

January / February 2009

# Combat Edge

Air Combat Command's Safety Magazine



Back to Basics





### Oops! Pardon our mistake ...

In the Nov/Dec 08 issue we printed an article submitted by TSgt Matt Petrie from Lackland AFB, titled: A Rider's Reality Check. The story was about an accident that happened to a very "experienced" motorcycle rider. We mistakenly printed that he rides 20 times a year when it should have read 20,000 miles a year. This is a major difference and changed the impact of the story. Unfortunately, we do not have the space to reprint the article, but do offer our sincerest apology to TSgt Petrie and our readers!

~ Editor

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

## Combat Edge

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COVER PHOTO BY  
SSGT AARON ALLMON

# ACCent

## ON SAFETY

### Getting Back to Basics

During a recent Class A mishap brief, the Vice Commander of ACC, Major General Worden, reiterated the need for our entire command to "get back to basics." In looking back over the past several months of mishap data, it is apparent that we need to get back to fundamentals like "aviate, navigate, communicate" in order to curb a disturbing trend of preventable mishaps. Major General Worden pointed to three independent Class A mishaps that could have been prevented — one in particular that resulted in loss of life. The take-away point is that, as an institution, we need to better prepare our Airmen how to avoid costly mishaps in training and combat. Common themes from the three mishaps identified were failure to complete routine checklists, lack of coherent crew integration, and inadequate Operational Risk Management (ORM) – all things that Airmen should consider "Basic." Checklist use, whether airborne or in a back shop, is the foundation that prevents careless mistakes. The Air Force is built on the premise of backing ourselves up with pre-identified checklist (or Technical Order) steps in order to ensure we are performing routine tasks correctly every single time. In the identified mishaps, either entire checklists or critical steps were inadvertently skipped which compounded the seriousness of the event and ultimately led to increased damage. Following suit, crew or Wingman duties should be preached in nearly everything we accomplish.

It doesn't matter if you are aircrew, weapons loaders or firemen, your crew brief is critical to safe and successful mission accomplishment and essential to the basics. When was the last time you thought about your crew brief? Is it the same brief you learned years ago, repeated a thousand times and rushed through just to get it out of the way? Is everyone listening or have they heard the same thing so many times they quit paying attention? Take some time to update your crew brief. Consider your least experienced and most experienced crew members. Make sure everyone understands what you expect from them and what they can expect from you.

Your second grade teacher was right, the buddy system really works but you have to work together and keep your crew/Wingman informed about the entire situation. Every person on your team needs to know the facts and the game plan in order to multiply your effectiveness. In operations, Cockpit or Crew Resource Management (CRM) is so important that aviators are required to attend specialized training to understand the dynamics involved. In the maintenance world, Maintenance Resource Management (MRM) is really taking hold in order to develop these same skills for other teamwork environments. Finally, ORM should be the mechanism that assists you when the hair on the back of your neck stands up. Ensure all identified factors within your control have been sufficiently analyzed before you perform a task so that when things start changing, you can anticipate the ramifications. By reviewing checklist use, teamwork and solid ORM fundamentals, we will be moving toward "Getting Back to Basics."



Col Billy J. Gilstrap  
Director of Safety



# ***What is That Bug Smasher doing in my MOA?***

## *How to Improve Your MACA Program*

*by Lt Col (retired) Ned Linch, Davis-Monthan AFB, Ariz.*

**T**here I was on a 2v2 air-to-air ride during a requalification course in the F-16 Viper. With over 3,000 hours in fighters, I've seen just about everything, or so I thought, including lots of Knock-It-Offs (KIOs) for light aircraft deciding to poke their noses into our fights. However, today was different. Right in the middle of the fight and just prior to the merge, the flight lead called KIO because of a "bug smasher" in our MOA ... just below us and in the middle of our fight. After the KIO call, instead of complying with the training rules (AFI 11-214), the instructor had an emotional and unprofessional reaction to the situation. Instead of climbing away from the light aircraft and turning back to our CAP point, he decided to fly across the nose of the light aircraft, dust it off, and dispensed approximately six flares ... right in this guy's face. Not cool! I have no idea what this IP was thinking, and I'm sure the civilian pilot had to

clean his britches after landing. But, this is not the way we need to conduct ourselves as professional fighter pilots in today's military.

Psychologically speaking, sensory inputs to the brain arrive via two paths — the shortest path is the emotional side that reacts prior to the reasoning side inquiring, evaluating and then making a sound decision. This is where flight discipline comes into play to block the "short circuit" ... the emotional reaction that is triggered independently and prior to a reasonable thought.

I totally agree and promote the fact that civilians need to consider military airspace when planning their flights;

however, I strongly disagree with military pilots deciding to act on their own authority with an emotional vs. reasonable reaction to a common situation such as a civilian aircraft in our MOAs, on MTRs, and/or in Alert and Warning Areas.

Did you know that civilian pilots can legally transit your MOA, your MTR, and/or your Alert or Warning areas? Actually, the only Special Use Airspace (SUA) a civilian can't transit is a Prohibited Area. Flying through a Restricted Area is allowed when the airspace is "cold" or with permission from the controlling agency. Civilians are trained that

flying through a Warning Area is allowed at anytime, but with huge risks. However, it's advisable only to transit if flying through at other than posted times or with permission from the controlling agency. Regarding MOAs and Alert Areas, civilians that fly through these areas are legal at anytime, but with extreme caution to look out for other aircraft.



We all know it's a bad idea to stick your nose in an air-to-air engagement in an SUA unless you plan on joining the fight. We also know that civilian pilots make mistakes and have flown through our Restricted Areas when we were dropping live bombs or strafing with real bullets. How many times have you been in a busy traffic pattern in your Alert Area teaching a student how to land when you've had a close encounter with a bug smasher?

So, how do we convince light aircraft pilots to stay out of our airspace which is legal for them to transit? I've been working on this issue for years from writing articles, to conducting midair collision avoidance briefings at aero clubs, to promoting the subject at major air shows such as Oshkosh's Airventure. I still have not cracked the code on how to get our point across that it's not in a civil aviator's best interest to fly through military airspace regardless of that airspace appearing clear. Your MACA program is essential to getting the word out. The use of www. SeeAndAvoid.org is also a good tool to spread the word nationwide. MACA pamphlets are great for your local civilian pilots, but this information will never reach the pilot planning a cross-country flight from outside your region.

Somehow, you've got to get the attention of the guy in Georgia who is going to fly cross-country to California via a western MOA. Or, the guy in Tucson who is flying to Las Vegas ... that pilot is probably not going to be influenced by a MACA program in the Phoenix area. The AFI focuses on local flying when a national level is required. That's where www. SeeAndAvoid.org is the key to getting the word out to those folks not touched by your local programs.

I've reviewed many of the SeeAndAvoid.org web pages for military bases throughout the country. I'm glad to see more and more DoD wings/squadrons putting their information on the Air National Guard developed, DoD and Air Force Safety Center sponsored website which is also mandated by Air Combat Command for all their wings. However, some of the bases have just filled the square and are not actually disseminating relevant information the typical civilian aviator needs to flight plan around or fly near your airspace. Basically, we've got to try and convince someone (via your MACA program and/or SeeAndAvoid.org webpage) in 30 seconds or less why they should avoid your airspace.



photo by MSgt Kevin J. Gruenwald



DoD file photo



photo by MSgt Kevin J. Gruenwald

## Here are some techniques to help you get the word out to the bug smasher pilot in 30 seconds or less!

1. **Sectional Charts** – utilize a sectional chart to speak the same language of the civilian pilot. Depict your airspace and the issues associated with it on the sectional ... think visual! If you have a VFR corridor for them to transit, highlight it on the chart.
2. **Frequencies** – provide a recommended frequency for Flight Following and a recommended altitude if they must fly near your airspace
3. **Mission Information** – give a brief description of what type training is conducted in your airspace. For example, we are conducting "lights out" Night Vision Goggle (NVG) training or Basic Fighter Maneuvers (BFM) at high speeds and Gs. Tell them, we are not looking for you in your light aircraft because our focus is on killing and surviving the Gs and the fight vs. clearing for bug smashers! This may be your best technique for explaining why they should stay out of military airspace.
4. **Pattern Information** – if your base allows F-16 Simulated Flame Out (SFO) patterns, explain to the civilian pilot that jets could be descending at a high rate from around 9,000' in the pattern. Pilot training bases have multiple types of aircraft, operating at different speeds, and conducting visual and instrument patterns from various altitudes ... you've got to paint the picture that it's not in their best interest to participate and they could be a factor for both safety and training.
5. **Stay Away** – advise them to stay at least 5-to-10 miles from all your SUA. This is what the AOPA Air Safety Foundation recommends to civilian aviators. For a good review of airspace, I recommend civilian pilots visit the Air Safety Foundations website where they have a variety of outstanding interactive aviation refresher courses to include several on airspace and how to see and avoid ... "Mission Possible" and "Know Before you Go." Visit [www.asf.org](http://www.asf.org) to find out more. It's a good review for military pilots as well.
6. **Local Routes** – depict on a map your typical routing to-and-from the working areas with altitudes to avoid. We need to expose our hidden military airways that take us to-and-from our SUA to increase awareness with the bug smasher. Plus, en route we are completing admin functions such as G-warm-ups, Battle Damage checks and/or FENCE checks ... and not effectively clearing as we should.
7. **What Ifs?** – I brief civilians to avoid military airspace to the max extent possible unless they have an emergency situation, a fuel issue and/or a sick passenger. I recommend if they must transit, then cut the corners of the airspace and don't fly directly through the heart of the action, to turn on their strobe lights to increase the visual contact range, to squawk ALT on their transponder, to think formation (if you see one, look for others), to utilize flight following radar service, and to fly below our Air-to-Air floor (typically around 5,000' AGL), if possible.
8. **Expose Hidden Airspace** – if your wing uses MTRs then depict the route width and altitudes for the MTRs. This is one of the biggest challenges for civilians since the small gray lines on the sectional chart don't depict the "real" route.
9. **Aircraft Capabilities Brief** – we need to get the word out to bug smashers that fighters, bombers, and training aircraft don't have TCAS ... the typical civilian aviator thinks everyone in the military has TCAS. They also think that we can see their every move with our radar and if not, then ATC will tell us about them. So, educating them that we cannot always see them with our radars and we are not always in contact with ATC is essential. With today's high tech GPSs that have moving maps, it's easy to go from point A to B and never consider SUA. If they believe we can see and avoid them with our equipment, then they are more likely to push the limit and fly through our engagements disrupting training and being a major safety factor.
10. **Professional Reactions** – if a bug smasher decides to fly through your airspace, then comply with the training rules, KIO, and climb/descend to a safe altitude. Once they are clear, continue your training. However, it's well known that some (and I've witnessed it many times) pilots have had emotional reactions versus complying with the training rules. Intercepting, flying across the nose of the light aircraft, and/or dispensing flares as a show of force are not professional and reasonable ways of reacting to the situation. I encourage you to stay at least a mile away as you knock-off your training. I've been foot stomping this for years after being dusted off by an F-16 while flying a light aircraft on an official MACA trip. I also tell civilian pilots, that although you are legal to transit most SUA, it's their responsibility to not be a conflict, safety hazard or training. Check 6!



**“I had been doing the job wrong for 3 months.”**

## ***READ YOUR WAY TO SAFETY!***

*by TSgt Charles A. Butler, Minot AFB, N.D.*

In the military, we are guided by literally thousands of regulations and instructions. There are Department of Defense regulations, Air Force Manuals, Air Force Instructions, base regulations, Operating Instructions, job guides, and Technical Orders (TOs). And then there are the supplements to nearly all of them. Ask any Technical Order Distribution Office and they will tell you it is a full-time job to just keep up with the changes. But keeping up with those changes is something that we all have the responsibility of doing. It is also something we sometimes get complacent about.

I was doing a job I had done a hundred times in the past year. I knew exactly how to do it. At least I knew how it had always been done. I had the job guide open to the right page but never bothered to look down at it. There was a brand new Airman standing next to me so he could watch and learn the job I was doing. And that's when it happened! The Airman pointed out that he couldn't find the step I was on in the book. After looking at it for myself and really paying attention for the first time in months, I noticed that a change had been posted and it was no longer necessary to perform that step. I had become complacent. Because of that, I had been doing the job wrong for 3 months.

Situations like that happen every day in the Air Force; however, many times the guilty party is never confronted. I was fortunate enough to have a young Airman brave enough to speak up. Not everyone will have that person standing there questioning what they are doing, so we need to make sure we look at the books every time we do a job.

Each change of duty station should start with a time of getting back into the books. When you get to your new base, open those regulations or job guides and use them as more than a step to reach up that extra inch or two. Don't just take what the person training you says as gospel; ask for a reference or look it up yourself. Both of you might learn something.

I no longer accept “this is how we do it here at base X” as a valid explanation for why something may be done a certain way. Each of the three bases I have been stationed at was doing something different than what the books said to do. No one ever noticed because they had become complacent and never bothered to look into it. This is never an acceptable situation and only opens doors for major safety incidents.

Set yourself up for success. Read the regulations that pertain to your job. Flight Chiefs can brief TO changes at roll call. Just do it. It is much better than finding yourself in the front of the commander, trying to defend why you got a QA write-up for not following the job guide. There is only one assumption that is always true in our business: the books will change. So open them up and start reading. You never know, you may actually learn something and, in the process, save a valuable piece of equipment or an invaluable fellow Airman's life. ★



# FATAL DEVIATION

by A1C Ian A. Hyatt, Eglin AFB, Fla.

It was a stormy Friday night at Eglin Air Force Base, Fla., when two Airmen, a 5-level and a 7-level, arrived at the Egress shop for swing shift. They were part of a skeleton crew because some of the unit had deployed to Nellis Air Force Base, Nev., the week before. It had been a long week with a heavy workload caused by the personnel shortage. They were hoping to get off at a decent hour, so they wanted to get all the scheduled maintenance done early.

Shortly after arriving, there was a call over the radio saying, “Lighting within five.” The two Airmen knew this was going to put a damper on their plan to get off early. The only real critical maintenance they had to get done that night was a survival kit that was due in the morning. The jet was scheduled to fly an O&E mission that weekend. The two Airmen figured that they had done enough survival kits to be able to do it really fast, deviating from the Technical Order (TO).

They set out even though the “Lighting within five” had not been cleared, thinking that no one would know they had done the job during the storm. At least they wouldn’t get stuck waiting for the storm to clear and the bonus would be still being able to end the night early. They signed out the necessary tools and TOs. In their hurry, they neglected to get an additional safety pin for the survival kit they planned to remove. It would be just as quick to use the one that was in the new kit once they swapped them out. So they loaded the truck and went to do the job.

When they got to the jet to do the kit swap, the rain started falling heavily. The 5-level got out and did a fast

safe for maintenance without the TO. He ended up skipping most of the steps. The 7-level stayed in the truck to avoid the rain, thinking the 5-level could handle this “simple” job.

The 5-level got into the cockpit and removed the safety pin from the ejection control handles in order to be able to open the seat panel lid. The Airman quickly removed the old survival kit. As he went to put it on the intake and grab the replacement survival kit, he lost

his balance and fell backwards. Fearing he would fall out of the cockpit and onto the concrete ground below, he desperately grabbed for something to stop his fall. That “something” was the ejection control handle. Unfortunately, he pulled it with enough force to start the ejection sequence. Before he realized what he had done, the seat ejected through the canopy, throwing the Airman off the jet with fatal force.

The 7-level was in shock as he watched the events unfold. He ran over

to aid the Airman, who lay limply on the ground some distance from the jet. The 7-level immediately used the radio to call for help.

This scenario did not really happen, but it very well could. We all have reasons for wanting to get the job done faster. Some of them are pretty good but none of them are good enough to ignore the Air Force Instructions (AFIs) for explosives maintenance or to unnecessarily deviate from TOs. No matter how simple the job or how experienced the Airman, ignoring the AFI or TO always has the potential to be fatal or cause damage to mission essential equipment. ✖

Fearing he would fall out of the cockpit and onto the concrete ground below, he grabbed desperately for something to stop his fall. That “something” was the ejection control handle.



photo by TSgt Shane A. Cuomo



# Weight-Training Safety

by SSgt Colin Chalmers, Eglin AFB, Fla.

Lifting weights, whether you do it for fun, to train for sports or for competition, can cause serious injury or even death. Follow these basic guidelines to lift weights safely.

Find an instructor who can help you learn how to do the exercises correctly. Good technique is one of the most important ways to avoid injury. A high school coach or athletic trainer can help you. If a college is located in your town, the weight coach for the varsity athletic teams may be able to give you advice or recommend another instructor. The National Strength and Conditioning Association may also be able to recommend a qualified coach in your area. Advice from individuals, whom have never learned proper techniques themselves, such as parents, friends, coaches or other weight lifters, may not be correct. Books can help, but nothing beats personal coaching.

Set goals. With your trainer's help, decide on the goals of your weight-training program. The goals of your training program will depend on your age, physical maturity and the reason you are lifting weights. You need to consider which exercises you will use, how often you will do each exercise, what weight you will start with and when you will increase this weight.

Warm up and cool down for each session. Your warm-up session before lifting weights should include stretching exercises, calisthenics and jogging. When you begin each lifting exercise, use small amounts of weight at first and then progress to heavier weights. Stretching is also important during your cool down. ➤

## DOs

- Do use spotters when you try major lifts.
- Do keep your back straight when lifting.
- Do use proper lifting techniques when moving weights around the room.
- Do wear shoes with good traction.
- Do make sure the equipment you use is in good condition.
- Do breathe out when you lift.

## DON'Ts

- Don't hyperventilate (breathe in and out fast) or hold your breath when you lift heavy weights. You may faint and lose control of the weights.
- Don't continue lifting if you feel pain. Stop the painful exercise for a few days, or try it with less weight.
- Don't exercise any set of muscles more than 3 times a week.
- Don't "cheat" on your technique to lift heavier weights than you can handle.
- Don't lift heavy weights without spotters.
- Don't lift more than you know you can lift safely.



# BE PREPARED OR PERISHED

*by MSgt Joey J. Valenzuela, Davis-Monthan AFB, Ariz.*

My weapons safety career started in 2003. I was appointed as the Equipment Maintenance Squadron additional duty weapons safety representative. I was lucky enough to get an opening for the full weapons safety course in 2004 and I accepted the class. After I graduated from school, I tried for the next 2 years to get a weapons safety manager position at the wing with no luck. I received orders to report to Osan AB, Korea, in October 2006. I was initially slotted to go to Munitions Control. Sometime during the PCS process, PACAF Safety discovered I had a weapons safety special experience identifier and the position was opening up at Osan so I was redirected to the safety office. My first impression was GREAT! I was finally getting into weapons safety. After I got over the excitement, I started thinking back to school and how everyone kept talking about the unique weapons safety issues Osan presented. Even when I was attending the ASHS course, Osan's ASHS database was used to show the students the many different problems that could arise while creating explosives site plans.

I arrived at Osan just one short month after the guy I was replacing had PCS'd and one of the other WSMs was leaving in 2 weeks. Needless to say, I did not get much of a turnover. So there I was, 2 years since graduation, never having been a WSM, with no turnover and at a base that holds the record for the most weapons safety violations in the U.S. Air Force. On top of that, 1 week after I arrived, the hard drive on the computer my predecessor was using crashed and none of the data on it could be recovered. Every explosives sited facility on base was in the process of being re-sited and the majority of the documents were on that computer to include transmittal letters, maps, nomographs and glass breakage assessments. At least 1 year of work was gone and we were set back to square one on our site planning effort. I say this because none of the documents were backed up.

Later during that year, the Weapons Safety office was informed that numerous site plans had previously been created on a corrupted ASHS database. The footprints of buildings were off by as much as 20 feet. All of those site plans were already at the Air Force Safety Center, and the base had been granted interim approval to start using the site plans. This created a serious problem. The majority of the site plans were for contingency use (Tier 2), and no previous site plans were available to fall back on. With an ORI just 2 weeks away, the base did not have approval to generate aircraft using the increased NEWs required to be successful. Luckily, we were able to resubmit 24 site plans, from scratch, within that 2-week period and re-attain the previous interim approval.

About 2 months before I PCS'd, I was presented with another issue. CE was going to build a new facility to house the security forces squadron and OSI. I bothered CE throughout the year to keep my office informed on new facilities and to ensure we were notified whenever a facility board meeting was held. In all the meetings I attended, this new facility was never brought up. When I asked where the facility was going to be located, they informed me that it would be about 200 feet from a group of HASs that were explosives sited. I later found out that the facility was planned and coordinated back in 2004. The plans never went through the Safety office and no site plan was ever created. Unfortunately for the base, the plan had to be put on hold until a new location was found.

The point I'm making here is to always back up your data; ensure you allow time for turnover, and finally, know that the next guy is not going to know what happened in the past if you don't create a continuity book. Most WSMs only hold the position for 2 years at a base or in the case of Osan, 1 year. You can't improve and move forward if you have to keep repeating the past. 🦋





# Writing an Article for The Combat Edge



Our purpose in life is to educate -- to stimulate thought in order to learn from the pages of a magazine rather than from painful personal experience or the pages of a mishap report. From the beginning, the magazine has relied on you -- ACC team members and readers -- to produce much of each issue. After all, *The Combat Edge* is YOUR magazine. Only you possess full knowledge of the active undercurrent of ACC's mission, the problems you encounter day-to-day, and the solutions you reach. *The Combat Edge* is your communications medium to get your ideas to others within the command and the Air Force. The magazine will only be as good as YOU make it through YOUR articles, inputs and feedback. If you aren't seeing a particular type of article, it's largely because you -- or someone like you -- hasn't written it. We are committed to giving you the best quality product possible, but we can't do it alone. We need YOUR ideas to continually enhance the ACC safety culture. By working together, we can make ACC safer and more effective!

**AUTHORS** - Perhaps you've never written an article before. Don't let that scare you. It can be surprisingly easy, and the results can be quite rewarding. You don't have to be a professional writer to contribute to *The Combat Edge*. Our authors come from all services, with ranks varying from airman to general and from civilians as well. Most of them felt just as reluctant as you when they decided to write for the magazine, but they had something that needed saying -- and they said it. After all, that's really all anyone has to do. Contributions are welcome from anyone who has something to say about safety. Don't let anything in this guide for writing an article for *The Combat Edge* scare you away from contributing. There are thousands of safety-related stories out there in Air Combat Command and around the world. Send them to us!

**THE STORY** - Writing an article is a lot easier than it may look to you -- trust me. I believe that's why a lot of people don't write articles for us; they think it's "Mission Impossible." Really, it's not! And once you've done it the first time, the second, third and so on will be even easier.

How do people talk to each other? They tell stories and compare experiences. In the Air Force, we often refer to these shared experiences as "war stories" or "there I was..." stories. War stories are experiences that have left a lasting impression on you. Everyone has a war story because that's how we learn -- by experience.

People like to trade these stories because it gives them a chance to share experiences and possibly to learn things they haven't encountered before. Sometimes we find ourselves in an emergency situation and our readers want to find out how we handled it. What were we thinking about? What was our first impression? What would we do differently if it happened again? Answering these kinds of questions holds the reader's attention. However, you don't have to be flat on your back, running out of airspeed or in the middle of a fully loaded munitions storage area surrounded by a raging fire to have a valid war story. Many times we have an emergency or a problem; and although nothing exciting happens, a lesson is learned. These first-hand experiences are extremely effective in teaching, proving a point or supporting your way of doing things; and everyone can identify with them.

Sometimes we don't have a war story but rather an idea about a better way to do something. Again, share these ideas with others. If your thoughts or ideas are safety related in any way, write them down and send them to us. Don't pre-judge the applicability of your article -- we get paid to make those calls. Send us the material, and we'll decide if the theme is appropriate for *The Combat Edge*.

**WHAT TO WRITE ABOUT?** Each one of you has a myriad of experiences, personal stories and insights which you can share with the rest of us. Whether you're a wing commander or a new Airman First Class in the Air Force, you



can still share a great idea that you've developed and proven in the field. I encourage you to write down your safety-related experiences and pass them along in the form of "lessons learned" to others. Here's a quick potpourri of potential areas and subjects where we'd love to see articles:

**OFF DUTY:** Seat belt experiences, recreational incidents, sports safety, home workshop tips, how to survive the summer/winter/spring/fall at home safely, safety in the kitchen, how to get to and from work without a mishap.

**FLIGHT:** Great ideas on how to keep from being that next flight mishap statistic, flying safely and effectively in the low-level/deployed/air-to-air/air-to-ground/over-water/bad weather/night/on the tanker/mass gaggle/on the range/in combat/clear VFR (certainly not all at the same time) environment. How does your squadron pass along the hard-learned lessons from other flying incidents or mishaps experienced throughout the Combat Air Forces? What does your squadron, wing or Numbered Air Force (NAF) do effectively that seems to get the word out? What's the role of a good aviator, flight leader, element leader, Wingman, flight commander, etc.? What have you done -- unwisely or for whatever reason -- that really got your attention (i.e., scared the wits out of you) that you'd rather not see anyone else have to experience?

**GROUND:** What does it take to be a great maintenance person or crew chief? What are the important ingredients to having a good flying jet or safe work place? How does your organization ensure the mission gets done right the first time -- safely? What are the safety roles of maintenance, supply, security, POL, transportation and operations personnel as they all work together in accomplishing your unit's mission? What sort of experiences have you had in or around the flight line, office, hospital, dining hall or work site that you don't ever want to have again? What happens when complacency, misprioritization, lack of attention to detail, etc., get the upper hand in your life as you accomplish your job?

**WEAPONS:** Have you ever dinged a bomb/missile or damaged any munitions handling equipment? What could you have done to prevent it from happening? What does it take to operate day in and day out safely and mishap-free with training -- as well as live -- munitions? How can you ensure the most efficient and successful combat turns during aircraft operations? What lessons did some of you pick up on getting the mission done right during Operation IRAQI FREEDOM or Operation ENDURING FREEDOM?

Remember, you are writing for people just like yourself. How do you tell a story to your friends or family? It's the same for the magazine. Most people don't talk about the energy scaling of phase-conjugate solid-state lasers and the ramification on eye protection while operating laser test equipment. So, don't write like that for the magazine.

Figure out what point or lesson you're going to try to relay to the reading audience and build your entire article around that idea. Don't try to write about the entire history of USAF maintenance or every possible sortie that can be flown by an F-16. Just pick one idea and work on that. If we need to broaden it a little, we'll tell you.

Don't be afraid to tell it like it really happened. You get more points for spreading the word than you lose by admitting to an error. Tell the reader why you think you made a mistake. Give a good reason. By the way, no one has ever gotten into trouble by writing an article for *The Combat Edge*.

## HOW TO WRITE THE STORY

**INTRODUCTION** - One good way to get your readers' attention is by sharing a short story or scene which relates to what you want to discuss. Whatever you use, there needs to be something to lead your readers into the article.

**MAIN BODY** - This is the area where you go into greater detail about the subject you're writing on. If it's a personal experience, then tell us about it. If you're telling us about a great idea to eliminate flight, weapons, or ground mishaps, give us the story "1,2,3, etc."

**CONCLUSION** - Finally, you come to the part where you summarize what you've been telling the readers and bring the article to a close. This is where you summarize the main message or lessons learned that you're trying to get across. Sometimes it's effective to summarize your entire article in a short phrase or single sentence.

Write accordingly -- the goal is to communicate! In summary, if the article logically and interestingly communicates the experience or idea intended and is written in an appropriate tone with acceptable English -- send it to us!

**SUBMITTING ARTICLES** - There are no regulations, supplements or directives concerning the submittal of articles. We are completely dependent on voluntary submissions written by people who care and have something to share with their team members. *The Combat Edge* is published bi-monthly and is 32 pages in length. As a result, our need for new articles is high. We always welcome the opportunity to consider more stories for publication than we typically receive.

Since emergencies, learning experiences and great ideas occur on a less than regularly scheduled basis, it is best to submit articles as incidents occur or as ideas are conceptualized. We have no requirement that articles be routed through any OPR or review process other than from the author directly to us. However, be sure to check with your chain of command as to the acceptability of this process. We will look at any article sent to us, no matter where it originates or who writes it. In planning on specific topics, keep in mind that it takes 2 to 4 months to get an article into print. In addition, as you select a subject to write on, be advised that some topics are purely seasonal. For instance, we wouldn't print an article on lawn mower safety in December; a topic such as this is better suited for use in the summer months. Remember to consider the lead time for getting an article into print and plan ahead.

Drafts should be submitted double-spaced and typewritten. E-mail is the best avenue to submit your articles. Feature length articles of approximately 1,000 to 1,500 words or about 4 double-spaced pages (12 point font) normally allow us to do a 2-page layout with artwork. Longer is acceptable as is shorter. The bottom line is -- use whatever length is necessary to tell your story.

If you still have questions about your article or need to refine your approach to a subject, pick up the phone and call the editor at DSN 574-8846.



# MONTHLY AWARD WINNERS – OCTOBER

## Flight Line Safety



### AWARD OF DISTINCTION

**M**Sgt Cataline identified two critical safety of flight maintenance problems on two separate E-3 AWACS. The first problem that MSgt Cataline noticed was during taxi just prior to take off. After turning three times while taxiing, he noticed abnormal popping sounds with creaking and grinding coming from the nose gear. MSgt Cataline convinced the crew to taxi back and let maintenance aboard for a taxi check. Once maintenance was on board, they confirmed his suspicion and informed the crew that the nose landing gear drag strut was defective. This defect could have had disastrous consequences given the multiple landings that would have taken place. The jet was then given back to maintenance and the crew stepped the spare aircraft. This time during the pre-flight, MSgt Cataline noticed a creaking sound while the pilots were completing the flight control check. They determined the source of the creaking was the aileron control cables. This sort of malfunction could have

led to binding or breaking of the control cables mid-flight. Since this is a primary flight control system, all movement of the controls was ceased and maintenance was notified. Maintenance immediately informed the flight crew that they were not able to release the jet with that kind of a malfunction, and the crew coordinated to cancel the mission. Faced with losing critical training for 11 crew members, MSgt Cataline maintained a steadfast safety mindset.



**MSgt Douglas B. Cataline**  
966 AACS, 552 ACW  
Tinker AFB, Okla.

## Weapons Safety



### AWARD OF DISTINCTION

**L**oad Crew 10 and Load Crew 17 were dual-loading munitions on a B-1 aircraft. TSgt Tarry Brindle, an evaluator from the Weapons Standardization Section, was also present. The MHU-83 bomb lift truck being used to load inert JASSMs into the Aft Weapons Bay caught fire, and both load crews immediately ceased loading operations to initiate emergency procedures. A ground emergency was declared, and TSgt Barker notified the Base Fire Department as Crew 17 evacuated all non-essential personnel from the area. SrA Johnson and A1C Kerber retrieved fire bottles, and TSgt Brindle, TSgt Baker, and SSgt Cords proceeded to extinguish the fire. Upon opening the top panel of the lift truck to access the burning component -- a faulty Ammeter -- the team observed that the fire had extinguished itself. TSgt Brindle continued to monitor the fire bottle in case the fire flared back up before the Fire Department arrived. Load Crew 10 manually lowered the MHU-83 lift arms to move the munitions components away from the aircraft, at which time emergency response vehicles arrived. As the fire had already been extinguished, no firefighting actions were required. The Fire Chief determined the area was safe to continue removal of the damaged support equipment away from the aircraft. The decisive actions and

quick thinking of this team of weapons professionals prevented a potentially catastrophic event, and ensured the continued safe handling of the B-1 weapons system.



**TSgt Christopher Baker, TSgt Tarry Brindle,**  
**SSgt Angelo Bartolome, SSgt Stephen Brugin,**  
**SSgt Anthony Cords, SrA Steven Johnson**  
**A1C Antonio Chavez, A1C Michael Kerber,**  
**A1C Justin Pier**  
7 MOS, 7 BW  
Dyess AFB, Texas

## Aircrew Safety



### AWARD OF DISTINCTION

**L**t Col Barnes, MQ-1B Pilot, and MSgt Austin, MQ-1 Sensor Operator, displayed extraordinary airmanship and technical skill in successfully landing a crippled MQ-1B Predator UAS. While in flight and under control by a remote site, a fully-armed MQ-1B experienced a serious compound emergency caused by malfunction of the Primary Control Module. Launch Support Element Lt Col Barnes and MSgt Austin took over control of the aircraft to attempt to recover it at Ali Air Base. Upon discovering both primary and secondary navigation systems were delivering incorrect, opposite indications, Lt Col Barnes and MSgt Austin correctly deduced the faulty Primary Control Module, as well as the potential for further deterioration of aircraft systems with this malfunction, to include the landing gear and primary flight controls. Lt Col Barnes and MSgt Austin executed all applicable checklists, collaborated with the aircraft manufacturer's engineering division, and continued controllability and systems checks. The crew expertly transitioned to an alternate on-board camera to guide the approach while simultaneously swinging the primary camera 90-degrees off-axis, thus

stowing the delicate and expensive Multi-spectral Targeting System sensor ball to shield the lenses from impact damage. Lt Col Barnes smoothly landed the aircraft on the runway centerline, held the nose off as long as possible, and then gently set it down and brought the aircraft to a stop. The consummate professional efforts of Lt Col Barnes and MSgt Austin were directly responsible for saving this \$4-million aircraft, minimizing damage to only a small scrape on the nose, and preserving a critical asset in the Global War on Terror.



**Lt Col Geoffrey C. Barnes, MSgt Jason S. Austin**  
Det 1, 46 ERAS  
USCENTAF

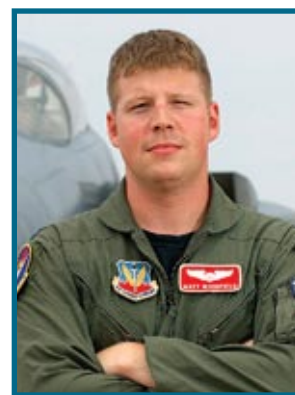
## Pilot Safety



### AWARD OF DISTINCTION

**C**apt Woodfield was number 5 of a 6-ship element configured with two external fuel tanks, two Captive Training Missile (CATM) AIM-120s, and one CATM AIM-9X. During landing, he touched down approximately 1,000 feet from the approach end of the runway at 150 KIAS on centerline. Capt Woodfield executed an aero brake, slowing to 110 KIAS, and then lowered the nose gear to the runway surface. A malfunctioning shuttle valve allowed hydraulic pressure to lock the wheels without anti-skid protection. The right main landing gear tire blew after skidding 130 feet; the left tire blew after skidding 225 feet. The brakes and wheels remained locked, causing the right wheel hub to grind and create increased drag on the right side. During the 1,350-foot, 10-second skid, Capt Woodfield analyzed the problem and applied nose wheel steering in an attempt to prevent the aircraft from departing the runway. Once both tires blew, the increased drag from grinding on the runway made it extremely difficult for him to control. The increased drag washed out the nose wheel steering inputs and started to

veer the aircraft to the right. Capt Woodfield stabilized the aircraft long enough to depart the runway going only 30 knots with 2,650 feet remaining. Per TO 1-F15A-1 checklist, he selected "off" on both throttles. The aircraft came to rest 75 feet from the edge of the runway. Capt Woodfield flawlessly executed the TO 1-F15A-1 checklist for emergency ground egress. His quick actions, systems knowledge, and smart decision making preserved valuable combat assets: the aircraft and his life.



**Capt Matthew B. Woodfield**  
71 FS, 1 FW  
Langley AFB, Va.



# OCTOBER continued

## Unit Safety



## AWARD OF DISTINCTION

**D**etachment personnel conduct weekly safety briefings, quality assurance foreign object flashes, maintenance safety practices and upcoming weather alerts to ensure instructors and students are kept up-to-date on safety-related information. The unit maintains a designated driver program for special events to ensure personnel and families get a safe ride home. They recently revised the unit motorcycle safety awareness program and trained new motorcycle operators on program changes and rider safety. When new chemicals arrived, safety and hazards associated with the chemical use were briefed to ensure all instructors were kept in the know. Instructors halted an improper centering cylinder servicing, instructed the proper technique to service it, in-turn preventing a Class C mishap. They corrected direct safety violations with maintenance personnel not properly using maintenance stands preventing injury to personnel. With eyes for detail, they discovered an air cycle machine leaking oil, coordinated replacement of the unit, prevent-

ing an aircraft in-flight emergency. They discovered a deficiency on the installation of thermal curtain barrier seals and not only implemented it into the classroom, but coordinated it with quality assurance that prompted a "QA Flash." This ensured all maintenance personnel were aware of the correct way to seal the barriers. When technical errors are noticed, the instructors submit IDEAs to the IDEA program -- three were approved this month!



**373d Training Squadron  
Detachment 11, 55 WG  
Offutt AFB, Neb.**

## WANTED

**A NOMINEE FOR  
EACH CATEGORY,  
EVERY MONTH AND  
QUARTER,  
FROM EVERY AIR COMBAT COMMAND  
NAF/DRU, NGB, AND AFRC UNIT**



## ACG SAFETY SALUTES SUPERIOR PERFORMANCE



### NGB

**Lt Col David Wilson  
1Lt Joshua Scott  
Capt Jonathan Wilson  
TSgt Richard Kovach  
128 ACCS, 116 ACW  
Robins AFB, Ga.**

### USAFWC

**Maj David Berkland  
USAFWS  
Nellis AFB, Nev.**

**Maj Matthew Higgins  
USAFWS  
Nellis AFB, Nev.**

### TWELFTH AIR FORCE

**Maj Tommy J. Hoard  
11 RS, 432 WG  
Nellis AFB, Nev.**

**Capt Greg Penning  
MSgt Chris Vanderbilt  
11 RS, 432 WG  
Nellis AFB, Nev.**

**MSgt Kevin R. Schildhauer  
366 FW  
Mt Home AFB, Idaho**

**SSgt Thomas D. Trehern  
432 MXG, 432 WG  
Creech AFB, Nev.**

### NINTH AIR FORCE

**SSgt Brian A. Harvey  
23 CSS, 23 WG  
Moody AFB, Ga.**

**MSgt Kurt M. Hedke  
MSgt Richard D. Wood  
MSgt John W. Jordan  
SSgt Brandon W. McBrayer  
SSgt Eric L. Reid  
60 AMU, 33 FW  
Eglin AFB, Fla.**

**447th Expeditionary Civil  
Engineer Squadron  
447 AEG  
Sather AB, Iraq**

**Capt Hunter S. Letchman  
332 AEW  
Balad AB, Iraq**

**TSgt Jeremiah K. Carpenter  
332 AEW  
Balad AB, Iraq**

### EIGHTH AIR FORCE

**Capt Andrew Harkreader  
963 AACs, 552 ACW  
Tinker AFB, Okla.**

**Capt Jason Grubaugh  
Capt Timothy Albrecht  
1Lt Andrew Marshall  
1Lt Heath Johnson  
Capt Dusin Brothers  
Capt Warren Carroll  
Maj Chris Andersen  
20 BS, 2 BW  
Barksdale AFB, La.**

**Capt Ian E. Calderon  
963 AACs, 552 ACW  
Tinker AFB, Okla.**

**SrA Elvin Owens III  
SrA Michael Clemens  
552 MXS, 552 ACW  
Tinker AFB, Okla.**

**A1C Traci L. Kyder  
509 MUNS, 509 BW  
Whiteman AFB, Mo.**



# MONTHLY AWARD WINNERS – NOVEMBER

## Unit Safety



### AWARD OF DISTINCTION

The 966 AACs combined the Fall Safety Campaign with a Formal Training Unit safety month to create a 2-month safety focus, with 10 events encompassing both ground and flight safety. They established a safety program from scratch at the new Forward Operating Location for E-3 training operations at Griffiss International Airport in Rome, NY. They built flight and ground safety process books that established safety procedures and continuity for the continuously rotating crews and cadre. They worked with members of the New York FAA Safety Team to inform local general aviation pilots of E-3 operations in order to form a good working relationship while establishing sound midair collision avoidance techniques. These efforts aided six different crews in safely flying 30 training sorties out of Griffiss. The 966th ensured that appropriate Bird Aircraft Strike Hazard countermeasures, such as runway sweeps, were being taken to mitigate threats during the heavy migratory season. Additionally, their ongoing efforts to instill and build a solid safety culture for a cadre of 189 instructors and upwards of 900

initial qualification students annually as ACC's largest FTU are to be commended. The 966th utilized the base fire department to take fire extinguisher training to a whole new level by using a state of the art simulator where an actual fire extinguisher is discharged on a fire simulator. They also completed over 44 pre-flight FOD walks around E-3s and 110 vehicle FOD inspections. The efforts and dedication of the 966th in promoting safety are simply unmatched by any other FTU in the Air Force.



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

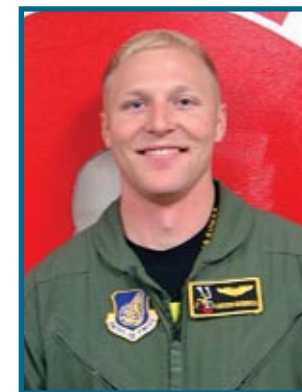
## Pilot Safety



### AWARD OF DISTINCTION

During the 14 EFS combat deployment ISO OIF, Capt Boswell had a severe engine malfunction in his F-16CJ. During his first sortie into a combat zone, while over the Indian Ocean and 200 miles from the nearest divert, Capt Boswell had an afterburner system failure. Below 0.5M, the engine nozzle appeared to be moving but not normally. Using sound judgment, he recognized his "land as soon as practical" situation. Capt Boswell decided to continue on his route of flight and reassess the situation once closer to the CENTCOM AOR. Entering the combat AOR, 6 hours into the sortie, the nozzle opened to approx 10 percent but moved opposite normal throttle commands -- in MIL power, the nozzle opened and in IDLE the nozzle closed. This malfunction is not specifically covered in the checklist. IAW the AB-NORMAL ENGINE RESPONSE checklist, Capt Boswell placed the ENG CONT SW-SEC. Once in SEC, the nozzle continued to move opposite to normal throttle commands. In SEC, the nozzle should not move at all and remain fully closed with all throttle movement from IDLE-

MIL. Simultaneously, Capt Boswell received indications of a Hydraulic Pump Torque Motor Fail. Capt Boswell declared an emergency and proceeded to the nearest divert airfield. With 9000# of fuel and stores, Capt Boswell executed a flawless straight-in full stop, at Al Dhafra AB, UAE. During an unusual emergency in unfamiliar airspace, the professionalism, airmanship, systems knowledge, and skillful coordination of Capt Boswell averted possible loss of life, destruction of a \$36M F-16CJ, and ensured minimal delay of combat asset delivery to OIF.



**Capt Trevor Boswell**  
14 EFS, 332 AEW  
Balad AB, Iraq

## Ground Safety



### AWARD OF DISTINCTION

MSgt Hartke is responsible for environmental safety, compliance, inspection and training in ground, fire, and hazardous waste areas for the 407 AEG. He resolved 40 of 45 findings identified during his initial program assessment of 14 Satellite Accumulation Points (SAPs) and identified three abandoned hazardous material storage locations. He brought fire extinguishers up to code by servicing or replacing missing fire extinguishers. MSgt Hartke inspected 11 of 14 sites for compliance by implementing monitoring procedures, reviewing continuity books for each individual site, and implementing spot-inspection checklists he developed using 33 critical criteria. MSgt Hartke trained six of 14 SAP site managers using a comprehensive training program he developed detailing safety inspection responsibilities. He disposed of 100 gallons of fuel and four drums of saturated materials locally, and 1,500 gallons of industrial waste and three pallets of batteries through an Army AOR disposal contract. MSgt Hartke prevented disposal of hazardous waste in the landfill and release of hazard-

ous particulates into the air at the burn pit by creating an Initial Accumulation Point for printer cartridge, battery and fluorescent light bulb disposal. He implemented a first-ever remediation project for a 12-acre fuel spill site by using available chemicals and equipment and leading a three-man application and monitoring team resulting in safer Petroleum Oil Lubricant working conditions. MSgt Hartke's environmental safety program achieved an 85 percent reduction in negative findings as a direct result of his actions.



**MSgt Richard P. Hartke**  
407 ECES, 407 AEG  
Ali AB, Iraq

## Aircrew Safety



### AWARD OF DISTINCTION

The crew of Axis 041, an EC-130H, was on a planned contingency tail swap from Keflavik AB to Ramstein AB. They completed the daily mission planning with favorable weather showing. Axis 041 departed uneventfully to the west and made an over-water turn to the northeast towards the North Atlantic. Fifty minutes into the flight, the engineer noticed #4 oil cooler flap, engine bleed air valve and one unrelated sys w/ problems. He scanned down to right of the CP noticed tripped CBs and called on-board maintenance personnel. Maintenance climbed up to the flight deck and reset one of the circuit breakers when a "POP" sound occurred. There was a sudden spray of sparks across the engineer, CP, and maintainer w/smoke rolling out from Essential DC panel. Crew donned oxygen masks and instructed passengers to don emergency portable oxygen systems. With only weak HF radio contact, they elected to turn back towards the mainland and run the checklists further. Crew isolated electrical problems; over Atlantic w/almost no systems, no radios and inability to fly instrument ap-

proach. CRM prevailed, eliminating affected systems and smoke/fumes; left power to Essential DC bus and RTBd. Once back in range of radar/UHF radio, crew setup for ILS straight-in and landed. Exited at the cross runway to ground egress; crucial exit point to not block the only usable runway for 100 NM. The crew eliminated any in-flight hazards; returned crippled aircraft; saved crew of 6, 8 passengers, and an \$85M EC-130H asset essential to sustaining ops in OEF.

**Capt Geoffrey Brasse**  
**Capt Colton Skorupan**  
1Lt Jeremy Mabry  
1Lt Jack Talkington  
SSgt Patrick Marshall  
SSgt Bryan Laird  
41 ECS, 55 WG  
Davis-Monthan AFB, Ariz.



# NOVEMBER continued

## Flight Line Safety



AWARD OF DISTINCTION

A1C Burns oversaw the final stages of the installation and activation of 1,100 pieces of Airfield Lighting equipment totaling \$550,000 lighting 1.6 million square feet of runway pavement. He trained 15 AM Ops/CE personnel on Baghdad International Airport's (BIAP) lighting configuration, keeping Sather AB/BIAP on-track to meet International Civil Aviation Authority certification standards and enhanced overall ground safety for 3.7K aircraft, 33K passengers and 5K tons of cargo. A1C Burns recycled the old runway edge lights and installed them on the apron edge to illuminate the entry/exit paths for passengers and vehicles; this enhanced night visibility by 75 percent. A1C Burns assisted the Airfield Manager with the implementation of the \$725,000 helicopter parking apron construction project to bed-down the MNF-I Commanding General's six HH-60 Blackhawk helicopters. He provided daily inspection oversight to ensure all flight line activities were conducted in a safe manner around the construction site. A1C Burns administered the airfield driving program by training 100+ members of the USAF, USA, other Coalition Forces, and civilian contractors. He

randomly checked 25 flight line drivers to ensure compliance with all directives. These checks were critical in preventing unauthorized individuals from violating the Controlled Movement Area. While executing the Airfield Obstruction Reduction Initiative program, A1C Burns' keen sense of observation led to the discovery of a buried Iraqi tank in the infield, averting a possible mishap in the upcoming infield grading project. He single handedly eliminated 100+ airfield obstructions, further reducing ground safety hazards.



A1C Thomas A. Burns  
447 AEG  
Sather BIAP, Iraq

## Weapons Safety



AWARD OF DISTINCTION

TSgt Edmund is an extremely knowledgeable Weapons Safety Manager. His efforts resulted in zero Class A, B or C weapons mishaps at Bagram during AEF 5/6. He identified and removed excessive ordnance improperly stored on the Close Air Support ramp; mitigating the risk that all deployed F-15 Strike Eagles could simultaneously detonate resulting in catastrophic mission degradation. He developed, implemented, and distributed Bagram's first-ever Explosives D-8 Map which was lauded by agencies base wide. Additionally, he sited two Combat Aircraft Parking Areas which increased allowable explosive weight by 41 percent and nearly doubled combat aircraft capability. TSgt Edmund assisted Army planners designing future ammo storage point by incorporating earth covered igloos, reducing the number of existing magazines by 68 percent, quadrupling storage capacity and reducing cost by more than \$10M. His efforts solved critical hot cargo loading problem by working jointly with logistics and Facility Engineering Team to create a sited Hot Cargo Pad in safe location to be operational in

Jan 09. Lastly, he accomplished 12 rotational weapons safety assessments and conducted over 40 spot inspections resulting in the identification and mitigation of 20+ discrepancies which directly contributed to the Wing's impeccable safety record. TSgt Edmund's outstanding dedication to the Weapons Safety profession greatly improved safety for the 455th Air Expeditionary Wing and improved the Wing's ability to conduct its non-stop combat mission.

TSgt Kenrick A.M. Edmund Jr.  
455 AEW  
Bagram AF, Afghanistan

## Crew Chief Safety



AWARD OF DISTINCTION

SrA Devine distinguished himself when he averted a potential aircraft mishap while performing F-16 end-of-runway duties. During his meticulous inspection of the aircraft, he noticed something abnormal about the nose landing gear torque link. Upon closer inspection, he detected a crack in the upper link and immediately determined the aircraft was not safe for flight. SrA Devine notified the end-of-runway supervisor who confirmed his findings and instructed the pilot to shut down the aircraft. Upon removal of the defective part and closer inspection, the torque link was found to be severely cracked and likely would not have remained intact during take-off or landing, thereby resulting in a tragic mishap. Without a doubt, his superior attention to detail, outstanding knowledge, and decisive action prevented a potential catastrophic failure and loss of aircraft and pi-

lot. SrA Devine's actions are a credit to himself and an example to his coworkers and the pilots whose lives he safeguards everyday as a crew chief.



SrA Michael L. Devine  
388 AMXS, 388 FW  
Hill AFB, Utah

## DON'T FORGET...

- Templates for all ACC Safety awards can be found at: <https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-SE-AC-23>
- **All ACC Award nominations MUST be submitted through your NAF/DRU** (Do not send direct to ACC ... they will be returned!)
- **DO NOT delete or add to the "pre-printed" information on the 1206** (i.e., award description, eligibility, or criteria)
- You may use the reverse side of the form to list additional nominees or acronyms
- Monthly and Quarterly nominations **MUST** be in narrative format!
- **All military members and civilians are eligible** for ACC Safety Awards; unfortunately, **contractors are not!**



# QUARTERLY AWARD WINNERS

## Weapons Safety



### AWARD OF THE QUARTER

**M**Sgt Sipocz was responsible for developing a much needed MOA between CJSOAC and the 332 EMXS Ammo unit saving the AF over \$200K in construction costs. He also singularly coordinated on a \$30M MILCON project for an MSA, which enabled a contractor to improve the construction schedule by 10 percent, as well as providing technical expertise for other JBB construction projects; totaled at over \$45M. He continued to lead from the front and manage a vigorous schedule, by preparing a short-notice explosive risk assessment for the SECAF's first visit to JBB. MSgt Sipocz's assessment was essential to mitigate risk to high value assets. He led the management team of the JBB weapons amnesty box program, which provided ammunition-free working environments for 25K JBB personnel, ensuring safety from inadvertent explosions. His inherent safety mindset/leadership was critical for completing 30 spot inspections, as well as one annual inspection. His innovation shined when he revamped a flailing ADWSR program by developing a new supplement and training

guide, and revitalizing a stalled FLMHA project. Thus, allowing a quick-turn delivery of munitions to combat aircraft – times reduced by 50 percent! In line with safer ops, he validated the JERV loading and operating instructions, which ensured EOD safety while handling explosives. These events, coupled with his expert advice on 16 construction proposals, prevented Quantity Distance encroachment. MSgt Sipocz' skills aided AOR aircraft directly by contributing to the 332 AEW BASH program; an integral part of eliminating 3,000+ bird/wildlife hazards.



**MSgt Richard J. Sipocz**  
332 AEW  
Balad AB, Iraq

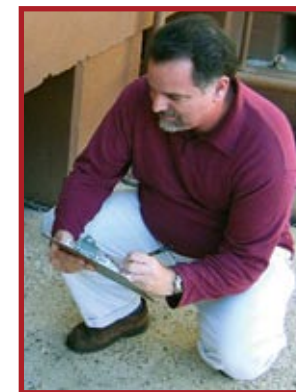
## Ground Safety



### AWARD OF THE QUARTER

**M**r. Eck performed many of the duties of the wing COS for a 70-day period in addition to leading the ground safety flight. He provided tremendous support to the wing FSO when tragedy struck a 2 BW squadron. A B-52H was lost off Guam, resulting in the first Class A mishap experienced by the 2 BW in 17 years. Mr. Eck managed the workflow for all three disciplines of the 2 BW Safety Office with 60 percent manning due to other PCS and TDYs while balancing short and long-term objectives to ensure mission accomplishment and continue the excellent safety services on which the 2 BW relied. Mr. Eck developed a "Back to Basics" training program for the ground safety staff. Under his guidance, each member of the ground safety staff developed DLOs, a training syllabus and training aids to use during their training sessions. Through these training sessions, technicians receive refresher training on programs such as Confined Space and LO/TO resulting in improved more thorough inspections across the wing. The cross-talk and revitalized training tools were rolled into their base-wide

safety training and inspection programs, thus improving safety standards across the wing. To ensure compliance with the new changes to AFOSH Std 91-25, Confined Space Program, he directed a SAV to all units with a confined space requirement. Program discrepancies were readily identified and all confined spaces were revalidated. The findings were forwarded to the appropriate unit commanders for action. Finally, he spearheaded a hugely successful wing safety day focused on traffic safety and headlined by a renowned motivational speaker.



**Mr. Scott M. Eck**  
2 BW  
Barksdale AFB, La.

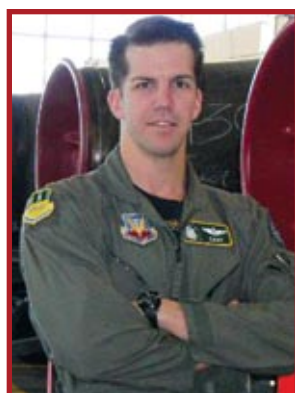
## Flight Safety



### AWARD OF THE QUARTER

**T**he 2 BW Chief of Safety was selected to serve on a special task force for over 70 days at the Pentagon, leaving Maj Rider with many of the safety office oversight responsibilities. This may not warrant special mention -- but tragedy struck a 2 BW squadron when a B-52H was lost off Guam, resulting in the first Class A mishap experienced by the 2 BW in 17 years. Maj Rider immediately gathered, consolidated, and prepared thousands of pages of records for review by the SIB. He provided critical information and coordinated all local support for the SIB. Maj Rider maximized his team's responsiveness to SIB requests and quickly coordinated all actions to deliver the required information to the SIB in Guam and to forensics experts in Washington, D.C. When the possibility arose that Bossier City would allow LED billboards to be built in the Barksdale approach corridor, Maj Rider moved quickly to gather the latest information on the technology of billboard design. He coordinated with the wing and tenant units to specify the hazards created

by the lighted billboards to local and transient aircrew flying different airframes under various flight conditions, such as NVG approaches. The information he provided enabled the Bossier City planners to write a precise city ordinance that would keep the bright lights of LED billboards out of the approach corridor. Finally, Maj Rider revitalized the SIB and SAFSO training programs at the unit level, resulting in improved accuracy and timeliness of reporting.



**Maj Michael A. Rider**  
2 BW  
Barksdale AFB, La.

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FY09 Aircraft

As of December 1, 2008

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

FY09 Ground

As of December 1, 2008

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

FY09 Weapons

As of December 1, 2008

	Class A	Class B
8 AF	0	1
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 four Class A mishaps in Oct and Nov. One involved an F-16 fire following a takeoff roll abort and safe pilot egress. The other three were MQ-1 mishaps. MQ-1 mishap rates continue to drop – from 9.09 in FY07 to 5.19 in FY08. Lessons learned from safety investigations and a maturing system safety program have made a big difference, especially when considering the phenomenal increase in flying. By the time we read this most of us will be returning from the holidays. Take a moment to review your personal ORM given the break from flying and stress of visiting the in-laws. With the right focus on ORM and attention to detail, we can reduce tragic loss of life and maintain our readiness to fight.

Ground Notes

During the first 2 months of FY09, ACC has sustained a 200 percent increase in Ground Class A mishaps. Both of the fatalities had misconduct involving speeding motor vehicles. Class B mishaps remained the same from FY08 with two for the period. One mishap involved FOD, while the second resulted in the amputation of a finger. As we are now in the midst of winter weather, take time to consider the hazards this time of year brings and plan accordingly.

Weapons Notes

ACC closed another FY without a Class A weapons mishap! In Oct of FY09 we experienced our first Class B since FY04. It involved the inadvertent firing of a weapon resulting in the round impacting a fire truck and injuring a passenger. Under new reporting criteria, this is a weapons mishap. As a result, it's a good idea to review your unit weapons loading and clearing procedures to ensure compliance with requirements. In FY09 we need to continue to take measures and devise methods to reduce the number of weapons safety mishaps. Focus on trying to ensure unit personnel pay attention to details and follow established procedures – this is our best defense against future mishaps. Let's make FY09 a great year by protecting valuable AF resources from any weapons safety mishaps.

Symbols for Mishap Aircraft





