie at Tyndall AFB, Fla., to employ a live AIM-120 missile against a drone. After setting up the briefed profile and receiving clearance to fire, Capt Yarbrough depressed the pickle button. The AIM-120 rocket motor fired, but instead of leaving the missile rail, the missile remained on the aircraft. The thrust from the missile's rocket motor induced a severe yaw moment. Capt Yarbrough reacted to the unexpected yaw by applying rudder and full aileron. The chase aircraft perceived that Capt Yarbrough's jet was about to depart controlled flight and alerted him on the radio. After recovering the aircraft, Capt Yarbrough applied correct hung ordnance. While 53 WEG telemetry personnel confirmed that the missile battery had expired and the missile was safe, Capt Yarbrough continued to experience uncommanded roll. He accomplished a controllability check, slowing the F-16 to landing airspeed to determine if a landing was executable. Still unable to stop a right roll tendency, Capt Yarbrough ran the trim

malfunction checklist. He disconnected aircraft trim from the flight controls; the uncommanded roll stopped. After consultation with the supervisor of flying and coordination for the hung ordnance recovery pattern, Capt Yarbrough returned to Tyndall, complied with local procedures for hung ordnance dearming, and shut down uneventfully. As this was the first ever hang fire of a missile on an F-16, there were no established procedures for handling all the repercussions from this malfunction. Capt Yarbrough's superb airmanship prevented a catastrophic event and averted potential loss of life.



**Capt Ruven G. Yarbrough
79 FS, 20 FW
Shaw AFB, S.C.**

Unit Safety



AWARD OF DISTINCTION

The 963 AACS Safety office analyzed and prepared squadron leadership a brief on the results of an AFCAST Flight Safety survey with over 65% participation. The AFCAST survey and subsequent discussions with unit members revealed a real concern about early show-times and their effect on crew performance. The 963 AACS/CC flew on a flight out of normal circadian rhythm to fully understand the squadron's concern with fatigue. Crews on ONE and operational tasking are now briefed by flight doctors about adjusting their sleep schedule and prescribed medication to combat fatigue. They established guidelines for a new squadron FOD prevention program where preflight FOD walks are accomplished before every sortie. The 963 AACS/SE mobilized 30+ Airmen to represent the OG in a FOD walk with the MXG. 963 AACS/SE successfully prepared for an ORE, had no write-ups during mobility processing, no injuries and complied with AFOSHSTD 91-501 while wearing MOPP gear. 963 AACS/SE performed inspections of squadron offices to ensure a mishap resulting from an improperly secured desktop hutch doesn't occur again. 963

AACS/SE created a "We Care Card" on AFI 91-207 and DODI 6055.4 Motorcycle PPE requirements. The card has been distributed to 100% of the squadron motorcycle riders and has become a standard for the 552 ACW motorcycle program. 963 AACS/SE has enforced the wear of PPE during a morning spot inspection of motorcyclists and identified minor discrepancies in PPE: corrective guidance was provided and documented. Traffic inspections produced a decrease of 5 mph in the parking lots. 963 AACS/SE briefed 300+ on the importance of employing "Wingman" principles while on deployments.



**963rd Airborne Air Control Squadron
552 ACW
Tinker AFB, Okla.**

SEPTEMBER continued

Weapons Safety



AWARD OF DISTINCTION

An F-15E aircraft from the 422 TS diverted to Holloman AFB with a live hung GBU-39/B Small Diameter Bomb. A ground emergency was declared and contingency procedures for a transient aircraft with hung ordnance were placed into effect. TSgt Cruz, TSgt McCray, and SSgt Cortez were dispatched to the aircraft to assess the situation. They expertly safed the aircraft while assisting EOD personnel with declaring the hung GBU-39/B munition. After declaration by the Fire Chief that the aircraft was safe to taxi, TSgt Cruz, TSgt McCray, and SSgt Cortez directed the aircraft to the nearest designated live load area. The aircraft was shut down and the live load area secured by the load crew. Using intimate knowledge of facilities and equipment used at other base agencies, they located and verified serviceability of all proper equipment to safely download the live GBU-39/B Small Diameter Bomb, a munition not usually supported at Holloman AFB. They briefed all personnel present at the live load area on the hazards associated with the GBU-39/B downloading operation and ensured all personnel were familiar with both normal and emergency procedures. They carefully reviewed all loading tech data per-

tinent to the unfamiliar operation and ensured each load crew member was comfortable with their responsibilities during the download. They then proceeded to safely remove the munition from an unfamiliar aircraft allowing the aircraft to safely return to home station within 3 hours of initial notification of the hung munition. Their timely response ensured a safe conclusion to an out of the ordinary emergency situation.



TSgt Gilbert Cruz, SSgt Jose Cortez,
TSgt Robert McCray (no photo)
49 MXG, 49 FW
Holloman AFB, N.M.

Crew Chief Safety



AWARD OF DISTINCTION

TSgt McLean was tow supervisor during a relocation of an F-22A aircraft at Holloman Air Force Base. Prior to aircraft movement, he accomplished the required steps to ensure a safe towing operation. He emphasized each tow team member's role and responsibilities. Upon his command, the tow tractor proceeded to tow the aircraft forward and into the hangar. When the tractor passed over the metal rain grate covering a 2-foot deep channel, the newly installed Foreign Object Debris magnet secured to the underside of the tow tractor picked up the grate. TSgt McLean immediately stopped the tow job with the nose landing gear tire just inches from the channel. If this situation had gone undetected, the nose landing gear of the aircraft would have fallen into the channel and would have resulted in \$1.2M+ worth of damage to the aircraft's integrated forward body, nose

landing gear strut, and nose landing gear doors. TSgt McLean's calm thinking and immediate action safeguarded a \$133M airframe and prevented certain injury to fellow team members.



TSgt Christopher J. McLean
49 AMXS, 49 FW
Holloman AFB, N.M.

Flight Line Safety



AWARD OF DISTINCTION

MSgt Dwyer's superb situational awareness and outstanding leadership ensured a hydraulic mule fire was quickly extinguished. In his role as the Tiger Aircraft Maintenance Unit (AMU) Flight Line Expeditor, he was driving past Hardened Aircraft Shelter (HAS) 26 and observed smoke billowing out of the HAS. Upon closer inspection, he observed smoke coming from a running hydraulic mule located inside the HAS. He made a quick radio call to alert the Maintenance Operations Center and Tiger AMU personnel and advised everyone of the emergency. He expeditiously responded and utilized firing training skills to extinguish the fire with an aircraft Halon bottle. He then directed other Airmen to extinguish the fire, disconnected the mule from the aircraft, and moved it outside. Once outside, he coordinated with the Joint Base Balad fire department to ensure a safety

cordon was established. His timely leadership prevented a serious mishap with two fully loaded F-16s and protected personnel from injury. His sense of urgency and firefighting skills prevented the loss of two 30 million dollar assets and injury to personnel. MSgt Dwyer is deserving of recognition for his large contributions to safety while serving in a combat zone.



MSgt Marc J. Dwyer
332 EAMXS, 332 AEW
Balad AB, Iraq

ACC SAFETY SALUTES SUPERIOR PERFORMANCE



EIGHTH AIR FORCE

Maj Mario D. Ciarlone
966 AACs, 552 ACW
Tinker AFB, Okla.

SENTRY 31 CREW
963 AACs, 552 ACW
Tinker AFB, Okla.

SrA Jason L. Daly
552 MXS, 552 ACW
Tinker AFB, Okla.

SrA Chris Faxon
SrA Tommie Haynes
SrA Ben Maier
SrA Daniel Hamblin
963 AACs, 552 ACW
Tinker AFB, Okla.

NINTH AIR FORCE

Maj Terry Bloom
Lt Mohammed Faisal
52 EFTS
FOB Warrior, Iraq

SSgt Kiel B. Kauffeld
506 ELRS
Kirkuk RAB, Iraq

332d Expeditionary
Civil Engineer Squadron
332 AEW
Balad AB, Iraq

TWELFTH AIR FORCE

SSgt Beverly Antonevich
49 AMXS, 49 FW
Holloman AFB, N.M.

SSgt Jeffrey A. Samack
49 MOS, 49 FW
Holloman AFB, N.M.

QUARTERLY AWARD WINNERS

Weapons Safety



AWARD OF THE QUARTER

TSgt Ward's aggressive training and testing regimen resulted in zero failures and a wing-wide average score of 97.5 % during the NSI. He provided publicity and logistical support to the 2008 Safety Fair, showcasing 2 BW Safety initiatives. He authored a revision to the 2 BW Nuclear Weapons Intrinsic Radiation supplement providing clear guidance that improved communication between the base and unit RSOs. He revised the 2 BW Simulator and Smoke Producing Munitions pamphlet assuring the safe employment of explosives used during wing exercises. While waiting for official explosive site plan approval, he drafted risk assessments to continue operations at the EOD range and associated holding pads critical to maintaining personnel proficiency. TSgt Ward investigated lightning protection system requirements and provided detailed information to the Air Force Safety Center gaining Department of Defense Explosive Safety Board approval of seven explosive site plans. Carefully maintaining US and British explosive

safety criteria, TSgt Ward masterminded the parking plan for 12 ordnance-loaded Tornado aircraft allowing swift sortie generation for the 08-08 Green Flag East exercise. He created a user-friendly flight line map depicting explosive locations enabling operators and maintainers to coordinate aircraft loading operations without confusion. He proactively conducted 33 spot inspections, exceeding requirements by 200%, and gave commanders and supervisors useful feedback to keep weapons safety at the forefront of day-to-day tasks.



TSgt Chester A. Ward
2 BW
Barksdale AFB, La.

Ground Safety



AWARD OF THE QUARTER

TSgt Holt spent numerous hours performing 9 base-wide seat belt inspections of 1076 individuals. He led the charge to perform annual inspections of 15 base units and provided critical on-the-spot feedback to the commanders' in order for them to immediately implement safety measures to protect their personnel. His proven work ethic, professionalism and job knowledge led to his selection over his peers, as the 332 AEW point of contact for BOS-I. He volunteered a significant amount of his off-duty time to help with the BASH program. His efforts have helped lead to an overall 50% reduction in bird strikes this quarter and saved the AF millions of dollars in damage to critical air assets. TSgt Holt was one of the first responders for the largest fire in the history of Balad. Upon arriving on the scene, he immediately sprung into action by assisting fireman to bring the blaze under control. He directed fire trucks to key locations to fight the fire and prevent it from spreading and causing

further damage. He alertly recognized firefighters who had been overcome by heat exhaustion and smoke inhalation and directed emergency medical personnel to assist the downed firefighters. He also pulled firefighters off the fire who had removed their PPE because of the intense mid-day heat. He immediately brought this attention to Chief 1 and the situation was immediately corrected. His selfless actions prevented a catastrophic loss of property and ensured the safety of Joint Base Balad personnel.



TSgt Tim Holt
332 AEW
Balad AB, Iraq

Flight Safety



AWARD OF THE QUARTER

Maj Englehardt spent countless hours ensuring the safe operations of six assigned flying squadrons, and several combined, joint and task force squadrons. His efforts towards the wing's BASH program have decreased bird strikes on average of 50% from the same quarter in FY 07. During 14 thorough HATR investigations, he pinpointed critical causal factors and provided education for aircrew and ATC. His keen oversight of three Controlled Movement Area Violations identified a shortfall with a sister service flight line driving program; he proposed that all JBB tenant units mirror current AF training. He played a critical role in the MQ-9 beddown by providing a flawless risk assessment for the AF's newest combat asset. His safety "know how" as the Investigating Officer for an HH-60 Class B ISB proved to be key for a rapid and thorough turnover to the SIB upon their arrival to JBB. He was the #1 choice to serve as the IO for a C-130 Class A occurring "outside the wire." His ISB team was on a plane to the crash location in less than 2

hours from initial notification which helped preserve vital information and 8 million dollars in aircraft parts. His experience and safety knowledge were instrumental to data collection and parts recovery from a "total loss" aircraft in a hostile location. He traveled in a convoy to the crash site to secure and obtain this critical information as fast as possible in order to limit the exposure of AF and Army personnel, guarding the aircraft, to possible hostile action.



Maj Michael J. Englehardt
332 AEW
Balad AB, Iraq

SEND US YOUR STORIES ABOUT . . .



{ AOR, BASH ISSUES, FIRE SAFETY, MOTORCYCLE SAFETY, DRINKING AND DRIVING, ETC. }

Stories you submit today won't be printed for at least a couple of months, so please, give us plenty of lead time!

E-mail: acc.sem@langley.af.mil
or Fax: DSN 574-8975
Comm (757) 764-8975
Attn: Barbara Taylor

THE COMBAT EDGE
HQ ACC/SEM, Attn: Barbara Taylor
175 Sweeney Blvd, Langley AFB, VA 23665-2700
Telephone: DSN 574-8868, Comm (757) 764-8846

FY08 Aircraft

As of September 30, 2008

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

FY08 Ground

As of September 30, 2008

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

FY08 Weapons

As of September 30, 2008

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

Legend

Class A - Permanent Total Disability; Property Damage \$1,000,000 or more
 Class B - Permanent Partial Disability; Property Damage between \$200,000 and \$1,000,000
 Class C - Lost Workday; Property Damage between \$20,000 and \$200,000
 ** Non-rate Producing
 * Fatality
 = Fatal = Fatal due to misconduct

Aircraft Notes

ACC experienced six Class A flight mishaps in August and September. Two MQ-1s were destroyed in the AOR and one was damaged. Sadly, we lost another of our nation's finest when an F-15D impacted the Nellis Ranges and the pilot was fatally injured. An HH-60G experienced a hard landing and was damaged in the AOR. An A-10C experienced a catastrophic engine failure during training but recovered without further incident. Finally, a B-1B experienced Class A damage following an EP and resulting hot brakes. Human factors continue to be a major contributor to the Class As for manned aircraft while mechanical failure drives our UAV mishaps. Many of our FY 08 mishaps were characterized by aviators that HAD the time ... but failed to make a decision that may have positively changed the outcome of their mishap. Make sure to ask yourself before you step: Am I ready to fly? Do I know my Dash 1, my EPs, my weather mins, SPINS, ejection minimums ... myself???

Ground Notes

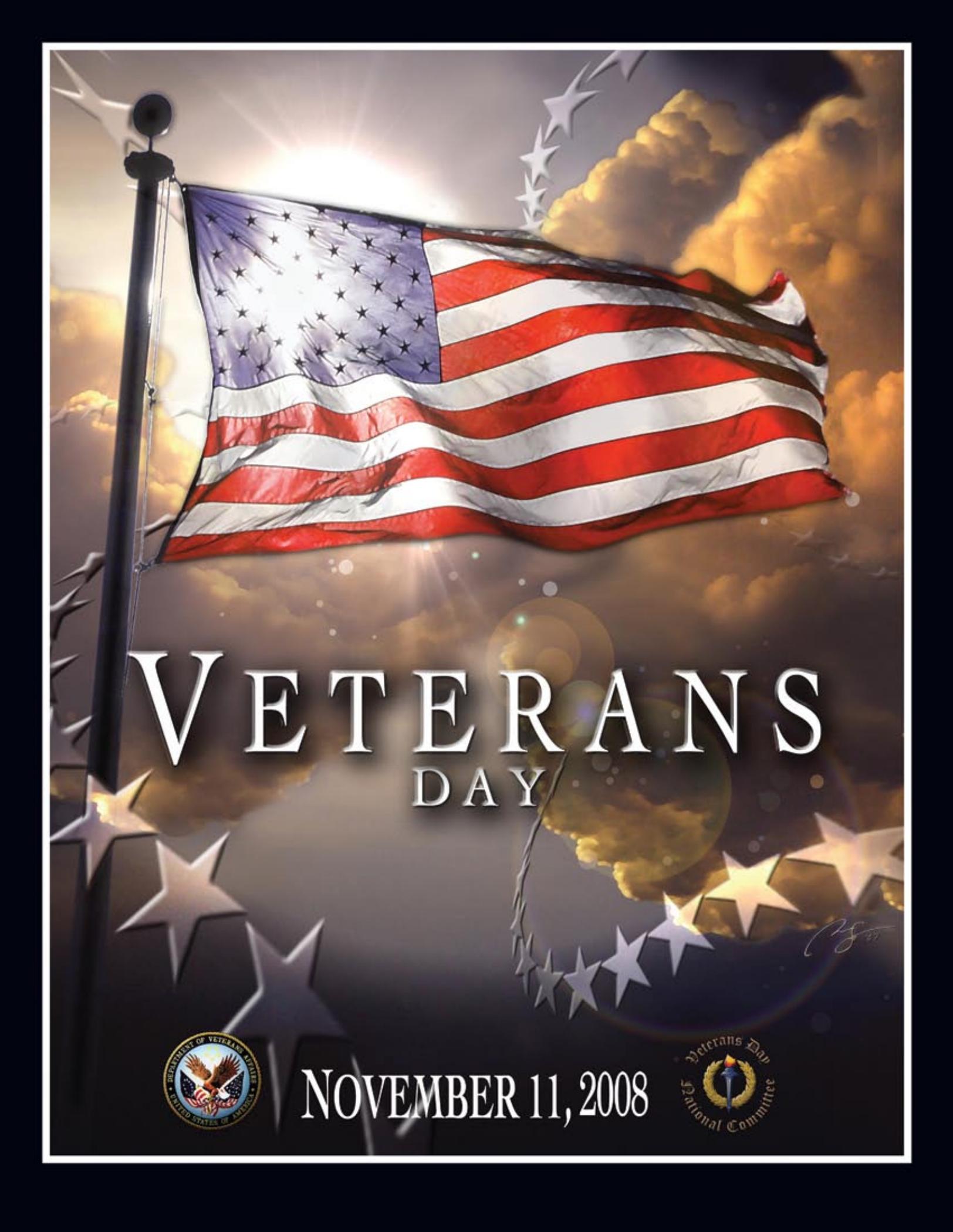
ACC completed a record setting year in Ground Safety. Class A mishaps were reduced by 8 percent and fatalities by 25 percent. Motorcycle mishaps still make up the highest number of fatalities (6) 60 percent of the 10 fatalities the command sustained.

Weapons Notes

First, let me say thank you for the hard work you are doing with your mishap prevention program. FY08 came to a close with a small reduction in the number of mishaps from FY07. ACC experienced 23 mishaps, 18 Es, 4 Cs and 1 B. This is a reduction in Es from the previous year and Cs remained the same. Please keep up the good work and positive trend. As a community we've done great curbing T.O. and directive violations that were our number one cause of mishaps. Please apply the same diligence in spot inspecting other areas that could potentially lead to mishaps. Thanks for all you do for the ACC weapons safety community.

Symbols for Mishap Aircraft





VETERANS DAY



NOVEMBER 11, 2008

