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Combat Edge

Air Combat Command's Safety Magazine

A young boy with a black backpack and a red shirt is standing in front of a yellow school bus. A woman with her hair in a bun is kneeling and talking to him. The bus has the number 134 on its side.

ARE YOU READY?



Combat Edge

Volume 18 Issue 3, ACC SP 91-1

October is Fire Prevention Month

GENERAL JOHN D.W. CORLEY, COMMANDER
COLONEL ROGER L. WAGNER, DIRECTOR OF SAFETY

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ON SAFETY

Checklist Check

We all use checklists – pilots, maintainers, heavy equipment operators, and virtually everyone else in the Air Force. Even in our private lives, most of us use checklists. I have forgotten my wallet, watch, hat, keys, cell phone, and sunglasses so many times that my wife put a checklist on the refrigerator and has me read it off before I leave for work each day. I have to admit, though, I have stopped forgetting those things so much. The only time I seem to forget them now is when my checklist cycle is broken.

Your checklist cycle is the continuous loop that you follow as you perform a task, reference a checklist, and complete each item on a checklist. Anytime you fly an aircraft, drive a vehicle, or operate a piece of equipment while completing a checklist, you are in a checklist cycle. I believe the main reason aviators and other checklist users fail to complete checklist items is that once their checklist cycle is broken, they fail to resume the checklist, they skip a step, or they only partially complete a step when they resume the checklist.

Most of us naturally have an unconscious safety mechanism to mitigate checklist interruptions, but I would like to coin a term for it. What I call “Checklist Check” is a safeguard I use when I recognize that my checklist cycle has been interrupted. A radio call, a required flight control input, an equipment malfunction, or an interaction with the crew chief, are all examples of events that can interrupt a pilot’s checklist cycle. A fuel spill, a lost tool, an unscheduled meeting or a tour visit are also examples of events that can break the checklist cycle of a maintenance crew. When I recognize a break in my checklist cycle, I think “Checklist Check” and go back and review the entire checklist that I was executing to make sure I have completed all the steps (or determine the appropriate place to resume the checklist). If I get a priority radio call that interrupts a checklist, I maintain aircraft control, continue to navigate, respond to the radio call and then perform a “Checklist Check” to ensure each previous step was completed before determining which step needs to be resumed. That doesn’t mean I re-accomplish every step of the checklist. It only means that I confirm that each step is complete.

There are other times when I perform a “Checklist Check”, such as when I have comfortably completed a phase of flight and have a moment to spare. I then take time to review all my previous checklists items to make sure I haven’t missed something. Maybe after a team takes a break from a task, a “Checklist Check” would be a good thing to perform before resuming work. When a group or team is performing a checklist or Tech-Order action and someone interrupts the process with a phone call or a question, the group can lose focus on the task and skip a step when they start again. That would be a good time for someone to say, “Let’s do a “Checklist Check.”

There have been many times when flying a mission that I have experienced a strange feeling of having forgotten something or thinking something was “just not right.” Maybe this feeling was my subconscious brain trying to keep me alive. More often than not, that feeling alerted me to something that needed attention. When you experience that feeling, I recommend going with your instincts. Perform a “Checklist Check” and take a good look at the aircraft systems or equipment you are operating. “Checklist Check” has saved me from missing many checklist items in the past, and I bet it has saved you also. Now we all have a mutual name for it!



Col J. Alan Marshall
Deputy Director of Safety

There We Were . . .

ONE SECOND LATER, TOWER STATED, "DASH 2" WILL BE OVERTAKING YOU ON THE RUNWAY."

by Capt Oliver L. Roe and Capt George Grkovic, Bagram, Afghanistan

We were on landing rollout from an uneventful 4.9-hour OEF CAS sortie. As we slowed our F-15E to a stop with 3,000 feet remaining, we crossed to the cold side of the runway and called "Two's slowed" so lead could begin his turn for back-taxi. Only then did we realize that our flight lead was not in sight in front of us and something was seriously wrong. One second later, tower stated, "Dash 2" will be overtaking you on the runway." About a half second after that we saw our flight lead pass on the right -- very close and still moving fast. All four aircrew assessed the event as a near miss, but it turned out that our wingtips scraped during the pass lightly damaging both aircraft.

So what happened? How did we land in front of flight lead without even knowing it? What led to the inexcusable collision of two perfectly good aircraft on the ground?

Let's start with the facts: Dude 11 flight established a trail formation and began descent to landing while at 22,500 feet, 20 miles east of the field. Weather from 17,000 to 20,000 feet obscured the field. We followed flight lead through the

weather using the Fighter Data Link (FDL), which displays the position of each aircraft by plotting them on the same screen, to stay in 2NM trail. Once both aircraft were below the weather and all aircrew were visual with the airfield, we turned our exterior lights off to prevent enemies from tracking our position visually.

Flight lead requested a "visual straight-in" to runway 03 and then specified that we would perform a "spiral down." We descended using our own navigation over the airfield instead of following vectors from approach control. Lead began his recovery, and we maintained clear of the weather north of the field in a descent to a downwind position for left base to runway 03.

Both aircraft configured normally, and lead made his base call about 10 seconds before we did. We maintained SA on lead using the FDL without a radar lock or visual. Lead continued to a base position for a 3-mile straight-in while we instead rolled off a day-type perch point and proceeded to land. Lead landed behind us and did not see our aircraft until he lowered his nose to the runway just as we turned our lights

back on and moved from the hot side of the runway to the cold side. In short, this occurred because we lost SA on flight lead during a critical phase of flight and cut in front of him in the traffic pattern.

It was our job to maintain positive deconfliction from flight lead throughout the flight. From the point where we made the "Two's tied" call going through the weather, our contract stated that we would either maintain sensor or visual SA on lead's position at all times or admit that we lost awareness of lead's position and execute the associated procedures. We were also supposed to execute the approach and landing procedures per the standards while clearing with our eyes and radar for any traffic that could become a factor for the flight. A mixture of false confidence, trust in a single sensor, and complacency led to this incident.

From our perspective, the approach and landing sequence were perfectly normal and in accordance with accepted procedures until landing rollout and the tower call. We were using the FDL exclusively to maintain SA on lead's position even though it often displays inaccurate or delayed

information. When set on a large scale, the FDL can be difficult to accurately read in a timely manner. We did not deem it necessary to include more of the tools available at the time because we had regularly performed more dangerous and complex maneuvers and did not afford this approach and landing the level of concern it merited. This led to complacency and a more relaxed posture in our jet.

We were confident that we would be performing a VFR perch pattern after lead specified the "spiral down" with approach. During the day, a spiral recovery normally terminates in a perch, and we misapplied the daytime procedure to our night recovery. Our perception was reinforced by lead's base call and his position at the time. However, we failed to remember that our standard operating procedures do not include night overhead patterns nor did we verify our assumption for lead's position.

We were not in visual contact due to the lights-out procedures to mitigate surface-to-air threats, and neither of us in the number two jet wore Night Vision Goggles. The air-to-air TACAN was not usable because flight lead

had the field TACAN tuned in to back up his straight-in approach. Instead of locking flight lead with the radar, we mis-prioritized tasks and left it sweeping for other traffic. Changing any one of these factors could have provided the needed information to prevent the mishap.

The FDL can be very useful for positional awareness, but we did not use it to keep awareness of lead's position and flight path. As a crew, we should have used all our onboard systems to keep awareness of the terrain, the approach sequence, and the radar contacts in the area. My WSO should have continued to back me up by monitoring for lead, threats, and other traffic using all available sensors. I should have used the air-to-air radar to maintain trail behind my flight lead in addition to the FDL.

The most frightening part of the entire night is the fact that neither I nor my WSO was ever uncomfortable or had any inclination that things were going wrong until after we were rolling to a stop on the runway. We were both confident in the pattern being flown and never doubted that we were in position based on radio

calls and timing. It is a measure of just how low our SA was that we did not even realize the dangerous situation developing until it was too late to prevent it. I should have complied with the formation contract by following accepted standards for night operations with no external lighting. Repetition is no cause for unwarranted levels of comfort during a critical phase of flight.

In spite of the complex and necessarily dangerous missions we often fly in Afghanistan, takeoff and landing are still critical phases of flight. Aircrew must maintain peak awareness at these times regardless of how many times they have performed the same maneuvers in the past. There is never a valid excuse for damaging aircraft or potentially causing the loss of life. Emphasis must be placed on maintaining positive deconfliction from the ground, flight members, and other aircraft at all times -- and in that order. All aircrew should remember that formation contracts and standardized operating procedures exist to prevent these types of mishaps from occurring. ▶

Flood Safety Tips

Being Prepared is the Key to Survival

by Rod Krause, Minot AFB, N.D.

As I begin to write this article, the one thing that comes to mind is “Here we go again.” The reason I mention this is due to the fact of losing our home in 1997 while stationed at Grand Forks. We lived in a low lying area of town that was protected to 46 feet, and the most water we “expected” to receive was about 2 to 3 feet in our basement. We ended up with 6 feet of muddy, sewer smelling water on the main floor of our beautiful two-story home. However, as the Boy Scout motto says “Be Prepared,” and that is exactly what we did, and that is the key point I cannot stress enough of ... being prepared!

At the time I was assigned to work with the city in the emergency operations center because of my training and familiarity of being stationed in my home town, I was able to respond and coordinate various tasks to small and large teams all focused on one agenda, getting through a major floor without the loss of life.

Even through a major flood which brought in major news agencies from the country, fighting fires in 6 feet of water, and watching hundreds of homes being destroyed by flood waters we pulled off a miracle, evacuated the entire city with no fatalities. Someone was seriously watching over us, protecting and guiding several organizations and workers from various agencies through a very tragic time in history.

So what's the purpose of this article? To assist in some way to ensure we are prepared, no matter if you live in base

housing, a low-lying area in Minot, or on top of North or South hill ... we all need to be prepared.

Floods are one of the most frequent and costly natural disasters - many of which fall on the heels of other disasters such as hurricanes and tornadoes. Rushing waters and debris contribute to most of the damage caused by flooding.

The following is a partial list of important considerations that should be followed during times of flooding:

1. Prepare an evacuation plan: Before the floodwaters hit, develop an evacuation plan among all members of a household that includes a meeting place outside of the house, as well as an escape route out of the floodplain and away from floodwaters.
2. Know your area's flood risk – if unsure, call your local Red Cross chapter. Listen to local radio or TV stations for flood information.
3. Keep insurance policies, documents, and other valuables in a safe-deposit box.
4. Assemble a disaster supplies kit containing a first aid kit, canned food and a can opener, bottled water, blankets, rubber boots and rubber gloves, battery-powered radio, flashlight, and extra batteries, special items for infant, elderly or disabled family members. A spare car key, pair of glasses, list of important numbers, and copies of important papers.
5. Don't walk through flowing water. Six inches of moving water is enough to knock you off your feet.

6. Don't drive through a flooded area. Two feet of water will carry away most cars. One foot of water can displace 1,500 pounds of weight. If a car weighs less than 1,500 pounds it could be floated by a foot of water.
7. Stay away from downed power lines and also electrical lines in your own home. Electrical current can travel through water.
8. Watch for animals and snakes. Small animals that have been flooded out of their homes may seek shelter in your home.
9. Watch your step. After a flood the ground is covered with debris including broken glass and sharp objects just below the mud. Wet or muddy steps will be slippery.
10. Written instructions for how to turn off electricity, gas, and water if authorities advise you to do so. (Remember, you'll need a professional to turn natural gas service back on.)

If you do receive any flooding of your home, I cannot stress the importance of taking pictures for documentation, not only for your insurance company but for Federal agencies such as FEMA. Following all these flood preparation tips may not guarantee that you will not incur any flood damage, but it will certainly equip you with the necessary knowledge and resources needed to win over flood damage. Again, I cannot stress the importance of being prepared. There are several websites that can assist you, including the American Red Cross, FEMA, and several state and local communities. ▶



TRIPLE CAPT



Injured man crawls for 16 hours to get help!

by Wendy Victora,
Fort Walton Beach, Fla.

Mike Donigan, who lives in Fort Walton Beach Fla., was working on his summer home in Pine Mountain, Ga., when the accident happened. He said he and his wife, Debra, had discussed which projects would be safe for him to work on alone. Those projects did not include him working on the roof, he admitted; but he had finished up some other chores and decided to paint a window on the second floor. He put on a safety harness and was working on the metal roof when some hornets started to bother him.

He unhooked himself and went inside to take a bath, then realized he had left a radio on the roof. When he stepped back out on the roof, the hornets attacked him and he knocked over a bucket of water. "You can't walk on a metal roof when it's wet," he said. "It's like ice."

Mike Donigan fell from the roof of his isolated summer home and spent 16 hours crawling up a hill and into his house to call for help.

During the fall, he broke at least four vertebrae, broke his pelvis in two places, and broke his right wrist. He also dislocated his clavicle and sprained his ankle.

Mr. Donigan was released from the Columbus, Ga., hospital where he had been recovering for 3 weeks. He said he almost quit during the climbing ordeal, which started at 5 p.m. on a Saturday evening and ended at 9 the next morning. "I thought about my wife and kids, my mom and dad, and thought, 'Well, need to press on,'" said the 57-year-old retired Navy pilot. "Asked for a little help from my higher power to press on, and I did."

Donigan said he learned the importance of a controlled crash landing during his pilot training, so he went off the roof in a sitting position with his legs stretched out. The property next to that side of the house slopes off drastically. He hit the ground, flipped sideways and knew immediately that his right wrist was broken. When he rolled from side to side, he could feel his pelvis grinding. He began to crawl on his left side, using his elbow and his right heel to slowly push his way up the hill. It took him 4 hours to travel 100 feet.

"I crawled over rocks, sticks, whatever was lying in my way," he said.

At about 9 p.m., he finally reached the landing; but eight steps still separated him from help. "When I got around to the landing, I wasn't sure if I could do it anymore," he said. "I thought about my wife and kids. I rolled over on my back; pushed with my heels; and got to the top of the approach."

He had hoped he would be saved that night, but when he tried to crawl up the steps, he nearly passed out from the pain. A neighbor walked by, but Donigan didn't have the strength to call out to him.

The temperature was starting to drop so he managed to wrap himself in plastic to keep the mosquitoes away and some body heat in. Since he had been about to take a bath, he was wearing very little clothing and remembers shivering all night. When the pain got too bad, he rocked to one side. He also pushed his feet out and squeezed his muscles together to try to prevent blood clots.

As he lay there, he figured out another way to approach the steps. And at about 7 a.m. he started to creep up the steps. By wriggling his neck and shoulders up and using his left hand, he could move slightly upward. He also pushed his feet together to raise his pelvis in the air. Two hours later, he reached the door and managed to open it and crawl inside. Thinking ahead, he had left a cell phone on a low table inside the door in case he ever got hurt. Donigan called 911 first, then his employer, Lockheed Martin, second, to let them know he wouldn't be in "for a few days." He joked that he was old enough to know better than to go up on a roof alone. But what the ordeal really taught him was the power of the human will. "You can do almost anything if you put your mind to it," he said. 🐝

Wendy Victora is a reporter with the Northwest Florida Daily News.

While none of us ever plan on accidents or negative occurrences, Mr. Donigan's forethought to place a cell phone on a low table played BIG dividends in his rescue. Always expect the unexpected!

Waterfowl Season



by MSgt Brian Meverden,
Langley AFB, Va.

Waterfowl hunters face unique challenges compared to those who prefer the woods and open fields. Most of these challenges revolve around one thing ... water. There are many things to consider any time you prepare to go hunting – many of the same issues no matter what type of game you're after. But how does water effect the equation? Well, most states will begin waterfowl season in the September to October timeframe. Depending on where you live, things are cooling down and you'll be dressed

warmer – layered clothing, hopefully weatherproof, which will help reduce how wet you actually get. To make this an enjoyable, safe hunting season, be aware of the following important tips: **Hypothermia** - When on or in close proximity of the water, at some point in your hunting adventures you're going to get wet – count on it. Add in weather conditions for the time of year and the odds increase. Hypothermia is a very real threat when you are wet and the air temperature is cool! Wet skin or clothing will cool off the body quickly, especially if it's windy. Make sure you have a dry change of clothes with you (pack them in a waterproof bag). Depending on how remote an area you are going to be in, you

may even consider being prepared to start a fire should the need arise. Chemical hand warmers are also great for emergencies as well. It shouldn't have to be said, but wear chest/leg waders if you're going to be standing in the water.

Boats – Wear a U.S. Coast Guard-approved personal flotation device (PFD) any time you're in your boat; don't just carry it. A stowed PFD will do you absolutely no good if you overturn. Hunters have the option to get camouflaged inflatables and coats that look and wear just like a parka (be sure to dress warmly in heavy clothing). These will help keep your head out of the water if you fall out or capsize. Make sure everyone in

the boat is wearing a properly-fitted flotation device.

Don't stand to shoot your gun in an unsecured boat. Properly balance your load, and don't go beyond your boat's rated capacity. Rough water or retrieving a dog can flood an overloaded boat.

Survival Kit - Take a basic survival kit with you anytime you go out. Pick up a small waterproof pouch or bag to keep the contents of your kit in. Some basic items to bring along are fire starting materials, a small flashlight, a space blanket, some twine, a pocket knife, a few high energy bars, and some first aid supplies. If you are going to be in a remote area, consider adding flares and a VHF radio (a GPS

or cell phone would be great; however, you may not be able to get a signal). You may not be comfortable, but you will have the minimum for shelter and warmth until you can be properly located.

The Plan - Make a plan and stick to it. Leave a copy of your plan with a family member, friend, or coworker. In fact, leave it with all the above people ... the more contacts, the better. In the event of something happening while you're out on your trip, this will provide search and rescue teams something to go by. Things to include in your plan are the route you will be taking, your mode of travel, and any planned stops along the way. Are you going to be hunting in multiple

locations? Are you going to take an ATV or hike out on an established trail, or are you going down an unidentified trail? Are you going to put your boat in the water and head upstream to a nice marsh nobody knows? Do you have a radio or flares with you? How many people are going? You see, as you start planning out the trip, details can change at a moment's notice which can dictate how and where a search will be conducted and what search teams will be looking for (should one be needed).

Hunting waterfowl can be great fun, but it poses some unique challenges. How well you prepare for those challenges can make all the difference. Happy Hunting!!



Don't be Invisible, Use a Little Wiggle

by *William N. Cordes,
Moody AFB, Ga.*

Every motorcycle rider can relate to the fact that other drivers don't see us. It's as if we are invisible. Even if a driver looks right at you and sees your headlight, they don't know how fast you are approaching. Think about this, who can judge the speed of a light coming towards them? I'm sure

every rider has a story about the driver that just kept coming, as if they were trying to hit you. As we know, drivers get conditioned to look for something big, like a car or truck and often look through the motorcycle. Even with the headlight coming towards them. It's as if we are invisible. Does this sound familiar?

I've learned the hard way. My first experience of being invisible, I was 16 and had been riding for less than 2

months. The oncoming driver turned in front of me, I swerved and the driver stopped. I missed the car but couldn't miss the curb and spilled onto the road. From that experience and from talking to other riders, I've developed a number of defensive maneuvers that have been incorporated into my daily ride. When riding towards an intersection, driveway, or parking lot, I look for and spot drivers that might become a threat and then start

defensive actions. A lot of us ride with the headlight on high beam, but don't flash a headlight at an approaching driver or they might think you are letting them go ahead of you. The strobe headlights are a good idea, but we cannot trust these passive features to help us to be seen.

The best lesson I learned from that early accident was when I swerved that alerted the driver and caused them to stop. Now I use the weave

maneuver to alert drivers to my presence. I make my bike and headlight wiggle by pushing on the handle bars or pushing down on the foot pegs as I approach those high-threat areas. It works and has caused drivers to stop in their tracks after they have started to pull out from an intersection. With a little practice this maneuver could save your life, but excessive wiggling down the road could get you pulled over by the police.

Shiny chrome and paint might get you a thumbs up and attention while stopped at a light or in a parking lot, but the only thing a driver sees from head on is movement. That could be the difference between a great ride that ends in a ball of fire or a lifetime of riding. Give a little wiggle at that next intersection. ▀

Bill Cordes is a MSF coach rider at Moody AFB, Ga.

Protect our Children & Young Adults



by Vickie Castillo,
Eglin AFB, Fla.

How important is it for parents to sit down with their children and talk about the safety issues associated with child abduction, sexual exploitation and worst of all death? It is natural for most parents, teens and children to think those things happen to others, but it will never happen to them. I thought I had covered all the issues until I read the following news story.

On a Sunday afternoon in June 2008, the bodies of 11-year-old Skyla Whitaker and 13-year-old Taylor Placker were found shot to death on the side of the road near their home in Oklahoma. The autopsy shows the cause of death to be multiple gunshot wounds' to the chest and face.

I'm pretty sure I am not the only one trying to find fault with the parents thinking all the safety precautions had not been addressed with these two young ladies; however, I was wrong. The National Center for Missing and Exploited Children recommend parents provide the following safety guidance to their children.

What are the most important things parents should tell children about safety?

1. **Always check first** with a parent, guardian, or trusted adult before going anywhere, accepting anything, or getting into a car with anyone.
2. **Do not go out alone.** Always take a friend with you when going places or playing outside.
3. **Say no** if someone tries to touch you or treats you in a way that makes you feel scared or uncomfortable. Get out of the situation as quickly as possible.
4. **Tell a parent, guardian, or trusted adult** if you feel scared, uncomfortable, or confused about any situation.
5. **There will always be someone to help you,** and you have the right to be safe.

What should a parent know when talking to a child about safety?

1. **Don't forget your older children.** Children ages 11 to 17 are equally at risk of being victimized. At the same time you are giving your older children more freedom, make sure they understand important safety rules as well.

2. **Speak to children in a manner that is calm and non-threatening.** Children do not need to be frightened to get the point across. In fact, fear can thwart the safety message, because fear can be paralyzing to a child.

3. **Speak openly.** Children will be less likely to come to you about issues enshrouded in secrecy. If they feel that you are comfortable discussing the subject at hand, they may be more forthcoming.

4. **Do not teach "stranger danger."** Children don't have the same understanding of "strangers" as adults. Based on what we know about those who harm children, people known to them and/or their family actually present greater danger.

5. **Practice what you preach.** You may think your children understand your message, but until you incorporate it into their daily lives, it may not be clearly understood. Find opportunities to practice "what if" scenarios.

6. **Teach your children that safety is more important than manners.** In other words, it's more important for children to get themselves out of a threatening situation than it is to be polite. They also need to know that it's okay to tell you what happened, and they won't be tattletales.

Is "stranger danger"—danger to kids that comes from strangers—really a myth? Yes. In the majority of cases, the perpetrator is someone the parents or child knows, and that person may be in a position of trust or responsibility to the child and family.

Children do not have the same understanding of who a stranger is as an adult might; therefore, it is a difficult concept for the child to grasp. It is much more beneficial to children to help them build the confidence and self-esteem they need to stay as safe as possible in any potentially dangerous situation they encounter rather than teaching them to be "on the look out" for a particular type of person.

After reviewing the investigation information, the young ladies were only ¼ mile down the road from their home. They informed family members that they would be walking down a road they had walked down many times in the past, and they had a cell phone with them. I'm sure this sounds like a familiar scenario to many parents. Since this was a rural town they felt their children were safe and had taken all the necessary precautions to ensure nothing would happen, but in this case it did. As a parent, I ask myself why would anyone do this to two innocent children, but the reality is ... it happens every day. So what I choose to gain from this is a slap in the face with reality and the commitment to be more vigilant with my children. ■

Source: www.missingkids.com



Is Your Child?

by MSgt Marci Thompson,
Langley AFB, Va.

When you enter a vehicle, do you buckle up every trip, every time? I know for me, I buckle up without even thinking about it, as a driver and passenger. It just seems right that I would instill that same practice in my children. Since the time they were babies they have been properly restrained as a passenger, not in a seat belt, but in a child safety seat. As a parent you want the best for your children, but I am still surprised by the number of children who are not properly restrained. Why is that? I'm sure if I asked, I would get numerous excuses. I am not here to judge why, but to educate and encourage proper child restraint, every trip, every time. Just like seat belts, child safety seats and booster seats save lives; and what better way to show your child you love them than to ensure they are given the best protection? How do you do this you ask? The answer is easy -- restrain your child in the proper child safety seat or booster seat until they graduate to a seat belt.

Most parents would say that child safety seats are too expensive. Well,

I know personally that they are not cheap, but to get the correct seat, you don't have to purchase the most expensive one on the market. When selecting a child safety seat you want to choose one that is the appropriate size for your child according to height and weight, one that fits properly when installed in your vehicle, and one that is easy to use. Remember, a seat that works in one car may not work in another. And as children grow their seat position and restraint device should change. The following four-step process has been published by the National Highway Traffic Safety Administration (NHTSA) to aid parents and caregivers in selecting the proper child restraint.

For the best possible protection keep infants in the back seat, in rear-facing child safety seats, as long as possible up to the height or weight limit of the particular seat. At a minimum, keep infants rear-facing until a minimum of age 1 and at least 20 pounds.

When children outgrow their rear-facing seats they should ride in forward-facing child safety seats, in the back seat, until they reach

the upper weight or height limit of the particular seat.

Once children outgrow their forward-facing seats (usually around age 4 and 40 pounds), they should ride in booster seats, in the back seat, until the vehicle's seat belts fit properly.

When children outgrow their booster seats, (usually at age 8 or when they are 4'9" tall) they can use the adult seat belt in the back seat, if it fits properly (lap belt lays across the upper thighs and the shoulder belt fits across the chest).

After you have selected the proper child restraint to match your child's age, height, and weight, be sure to install it correctly. Follow the instructions provided with the safety seat and the guidelines listed in your vehicle's owners manual for proper installation. These manuals will provide invaluable information regarding your vehicle, such as its seat belt system, latch anchor points, airbags, etc., and the child safety seat, such as proper belt path, internal harness positions, harness clip placement, and other

safety features necessary to ensure the best protection for your child.

Finally, after you have installed it, have it inspected at a child safety seat inspection station or by a certified child passenger safety technician. What better way to ensure your child's protection than to have a hands-on safety seat inspection by a trained professional, which, by the way, is usually provided free of charge. You can locate an inspection station or certified technician through the NHTSA website, www.nhtsa.gov. The NHTSA is holding its annual National Seat Check Saturday and Child Passenger Safety Week from 12 - 18 Sep. The goal of this campaign is to bring public attention to the importance of safely transporting children. So if you have never had your seat inspected or you're just installing a new one, this is a great opportunity to have your child's safety seat inspected.

Once you have taken the steps to properly secure your children you will be amazed at how many you see everyday that are not. You may be properly restrained, but remember to think safety for your children as well ... they are our future. ✪

Have you checked out the **AFCAST**?



AIR FORCE CULTURE ASSESSMENT SAFETY TOOL (AFCAST) PROGRAM OVERVIEW

BACKGROUND

In 2003, the Secretary of Defense (SECDEF) established a goal of reducing preventable accidents by 50 percent. SECDEF increased this goal to 75 percent in 2006. In support of this effort, the Air Force has been aggressively implementing safety programs and tools.

AFCAST PROGRAM

The AFCAST program is one part of the Air Force Safety Center's overall safety assessment program. AFCAST is a proactive mishap prevention process that aids commanders and senior leadership in risk assessment and intervention strategy development. AFCAST focuses on operations, maintenance, and other areas directly related to safety. The AFCAST process involves collection of data from organizations by means of on-line survey measurement tools that quantify respondents' safety perceptions.

Visit <https://www.afcast.org> to learn more.

We Need You!

THE COMBAT EDGE

HQ ACC/SEM, Attn: Barbara Taylor
175 Sweeny Blvd.
Langley AFB VA 23665-2700

We know how busy you are, but please take a few extra minutes to tell us how to do our job better. We've included one form in each copy of this magazine and encourage local reproduction of the form so everyone can let us know what they think. If only a few people give us their opinions, or we only receive surveys from people sitting behind desks like us, we may wander off course without knowing it. You can keep us on track and make us better.

The survey includes some questions about you. We're not trying to invade your privacy; we just want to know, more clearly, who it is we're communicating with. By knowing you, we will be better able to tailor the magazine to your interests. Please, no names.

The rest of the form lets you sound off to us. Tell us what you honestly think about the way we're doing our job. Don't worry about hurting our feelings. Be as honest as you can. When you're finished, please send it to us through your official mail channels to:

To best serve you, our customer, we need to know what you want. Be candid, be bold, and be imaginative! Give us your best ideas for improving YOUR magazine!

There's another thing you can do to improve THE COMBAT EDGE – WRITE! We rely on your articles. Don't think you have to be a great writer; just communicate your message. Send it to us and we'll take care of the rest.

Remember – THE COMBAT EDGE is YOUR magazine! It 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 because you haven't written it. We are committed to giving you the best quality product possible, but we can't do it alone.

- How often do you read this magazine?
 - Very often (every issue)
 - Often (most issues)
 - Sometimes (some issues)
 - Seldom (very few issues)
- How do you normally obtain this magazine?
 - Official USAF distribution (PDO)
 - GPO subscription/direct mail
 - Library
 - Coworker, associate, friend
 - Other
- How much of each issue of this magazine do you read?
 - All
 - Most
 - About half
 - Some
 - Look at but seldom read
 - None
- How many other people read/share the copy of this magazine you receive?
 - None
 - 1-3
 - 4-6
 - 7-9
 - 10 or more
 - Don't know
- After reading this periodical, what do you do with it?
 - Keep it
 - Discard it
 - Pass it on
- How soon do you see a copy of this magazine after it is published?
 - One week or less
 - One to three weeks
 - Three weeks to a month
 - A month or more
- How would you rate this magazine in comparison with other publications dealing with the same or similar subject matter?

a. The best	c. Average	e. The worst
b. Better than most	d. Worse than most	f. Don't know

8. What magazines do you regularly read? _____

9. Has a Combat Edge article ever saved your life or kept you from doing something dangerous? If so, briefly describe the situation.

please cut out and mail to us

Strongly Agree	Agree	No opinion	Disagree	Strongly Disagree	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The Combat Edge satisfactorily presents safety information.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The Combat Edge is as interesting as other publications read.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The Combat Edge is as informative as other publications I read.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The level of reading in The Combat Edge should not be higher.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The articles in The Combat Edge are technically accurate.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Overall, the appearance of The Combat Edge is good.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Coverage of flight safety issues is adequate.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Coverage of ground safety issues is adequate.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Coverage of weapons safety issues is adequate.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The number of photos/graphics in The Combat Edge is sufficient.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The Combat Edge articles are informative.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The Combat Edge articles are interesting.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The Combat Edge magazine is useful to me personally.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Article topics are in tune with important trends.
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	The Combat Edge is an effective mishap prevention tool.

Poor	Fair	Satisfactory	Good	Excellent	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Covers
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Layout (professional appearance)
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Article quantity
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Photographs
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Illustrations
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Information value
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Use of color
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Thought provoking nature
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Type (size and style)
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	General interest/entertainment value
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Article thoroughness
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Article variety
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Awards coverage
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Usefulness in my job
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Timeliness of articles/issues
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Accuracy
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Usefulness in increasing professional expertise
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Attractiveness
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Overall value

Please tell us how you would improve The Combat Edge: _____

Other comments: _____

We are interested in your assessment of The Combat Edge MAGAZINE.

Please rate the areas listed below.

please cut out and mail to us



October is Fire Prevention Month

“Keep your homes fire safe and avoid burn injuries. Practice fire safety everyday at home, work, and play.”

SMOKE ALARMS

- Installing smoke alarms decrease your chances of dying in a fire by half.
- Place smoke alarms on every level of your residence, including the basement.
- Test and clean smoke alarms once a month and replace batteries at least once a year. Replace smoke alarms once every 10 years.

COOKING SAFETY

- Never leave cooking unattended.
- Always wear short or tight-fitting sleeves when you cook.
- Keep towels, pot holders and curtains away from flames
- Never use the range or oven to heat your home.

ESCAPING THE FIRE

- Have an escape plan. Review escape routes with your family.
- Make sure windows are not nailed or painted shut.
- Teach family members to stay low to the floor, where the air is safer, when escaping from a fire.
- Never lock fire exits or prop stairway or other fire doors open.

HEATING SOURCE

- Place space heaters at least 3 feet away from flammable materials.
- Use only the type of fuel designated for your space heater.

MATCHES/LIGHTERS AND SMOKING

- Keep matches/lighters away from children.
- Never smoke in bed or when drowsy or medicated.
- If you must smoke, do it responsibly.

ELECTRICAL WIRING

- Inspect extension cords for frayed or exposed wires or loose plugs
- Make sure outlets have cover plates and no exposed wiring.
- Make sure wiring does not run under rugs or across high traffic areas.
- Do not overload extension cords or outlets.

MONTHLY AWARD WINNERS – JUNE

Flight Line Safety



AWARD OF DISTINCTION

Mr. Laughlin has continually spearheaded flight line and aviation safety at Beale AFB. He hazed and harassed a total of 2,942 birds, as well as removed a number of mammals, including coyotes, from the Beale flight line in an effort to reduce and eliminate bird and wildlife strikes. In an effort to anticipate and control wintering waterfowl movements around Beale, Mr. Laughlin has been working with local farmers to change agricultural processes to reduce the amount of bird activity around Beale. Additionally, he has developed the first-ever bird radar data analysis program identifying previously unknown massive bird migrations through the base's airspace. The information was used to tailor the wings flight schedule, eliminating unnecessary flying during times of peak bird activity. This effectively protects lives as well as \$2B+ national assets. Using his in depth knowledge and timely analysis of the local flying environment, he identified a deficiency in the Supervisor of Flying (SOFs) bird radar system training program and proactively rebuilt the entire training program for the SOFs, as well as re-trained existing SOFs ensuring they were able to properly integrate the

bird radar into daily flight operations. He led a regionally-based effort to reduce bird strikes off base by coordinating Bird/Wildlife Aircraft Strike Hazard working groups with civilian authorities. His efforts significantly improved the wildlife abatement programs at both locations, impacting regional aviation safety implications, beyond the scope of his Air Force duties. Mr. Laughlin also procured a helicopter for the first ever airborne wildlife habitat survey around the Beale AFB runway. His initiative successfully identified previously unknown wildlife attractants that can now be effectively managed.



Maj Jim Laughlin
9 RW
Beale AFB, Calif.

Aircrew Safety



AWARD OF DISTINCTION

Gen Polumbo (Pilot), Maj Crever (SOF), and Capt Ford (Mobile Pilot) demonstrated exceptional crew resource management and teamwork while reacting to a critical in-flight emergency resulting in the safe landing of a crippled U-2 in support of Operation IRAQI FREEDOM. Shortly after climbing to an altitude above 50,000 ft, Gen Polumbo noticed a complete loss of hydraulic pressure. He quickly notified the SOF/Mobile team to coordinate for the emergency return to the FOL while displaying exceptional aircraft control without the trim or drag devices amidst 150-pound control forces. Throughout the crippled aircraft's descent, the mobile pilot aided the heavily tasked pilot with checklist procedures and fuel dump operations. Meanwhile, the SOF ensured the busy airspace was de-conflicted to facilitate safe fuel dump and emergency return routing. Led by the SOF, the 99 ERS team coordinated the emergency with six different wing agencies and the CAOC to guarantee timely response and accurate communications. An AC generator failure 30 nm from the field compounded the emergency. Despite additional malfunctions, Gen Polumbo calmly performed the appropriate checklists, coordinated with the SOF and

Mobile, and continued the approach without the use of his primary flight display. With the aid of perfect altitude and emergency braking calls from the mobile, Gen Polumbo successfully executed the most demanding landing in the Air Force. The hydraulic out, no-flap landing on centerline resulted in the return of the valuable aircraft which was ready for the next day's ATO mission. Their actions demonstrated outstanding skill and composure as well as exceptional teamwork allowing the safe recovery of a \$220M+ asset.



Brig Gen H.D. Polumbo Jr.
(not pictured) **Maj James Crever**
(not pictured) **Capt Jay Ford**
99 ERS, 9 RW
Beale AFB, Calif.

Pilot Safety



AWARD OF DISTINCTION

Maj Thiele, 16 WPS Instructor Pilot, safely recovered an F-16CM on 20 May 2009, following the loss of oil pressure while on a training mission in the NTTR. While performing a G-Awareness exercise check, he noticed an atypical fluctuation in the engine oil pressure followed by a massive drop in system pressure to a level well below operational minimums. When the pressure did not recover after returning to one G flight he snapped towards Nellis Air Force Base and climbed in order to achieve an energy state from which he could perform a dead-stick landing should the engine seize due to oil starvation. Suspecting a possible gauge malfunction, Maj Thiele initially retained his stores which consisted of three external fuel tanks and an AGM-88 High Speed Anti-Radiation Missile worth over \$700,000. Maj Thiele coordinated with the controllers in the airspace and at Nellis Air Force Base to expedite his recovery and then directed his flight mate to perform a damage check. Based on his high gross weight and need to perform a dead stick landing he consulted with pilots on the ground about jettisoning his external stores. He decided that jettisoning the fuel tanks at the Nellis

Jettison Area and keeping the HARM on board would be the best course of action. He then directed his Wingman to film the jettison and record the impact coordinates, thereby eliminating the need for a costly search operation. After performing all of these steps while maintaining the ability to glide to the runway, he safely executed a flameout approach and landed the aircraft. After shutdown the oil level indicator was reading well below normal, and maintenance continued to investigate the cause of the low oil pressure and level. Maj Thiele's superior airmanship saved a \$30M aircraft.



Maj Kristian S. Thiele
16 WPS, 57 WG
Nellis AFB, Nev.

Ground Safety



AWARD OF DISTINCTION

TSgt Doggett was hand-selected to stand up the newly established 772nd Expeditionary Airlift Squadron's first unit Ground Safety program; the first C-130 unit to deploy to a bare-base environment in over 5 years and the only C-130 unit in AFCENT with combined ops and maintenance. He immediately reviewed applicable AFOSH and OSHA regulations and identified seven different safety violations which he corrected on the spot. TSgt Doggett also identified the need to assign building custodians for the unit's three new tents and assisted in bringing the squadron facilities into compliance by procuring smoke alarms, fire extinguishers, and eye wash stations and conducting clamshell door operation training. TSgt Doggett spent countless hours ensuring a new confined space master entry plan and confined space training plan were developed to ensure the safety of individuals performing work in associated hazardous areas. He implemented a lock-out tag-out program and developed a work center specific Job Safety Training Outline to guarantee squadron personnel were aware of work center

hazards and understood proper procedures for reporting hazards and mishaps. Ultimately, TSgt Doggett's safety focus ensured safe completion of 393 combat sorties supporting over 100 OEF missions with a 100 percent mission effectiveness rate while safely delivering 5,700 passengers and 1,800 tons of cargo to forward operating bases. His steadfast devotion to the ground safety program quickly established the 772 EAS on the leading edge of safety in the AOR.



TSgt Jeremy C. Doggett
722 EAS
Kandahar Air Field, Afghanistan

JUNE continued

Crew Chief Safety



AWARD OF DISTINCTION

On 15 Apr 09 at about 0400 hrs, SrA Rikard was performing a pre-launch inspection on aircraft 78-0557. The aircraft was being prepared for a 0900 launch. While inspecting the right wing area, SrA Rikard discovered something "protruding" through a drain hole of the inboard aileron bubble panel. He removed the panel to investigate the anomaly and discovered a castellated nut and washer sitting loose in the panel. However, he did not simply remove the FOD and reinstall the panel, but he pressed forward with a more in-depth investigation. After inspecting the area further, he discovered the right inboard aileron tab control rod had no hardware securing the rod end to the control tab. He immediately coordinated through the expeditor to REDBALL, the R/R shop to the aircraft for assistance. The R/R shop attached the control rod to the tab, replaced and safety wired the nut and washer, installed a cotter pin, and verified the correct rigging of the system. SrA Rikard was praised for his "exceptional find" and because of his speedy actions, the

aircraft was brought back to a flyable condition and able to meet an on-time takeoff later that morning. At the very least, SrA Rikard's discovery prevented certain damage to the aileron and control tab, saving 64 man-hours and \$105K. Furthermore, his actions saved the aircraft from possible catastrophic loss of control of the aircraft in-flight. His keen eye and relentless inspection ensured the safety of 27 aircrew members and a \$330M E-3 aircraft.



SrA Jesse J. Rikard
552 AMXS, 552 ACW
Tinker AFB, Okla.

Unit Safety



AWARD OF DISTINCTION

The 966 AACS continues to set the standard for both ground and flight safety, creating a safety culture that is the basis for an outstanding safety foundation throughout the 552 ACW. During the month of May 2009, the 966 AACS was instrumental to the successful kickoff of the Critical Days of Summer (CDoS) campaign. They developed an F-18 mishap brief for all five flying squadrons' quarterly Fly Safe briefings and organized a booth that educated more than 2,000 Tinker AFB personnel on sun safety-related topics during Tinker AFB's first-ever combined Safety and Wellness Fair. The 966 AACS Safety Office established a squadron specific motorcycle mentorship program syllabus to train new squadron riders on local hazards, weather, and procedures. Their "Spring Bike Spike" focus plans were geared toward motorcycle safety awareness for both active riders and non-riders. The members of the 966 AACS Safety Office developed and executed an internal squadron MARE that utilized "lessons learned" for the annual Mishap Review Panel revision, and refined the actions/procedures of 179 FTU cadre and the 900+

initial qualification students per year. The event was also instrumental in the planning and execution of wing tabletop MARE, providing mishap response training to new wing and squadron leadership. The 966th also led the wing in FOD awareness and prevention. They were awarded the quarterly "Sentry FOD" award for their participation in joint MX/OPS FOD walks, preflight FOD walks, and their superb FOD detection/prevention initiatives.



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

ACG SAFETY SALUTES

SUPERIOR PERFORMANCE

EIGHTH AIR FORCE

Maj Michael J. Bosiljevac
1 ACCS, 55 WG
Offutt AFB, Neb.

Mr. Rodney R. Krause
5 BW
Minot AFB, N.D.

Capt Gavin G. Gigstead
343 RS, 55 WG
Offutt AFB, Neb.

Capt Christopher J. Cope
Capt Justin W. Jones
Capt Mike M. Little
12 RS, 9 RW
Beale AFB, Calif.

Capt Evan Reck
343 RS, 55 WG
Offutt AFB, Neb.

NINTH AIR FORCE

Maj Daniel J. Barone
772 EAS
Kandahar AB, Afghanistan

Capt Nate Harris
SrA Stephen Lewis
451 AEG
Kandahar Air Field, Afghanistan

SSgt Trevor J. Smith
455 EAMXS
Bagram AB, Afghanistan

TSgt Jason L. Harper
407 AEG
Ali AB, Iraq

64th Expeditionary Rescue Squadron
Balad AB, Iraq

SrA Armando Ramirez
332 EAMXS
Balad AB, Iraq

SSgt Michael Lantz
SSgt Dallas Bloss
SrA Christopher Murdock
407 AEG
Ali AB, Iraq

TSgt Christopher Anthony
SSgt Ray L. Laurent III
SSgt Gustavo L. Soto
A1C Joshua K. Arthurs
380 EAMXS
Al Dhafra, UAE

SSgt Derrick J. Mallett
407 ELRS
Ali AB, Iraq

532d Expeditionary Security
Forces Squadron
Balad AB, Iraq

TWELFTH AIR FORCE

SrA Kyle Serrats
49 AMXS, 49 FW
Holloman AFB, N.M.

Capt Robert G. Jackson
Capt Ryan A. Simpson
Capt Sean C. Flor
Capt Brian V. Crawford
37 BS, 28 BW
Ellsworth AFB, S.D.

A1C Matthew J. Bieniek
A1C Richard P. Worrell
366 AMXS, 366 WG
Mt Home AFB, Idaho

SSgt Orin G. Dexter
49 MXS, 49 FW
Holloman AFB, N.M.

MSgt Earl W. Mitchell
49 MXG, 49 FW
Holloman AFB, N.M.
SrA Steven R. Johnson II
49 AMXS, 49 FW
Holloman AFB, N.M.

Aircraft Metals Technology Shop
49 MXS, 49 FW
Holloman AFB, N.M.

USAFWC

Capt Matthew L. Bell
422 TES, 53 WG
Nellis AFB, Nev.

SrA Eliyahu Arshadnia
99 SFS, 99 ABW
Nellis AFB, Nev.

NGB

Maj Jeffrey S. Beckel
131 FS, 116 ACW
Robins AFB, Ga.

Lt Col Emmanuel Haldopoulos

Maj Joshua Warren
Lt Col Jon Erickson
TSgt Curtis Stark
Lt Col William White
Capt Trevor Swain
Capt Bradley Webb
Capt Michael Brantley
MSgt Wes Lakeman
SrA Mary K. Bailey
SrA Sandra A. Peterman
TSgt Kenneth Menefee
MSgt Rochelle Lindert
MSgt Steven Baker
SrA Christine A. Comeford
Lt Col Daniel Middleton
SFC Joshua Torres
Sgt Jeremy Mabe
7 EACCS
Al Udeid AB, Qatar

Amn Paul J. Rodriguez
158 FW
South Burlington, Vt.

MONTHLY AWARD WINNERS – JULY

Flight Line Safety



AWARD OF DISTINCTION

Ellsworth Tower was in the process of recovering 120+ civilian aircraft supporting the community outreach and safety presentation elements of the Ellsworth AFB 2009 Dakota Thunder Air Show. At approximately 0910L, the 10th aircraft in the arrival sequence reported downwind and base for landing. As the aircraft turned on 1/4 mile final over the overrun for Runway 31, the Watch Supervisor, MSgt Scott Isbell, noticed that the aircraft's landing gear appeared up. MSgt Isbell immediately instructed the local controller to advise the aircraft to "Check wheels down." The aircraft leveled off, immediately lowered its landing gear, and landed without further incident, thanking the controller on frequency. The immediate, alert and professional actions of MSgt Isbell and the

Ellsworth controller team prevented potential loss of life, the destruction of a civil aircraft, and an immeasurable impact to Ellsworth AFB's air show operations.



MSgt Scott C. Isbell
28 OSS, 28 BW
Ellsworth AFB, S.D.

Ground Safety



AWARD OF DISTINCTION

SrA Smith sustained superior performance as the 5th Aircraft Maintenance Squadron Unit Motorcycle Safety Program manager having been identified and selected by his commander as the go-to person for defining and interpreting AFIs, supplements, policies, and memorandums pertaining to Motorcycle Safety and ensuring all 32 riders assigned to his unit are receiving vital information pertaining to motorcycle safety. SrA Smith's knowledge of motorcycle safety was key to his being requested by the 5 BW Safety and Occupational Health Manager and Minot AFB Installation Motorcycle Program Manager to create a highly detailed motorcycle safety presentation that was briefed to over 360 base-wide riders covering two wings. A creative communicator, SrA Smith assisted with the development and publication of 11 highly informative motorcycle safety related articles and 20 detailed photographs for the Minot AFB home page

and the local newspaper, the "Northern Sentry," reaching 47,000+ people. SrA Smith is an outstanding Unit Motorcycle Safety Program manager whose keen motorcycle safety insight and mishap prevention efforts -- teamed with North Dakota Motorcycle Safety Program -- resulted in a 100 percent reduction in reportable two-wheel PMV mishaps during the same period in FY09!



SrA Richard E. Smith
5 AMXS, 5 BW
Minot AFB, N.D.

Unit Safety



AWARD OF DISTINCTION

The 9 OSS maintains a robust mishap prevention and safety program. Not only did the squadron successfully prevent an increase in mishaps in the last 60 days, but they also had zero reportable mishaps for the period. Leadership's proactive approach towards preventing and reducing mishaps enables members to use their strong safety training base to avoid mishaps while handling unforeseen, potentially unsafe scenarios. This is evidenced by a recent situation when a T-38 reported that they may have sustained a blown tire upon landing. Airfield Operations immediately ran their ground mishap checklist. The airfield management shift lead drove to the flight line to visually assess the situation. As the shift lead reached the scene, he realized that the T-38 tire did, in fact, blow and a severe FOD problem had occurred. Airfield Operations immediately called the Tower, notified them that the conditions were unsafe, and suspended runway operations. The tower diverted aircraft low on fuel and spaced others to avoid any air mishap. Airfield Operation's main focus was on removing the FOD and eliminating the chance of an aircraft mishap. The airfield management shift lead combed 750,000 square feet,

removing all detectable traces of the blown tire. After reassessing the scene, he picked up a few more pieces of FOD then called the tower to let them know that it was safe to resume runway operations. Airfield Operations and the tower ensured the aircraft in the pattern had safe landing conditions by working the status of the airfield and removing the FOD in a timely manner. Their actions enabled the runway to reopen in less than an hour after the incident. Their safety-minded judgment resulted in only two divers and safe landing of two U-2s and one T-38 that were in the pattern while the FOD was being removed.



9th Operations Support Squadron
9 RW
Beale AFB, Calif.

Pilot Safety



AWARD OF DISTINCTION

As number one of six aircraft on a Destruction of Enemy Aircraft Defenses training mission, Capt Thornton received a "WARNING" auditory message at approximately 1,000' AGL, which accompanied an "Engine Lube Low" indication. He expertly assessed a corresponding fluctuation of his oil pressure, followed by the smell of burning oil. As this is a critical situation in the single-engine F-16, especially at low altitude, with heavy-weight and high summertime temperatures, Capt Thornton made a conscious decision to retain his aircraft stores. This decision potentially saved hundreds of lives as his departure path carried him over a major highway and multiple neighborhood communities. Once Capt Thornton had achieved a proper altitude and airspeed, he quickly made a turn to a low key position and verified the anomaly with his Wingman and flight while simultaneously coordinating checklist steps with the SOF and tower for an immediate heavyweight landing. Capt Thornton then executed a textbook flame-out approach to the runway and touched down on speed approximately

700' from the runway threshold. Capt Thornton was then able to slow his aircraft well prior to the end of runway, taxi clear and shut down his aircraft normally -- all in less than 2 minutes from takeoff to shutdown. Aided by his impeccable systems knowledge, superior flying skills, and high situational awareness, Capt Thornton was able to save a major USAF asset -- a multi-million dollar F-16CJ, and spared the potential loss of life and property.



Capt Adam F. Thornton
77 FS, 20 FW
Shaw AFB, S.C.

JULY continued

Crew Chief Safety



AWARD OF DISTINCTION

While launching aircraft 77-0352 from Will Rogers World Airport in Oklahoma City, Okla., A1C Watson noticed A1C Carter, a sheet metal technician, outside of the truck apparently in considerable pain. A1C Watson rushed to A1C Carter to determine if he required any assistance. Upon reaching him, he realized A1C Carter had come into direct contact with a chemical paint stripper, which was burning the exposed skin on his arms and upper torso. Without hesitation, A1C Watson notified Will Rogers' flight line operations of the incident and requested they get an ambulance and fire department support dispatched. Despite a tense situation, A1C Watson had the presence of mind to contact Tinker AFB to have the support section look up the Material Safety Data Sheet for the paint stripper to determine what care he could render to A1C Carter in the interim. Once the emergency response personnel arrived, A1C Watson provided them with the

precise information they would need to neutralize the chemical reaction. Thanks to A1C Watson's immediate response and cool head, A1C Carter suffered only minor burns allowing him to be treated and released that day. Without a doubt, A1C Watson's superb handling of an abstract scenario prevented a bad situation from becoming a grave one.



A1C Richard D. Watson
552 AMXS, 552 ACW
Tinker AFB, Okla.

Weapons Safety



AWARD OF DISTINCTION

Amn Morrow's quick thinking, safety mindedness, and experience beyond his years led him to successfully extinguish an MJ-1B bomb lift truck fire saving the jammer and preventing the potential loss of one aircraft and a training munition. After his load crew completed a missile loading operation, the number three crew member parked the bomb lift truck near an explosive-laden aircraft. Immediately after shutting down the bomb lift truck, a spark from the battery cable ignited a fire, that engulfed the entire engine compartment and threatened to spread to other aircraft with loaded captive training munitions. Amn Morrow immediately noticed the flames, evacuated non-essential personnel, grabbed a fire extinguisher, and completely extinguished the fire. Amn Morrow's decisive actions led to a chain of events that abated a serious mishap, averted possible injury to six maintenance

personnel, and eliminated the loss of a \$58K bomb lift truck. Additionally, by extinguishing the jammer fire he prevented potential damages to one \$37M dollar F-15C aircraft and a \$211K captive training missile.



Amn Brandon J. Morrow
366 AMXS, 366 FW
Mt Home AFB, Idaho

Aircrew Safety



AWARD OF DISTINCTION

The HC-130 crew of King 30 departed Francis E. Gabreski AB and proceeded to W-106A/B warning area for an overwater rescue airdrop training mission. The crew descended to 300' Above Water Level, slowed to 130 KIAS, and configured the aircraft with the cargo door closed and the ramp open. While attempting to mark the simulated survivor's location with smoke and sea dye, the copilot pressed the flare launching switch but nothing exited the flare launcher tubes. The primary Loadmaster reported "negative deployment," checked her harness, and proceeded to Flight Station 850 to inspect a hydraulic valve on the flare launcher system for faults. As she approached the back of the ramp, a gust of wind caught her legs and knocked her off her feet and out of the back of the aircraft. Her harness caught her just within arms reach of the ramp. At the sight of her falling out of the aircraft, TSgt Cowger reacted quickly to immediately grab her, restraining harness. Once he had a firm grasp, he hauled her safely back into the aircraft. As soon as he secured her in the aircraft, he closed the ramp and reported the situation to the aircraft commander. The

navigator called "knock-it-off"; the crew climbed away from the water, reconfigured the aircraft, and flew to Moody AFB. The outstanding airmanship displayed by TSgt Cowger and crew directly contributed to the safe recovery of a fellow crew member in a potentially deadly situation. TSgt Cowger's skill and quick reactions are an example for all crew members to follow.



Capt Matthew Stueck, Capt Brian Desautels,
Capt Adam Harris, SSgt Jason Angove,
TSgt Joshua Cowger, A1C Amber Sumner,
A1C Aaron Courtright
71 RQS, 23 WG
Moody AFB, Ga.

Statement of Annual Ownership

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—The Combat Edge

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FY09 Flight

As of July 31, 2009

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

FY09 Ground

As of July 31, 2009

	Fatal	Class A	Class B
8 AF	👤👤👤👤	5	0
9 AF	👤👤	3	1
12 AF	👤👤	3	1
DRU's	👤	1	1

FY09 Weapons

As of July 31, 2009

	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

Flight Notes

ACC experienced five Class A mishaps in June and July including an MQ-1, MQ-9, B-1, F-16, and F-15E. Unfortunately, the Viper and Strike Eagle mishaps included three fatalities. Both of these mishaps are tragic reminders that we live in a high risk environment and we must recognize how difficult our job remains. However, as long as the Army needs bombs and bullets on target in a short amount of time, our mission will remain a worthy and necessary occupation. We must continue to train to a high level, mitigate the risk through smart planning, and utilize our knowledge, experience, and skill to keep us safe. Our 'boots on the ground' brethren are relying on our continued excellent wingmanship to make a difference in taking the war to the enemy.

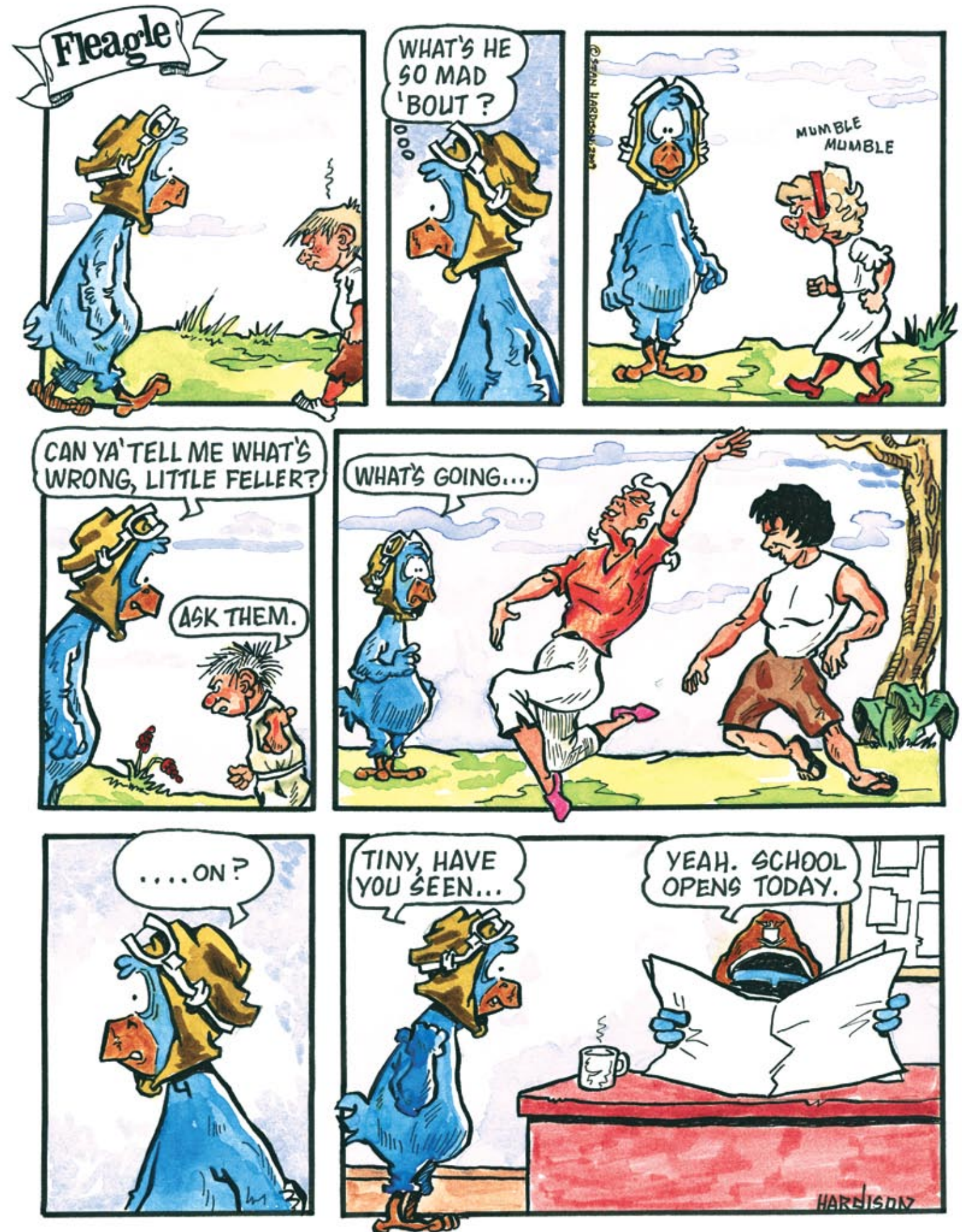
Ground Notes

ACC has experienced three Class A fatalities at this point in the Critical Days of Summer campaign, which was our total for the entire FY08 campaign. For the year, private motor vehicle mishaps account for nine out of 10 of our fatalities.

Weapons Notes

Since May 31, 2009, ACC has experienced five explosive and one missile mishap. The one missile mishap was a broken dome on the GCS. The damage was discovered by aircrew during a morning aircraft walk around. The five explosive mishaps are a little more alarming. We are starting to see a negative trend of explosives activations. Four of the five explosive mishaps were activations. Two were ARD carts fired by load crews during electrical checks. Two mishaps were caused by personnel not removing the live scot release cart and replacing it with a dummy during check out. All of the activations were caused by human error and were preventable. An increase in spot inspections may be warranted if your unit deals with this type of explosive item to curb this negative trend. Thanks for all you do in weapons

Symbols for Mishap Aircraft



***PLEASE* DON'T PASS A STOPPED SCHOOL BUS**

Car Drives Around Bus and Kills Girl, 7



- It's against the law
- It could result in serious fines
- It could result in a license suspension
- And, it could result in something much, much worse