January/February 2010 Air Combat Command's Safety Magazine

Bleachers - 1 Teenager - 0

16-year-old punches bleachers ... surgery, pins, and a cast.

PAGE 16

Everything's Riding on it!

"My adrenaline was pumping so hard I could barely talk."

PAGE 22

So There We Were ...

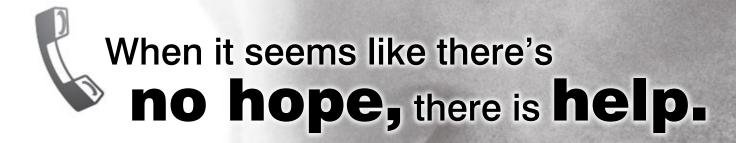
79'AGL

"When it comes down to it, we almost lost our lives and a \$50 million combat asset on a peacetime training mission for no good reason."

PAGE 4



Feeling lost, lonely, desperate?





If you or someone you know is thinking about suicide, call the National Suicide Prevention Lifeline:

> 1-800-273-TALK (8255) With help comes hope.

GENERAL WILLIAM M. FRASER III, COMMANDER COLONEL ROGER L. WAGNER, DIRECTOR OF SAFETY

4	So There We Were 79'AGL!
	by 1Lt John T. Walsh and 1Lt Rae A. Shannon, Mt Home AFB. Idaho

Monthly Awards

Are You Really Prepared? by Maj Dana C. McCown, Offut AFB, Neb. SAFETY SPOTLIGHT

Bleachers - 1, Teenager - 0 by Maj Brad Robinson, Langley AFB, Va.

QUARTERLY AWARDS

THE UNEXPECTED TRUTH

STATS

FLEAGLE

by Ms. Sarah Carr, Langley AFB, Va.

Everything's Riding on it!

by SSgt Joseph R. Wykes Jr., Langley AFB, Va.

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COVER PHOTO BY: SSGT AARON ALLMON



n F-15E back seat weapons systems officer yells for the front seat pilot to pull up to avoid hitting the ground. A driver decides to get behind the wheel and drive after having a "few" drinks. An angry teenager punches a bleacher and severely injures his hand. A friend asks a question and an Airman decides against suicide.



Col J. Alan Marshall **Deputy Director of Safety**

This issue highlights the fact that YOU are the Safety Officer. The decisions you make and the actions you take are the difference between life and death, safe or unsafe. There is nothing

that we Safety professionals can do to "preserve combat resources and protect Airmen" if you don't decide right now that you are going to make a difference.

If you are an aircrew member and you decide to speak up when something doesn't seem right, then you will be able to go home at the end of the day. If you decide to stay guiet, then you and your whole aircrew may be on your last flight. If you decide to choose a designated driver and you follow through with your plan to manage alcohol risks, then nobody from your party will kill some innocent bystander. If you choose to drink and drive, an Airman may lose their whole family. If you lose your temper and punch a bleacher, then plan on some time over at the base hospital. Your call, it's all up to you. If you see a fellow Airman that seems down and is having a hard time, you have a decision to make. Do you ask a friendly question? Or do you live and let live? Does that really mean that you live and let die?

It's up to you. You are the Safety Officer. You are the one that decides the outcome. You are important, and what you say and do matters. It matters not only to you, but to others. It matters to your family. It matters to your Air Force. It matters to your nation. We need you and we need you to make the right decisions and behave like the professionals that we have trained you to be. You decide.

2 https://afkm.wpafb.af.mil/CombatEdge THE COMBATEDGE JANUARY / FEBRUARY 2010 3



BY 1LT JOHN T. WALSH and 1LT RAE A. SHANNON

... Flying as Dock 62 on a night-CAS mission during Green Flag West at Nellis AFB, Nev.



Moments later, my WSO said,

"No ranging RECOVER!"

All of my attention immediately shifted to the radar altimeter as I began to pull harder away from the ground. I didn't realize at the time that we were now at 550 ft AGL and 170 NL. Time seemed to slow as I watched the radar altimeter click down from 220, to 150, to 110, to 85, and finally to 79 ft before that trend started to reverse. Continuing the climb away from the ground, we called an immediate knock-if-off on the JTAC's frequency. We were told by FL to flow back into the wheel; and when asked about the nature of our KIO. we informed them that we had recovered "below min recovery altitude," and that we would like to hang high and dry. When we then clarified that we had gone below 100 ft AGL, FL told us to FENCE-OUT, flow into 2 nm trail, and prepare for RTB. With both of us thinking hard about what had just happened, the flight back into Nellis that night was somewhat of a blur ... although I do remember thinking that the lights of Las Vegas had never looked so good.

The parameters for 30° night HAS under hiillumination conditions in the Strike Eagle are to start from a base position of 6,800 ft AGL and 2.4 nm ground range from the target, with an open fire slant range of 6,300 ft, a cease-fire slant range of 5,000 ft, and desired open-fire airspeed of 450 KCAS. Without a valid slant range to the target, a 5G climbing safe escape maneuver must be initiated at 2,600 ft AGL in order to recover above 1,000 ft AGL. I started the rollin at 8,200 ft AGL.

By the time I made my "in" call we were already established 30° NL, and we were not cleared hot until 2,700 ft AGL. I did not realize we were in the wrong delivery program until about 2,100 ft AGL, which, with no active ranging to the target, was already 500 ft below the required recovery altitude. When I finally did recognize that we were in the wrong program, instead of immediately beginning a valid climbing safe escape maneuver (5Gs in 2 seconds), I began a very nonchalant 2.5G pull. Luckily for me, my WSO eventually noticed that something wasn't right. She called for the recovery, and then immediately got on the controls and assisted with the safe escape maneuver. Her last second recognition and instinctive reaction undoubtedly prevented us from impacting the ground in a nice, smooth 2.5G pull.

ear the end of the sortie, my crewmate and I were given the tactical lead, with our flight lead approximately 4 miles in trail and 90° out in the modified close air support (CAS) wheel. Our target was a column of seven tanks oriented north-south. After we were both "tally target," our flight lead relayed the plan of attack to us in the form of a fighter-to-fighter brief, which defined the formation, roles, ordnance, sort, and tactic to be used on the upcoming attack. The Joint Terminal Attack Controllers (JTACs) desire for this target was to have our flight lead destroy the northernmost tank, for us to destroy the southernmost tank, and then work our way in towards the center of the column one

Having just completed two simulated GBU-12 attacks back-to-back against the column of tanks, we designated on the next tank in line. Between the 1st and 2nd GBU-12 attacks, our flight lead began coordinating with the JTAC to get some High Angle Strafe (HAS) passes for training purposes. After flight lead's 2nd simulated GBU-12 impacted successfully, and just prior to us initiating our base turn, the JTAC cleared us for an immediate strafe re-attack on the tanks. We had already designated on the next tank in line, so when flight lead called "1s sorted 3rd from the north," we responded immediately with "2s sorted 3rd from the south." As we rolled out on base, my

focus was on looking outside and getting a tally on the infrared spot that our flight lead was marking the target with. Once tally target, I quickly cross-checked my airspeed, altitude, and heading to the target in the HUD, as well as the lookdown angle in the targeting pod, and then again focused my attention outside on the IR spot.

As I began the roll-in, Dock 61 informed the JTAC that he would be marking both #1 and #2's targets, and by the time the JTAC replied, I was already established 30° nose-low (NL) as I made our in call: "Dock 62, in from the east." I knew when I began the roll-in that I was going to be slightly off the run-in restriction given by the JTAC, so I intentionally pulled my nose through the target before correcting back to a valid run-in heading. When the JTAC gave us the "Dock 62 cleared hot" call, we were already at 2,700 ft AGL. At this point, I finally noticed that the symbology in the HUD was not matching what I expected to see. After taking a moment to process what I was seeing, I realized that we were not in the correct delivery program to employ the gun. Still at 30° NL and now at 2,100 ft AGL, I verbalized this to my crewmate: "We're in the wrong program," and I started to come off the attack dry. As I began the pull, I remember being upset at myself for rolling in on final in the wrong weapons program. Obviously, my pre-attack checks had been non-existent, and I was not proud of overlooking such a basic part of our strafe attack.





Obviously, several errors on our part almost prevented my WSO and me from returning safely that night, and we learned several important lessons that we would like to pass on, in hopes that something like this doesn't happen to anyone else.

- **Lesson #1:** Take the time to make the time to do things right the first time ... in other words, slow down! Rushing to roll in on an attack and having to go through dry because you weren't set up properly only wastes time in the end. It would have been much better to take an extra minute and a half to go around the CAS wheel one more time, ensuring that we were in the correct delivery program, on the correct wire and run-in heading, and were both ready to strafe. Upon tape review, we actually had over a full minute between the time that our 2nd GBU-12 impacted and the point where we were rolling in on final to strafe. This is definitely more than enough time to perform our standard strafe checks ("PROG-4, In-Command, Thumb-Aft, Good Ranging"), which usually take no more than 10 seconds to complete. Had we taken the time to set ourselves up for success and actually completed all of our standard checks, I am convinced we would have prevented our near-miss with the ground. This puts a new spin on the old saying that slow is smooth, and smooth is fast. Taking a few seconds to talk about things would have solved this problem before it ever started.
- Lesson #2: Never point your nose at the ground, especially at night, if you're not 100 percent ready for it. Talking about it after the flight, I found out that neither my WSO nor my flight lead were aware that I was going to roll in for the attack when I did. Obviously, this is a huge foul, both as a Wingman and as a crewmate. Our failure as a crew to not initiate and perform the standard pre-attack checks directly led to this situation. I thought we were ready for the attack, but my WSO was not, which put her behind the power curve from the get-go. I also did not wait to receive the standard fighter-to-fighter brief from my flight lead, which is a must when changing from one attack to another, and another huge foul on my part as a Wingman. The importance of developing solid habit patterns is part of the basic airmanship that all flyers are taught from day one, and this situation is a prime example of what can go wrong if you fail to execute accordingly.

• **Lesson #3:** A good cross-check is an absolute must for both crewmembers when doing HAS, day or night. Strafing in the Strike Eagle is something that must be chair-flown and learned through much practice; and when you strafe at night, many instructors will attest to the fact that it almost becomes an instrument maneuver. When I roll in for a strafe attack, my initial cross-check consists of airspeed, altitude, dive angle, target location, and good ranging to the target. Once airspeed and dive angle are under control, my attention is then focused mainly on the slant range, target location, and piper placement end-game. That night, the majority of my focus was initially on fixing my run-in heading and keeping sight of the target, which was merely a flashing IR spot on the ground. My WSO's attention was almost exclusively on the targeting pod video, and it wasn't until she noticed that the target seemed to be bigger than normal that she looked at our altitude and called for the recovery. One of the many advantages of flying a Strike Eagle is that you have two people that can check all of the above listed items, but on that night, both of us failed to execute solid cross-checks and prioritize our attention properly. In the fighter community, any formation member has the hammer to call a knock-it-off for anything related to safety of flight. This includes recognizing that a dangerous situation might be developing or realizing that you are not 100 percent ready to execute an attack. Nobody should ever be afraid to speak up if they feel unsafe, which ties in with our next point ...

• Lesson #4: If something seems not quite right, you should come off dry and figure things out ... and when you do come off dry, ALWAYS, ALWAYS, ALWAYS do a good safe escape maneuver, even if you don't perceive the ground to be an imminent threat! This is especially true at night when you're wearing NVGs, as you don't have any depth perception and can't rely on any sort of ground rush to scare you into performing a valid safe escape. If you roll in for an attack and know something is wrong but can't quite put your finger on what the problem is, you've got to realize that you are speeding towards the ground at 450+ knots with low SA, which is definitely not ideal. Even with my extremely late recognition of being in the wrong weapons program, we still could have recovered well above 500 ft AGL had I immediately executed a valid safe escape. The bottom line is this: There is never a good excuse/reason to not do your best safe escape each and every time your nose is pointed downhill. Doing so could save your life

An overall lack of situational awareness, a breakdown in standard habit patterns, our inability to recognize incorrect weapons displays, and my failure to execute a safe escape maneuver were all contributing factors to our dangerous strafe pass that night. When it comes down to it, we almost lost our lives and a \$50 million combat asset on a peacetime training mission for no good reason. Hopefully, all readers can take away the lessons learned from this article and incorporate them in their day-to-day flying operations.





ARE YOU REALLY PREPARED?

A REAL-LIFE STORY BY MAJ DANA C. MCCOWN

re you really prepared for a family tragedy? On the military side, we talk about keeping our affairs in order and keeping our wills updated, but if you've ever experienced a family tragedy, most of us would say that's not enough. On 29 June 2007, my family's life changed forever because one person chose to drink and drive and, in a single instant, killed my parents. We talk about this consistently in the Air Force, and I know many of you

are tired of the base pushing the subject of not drinking and driving; but reality is, the tolerance of drinking and driving today is not the same Air Force I entered 22 years ago. Overall, we have made great improvements in reducing drinking and driving incidents. However, according to Mother's Against Drunk Drivers, the average person who gets stopped has driven approximately 75 times under the influence before getting caught. I would submit to you that it's not really about getting in trouble, it's about not driving impaired and risking your life and the lives of others. Trust me, you don't want to be the family who can't find their parents on Sunday and have to "go looking for them" on Monday only to find out they were hit head on and tragically killed on an innocent Saturday afternoon while coming home from the shopping mall.

To put this into perspective, let me share some of the sequence of events, discuss some of the contributing factors, and talk about lessons learned that all of us should consider and intriguing questions you should ask yourself to see if you're really prepared:

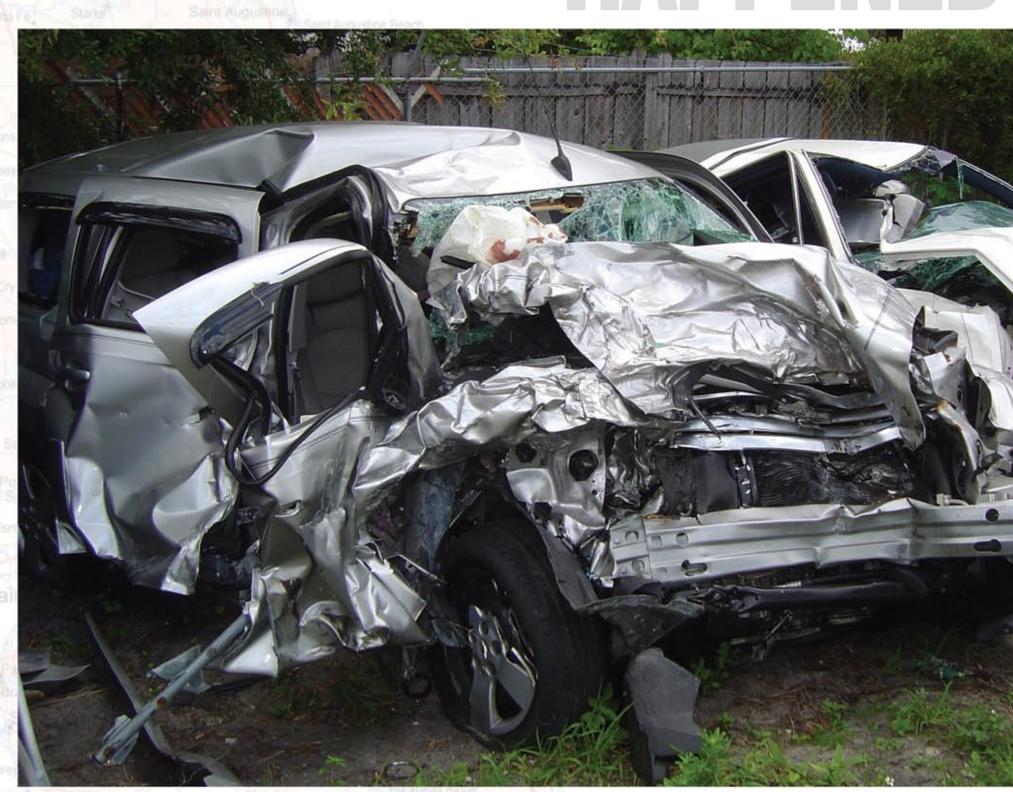
Sequence of Events:

- On a Saturday afternoon, my parents were killed in Florida on US Highway 27 at 5:35 p.m., only 1 mile from their home. They died instantly, so they were taken to the medical examiner versus a hospital.
- Florida Highway Patrol's official notification was made at my parents' house. Obviously, no one was at home and when the neighbors didn't know where my sister and I were stationed, the notification process stopped.
- On Sunday, both my sister and I tried to call our parents; and even though we were worried, we waited until Monday morning to start looking for
- First thing on Monday, I had the Sheriff's Department perform a wellness check on their home. "Good news," they said. "There was no sign of forced entry and both vehicles were in the driveway." The problem was that my parents had three vehicles; so we knew to keep looking.
- My sister and I started calling hospitals in central Florida, Tampa, and then Orlando.
- My dad was self-employed, so there really wasn't anyone to call, but Mom's work was worried as well. She worked for a car dealership, so I got her license plate # and then called the Sheriff back. They told me to call the Florida Highway Patrol (FHP).

Clearwater

Longboat Key*

- While waiting on the FHP to return my call, my sister found out about their death on the internet. "Man and wife, age 59, died on US Highway 27 at 5:30 p.m. on Saturday." They also listed the car and location of the accident, so we were 99.9 percent sure it was them. It was confirmed by the FHP who informed us their accident had been caused by a drunk driver.



Jacksonville

Sacksonville Beach

Contributing Factors:

- The 29-year-old prior Navy person didn't learn from his first THREE DUI convictions. He also had a suspended license and no car insurance.
- He didn't have a Wingman that day; we talk about this all the time, and it works. It's just common sense, good judgment, and Airmen taking care of Airmen!
- The bar where he had been drinking allowed him to leave their establishment, even though he was stumbling drunk.

Lessons Learned:

- Check your insurance policies. If my parents didn't have the uninsured motorists' coverage, there wouldn't have been any money to pay off the expenses.
- Death isn't cheap! We spent more than \$30K, including the funeral, shipping the bodies back to Kentucky, and packing up their house -- most of which was out of pocket at first.
- Put In Case of Emergency (ICE) into your cell phone! This is a telephone number of a person to contact in case of emergency. Some organizations, such as the police and fire department, may not look in your phones; but some do. If they do, and you have stored ICE contact information, they'll call for notification purposes.
- Put an ICE card in your wallet and glove box. Don't just list your spouse or the person you ride with the most; you'll need to have a backup plan in the worstcase scenario.
- When looking for someone, use all of your resources -- wellness checks with the Police, Sheriff, Highway Patrol, friends, coworkers, and the Internet.

The bottom line is that if you chose to drink and drive, it's a personal decision, and the real deterrent should not be that the Air Force will hold you to a higher standard. It should be that when you're under the influence, you run the risk of misjudging a situation that may require an instant decision or reaction. If you're impaired, it could result in you taking or maiming the life of an innocent victim.

No matter what, we all truly need to have our personal affairs in order. So, I beg you to talk to your family and have that discussion. It will help the heart if the time ever comes. All we ask is that you have a plan and then execute the plan. The reward of a few drinks is just not worth the risk of what you will lose or the pain you could cause to another family! Think before you drink!

ARE YOU REALLY PREPARED?

- 1. Is your will up to date? You don't need a will that's prepared by base legal to "be legal." My parents' had a computer-generated Best Buy will which was witnessed and notarized per Florida State law. It cleared through probate in only 2 days.
- 2. Our family "had the talk" 2 years before the accident. We knew to fly the bodies back to Kentucky, they wanted to be cremated versus buried, the desired funeral home, and all their wishes.
- 3. Do they have a listing of all of their bills, accounts, investments, etc.? (We couldn't get in their home computer because it was password protected.)
- 4. Recommend you have contingents listed on your life insurance policies. Most people just list their spouse. In our case, it delayed the payout, and it could have led to a court case for payment.
- 5. Does your family have a safety deposit box? If so, at which bank? Do you have access? Where is the key?
- 6. If you have a death in your family or a change of status in your marriage, immediately review your DD Form 93, your insurance beneficiaries, and your will!



Bleachers -1 Teenager -0

My 16-year-old son punched the bleachers at school and broke his hand. The result was surgery, four pins, and nearly 2 months in a cast.

A REAL-LIFE STORY BY MAJ BRAD ROBINSON

ne Wednesday morning my wife called me at work angry at our 16-year-old son (again). He'd stayed home from school that day because he was "sick." We knew his sickness was related to being up late the night before texting and talking to his girlfriend. Being the dutiful husband and father, I headed home to resolve the conflict. It was after 1100 before my son finally dragged himself out of bed. I waited until he was out of the shower and eating lunch to have a fatherly chat with him.

This wasn't the first time in recent weeks we'd had to sit together to talk about aspects of his behavior. The relevant point to this story was that we discussed the consequences of the choices we make. I mentioned that one of the foibles of youth was not realizing that all actions have a consequence. Kids (and most adults) don't consider what those consequences will be before performing an act — it's all about the moment to them. Of course, since I was his father (and by definition an idiot), nothing I said seemed to have any effect on him.

A couple of days later he had baseball conditioning. On this particular night he popped into the house after the conditioning with one of his friends and they went straight up to his bedroom. It was very unusual for this particular friend to be over so late and piqued my curiosity. About an hour later my son came down holding his right hand and told me he thought it was broken. As testament to that, it was black and blue and swollen with dried blood on the knuckles. I had him put ice on his hand then asked what had happened. He told me they'd been split into teams and were doing relays when one of his team members fell out because he was tired. My son was the team captain so he had to run double stints in the other boy's place. His team was losing and he was getting frustrated so he decided to take his frustration out on the bleachers. Well, as it turned out, the bleachers weren't the pushover my son thought they'd be.

We went to the Urgent Care Center and after x-rays the Doctor informed us he'd broken the fifth metacarpal (the bone of the hand right below the little finger). They splinted his hand and gave us a follow-up appointment with the Orthopedics Clinic for a couple of days later. At the Orthopedics appointment, we got a CT scan and found out it wasn't just a simple break (a boxer's break) as we'd assumed. My son had compressed the base of the metacarpal into the joint and mushroomed the end. Not only that, it had displaced, meaning the bones weren't lined up anymore. After some vacillating, the Orthopedic Surgeon finally decided he could probably yank the bone back into the correct position by hand but decided his best course of action was to take my son into the operating room, cut open the hand to get

18 https://afkm.wpafb.af.mil/CombatEdge

of pins to ensure everything stayed in place and healed right. My son turned to me and said he thought he'd only have to get a cast. His eyes told me he'd just learned a valuable lesson.

The day of the surgery came as anticipated. My son got the prep about 1000 hrs and they kicked me out about 1030 to take him into the operating room. My wife and I expected it to take about an hour but the minutes kept ticking by. Passing 2 hours we were getting more than a little worried.

It was well after 1300 when the surgeon finally came out to tell us how the procedure had gone. He told us he'd initially tried to put everything back into position by yanking and pulling as hard as he dared but just

couldn't get it to go where he wanted it or where it needed to be. He ended up cutting open the hand and then had to remove some tissue (muscle) that was keeping the bones out of position. With the hand opened up he was able to manipulate the bones to where they needed to be then finished it off with four pins to hold his handiwork all together, one of them going more than halfway through the hand. He showed us a series of before, during, and after pictures so we could see he'd gotten everything lined up the way they were supposed to be. He told us the pins would get pulled out in his office after

> him. Overall, the hand looked good and was healing as expected but they put him into another cast for a couple of more weeks to finish up the process. Time will tell if there are any adverse effects from the repair. For now, he's working on getting the strength and movement back so it doesn't affect the Spring baseball season.

Actions have consequences! All too often we pay the price because of hasty or ill thought out decisions. Even when proper risk management is performed, adverse consequences result. At least in those cases the act was performed after careful consideration of the consequences (hopefully). Punching bleachers (or file cabinets for that matter) is a no-win situation. They don't feel a thing, but your hand surely will. Like I told my wife the day it happened, my son wasn't the first to break his hand punching an immovable object and he won't be the last. Did my son learn a lesson that day? Only time will tell, but he's already down 1-0.



EVERY 16 MINUTES SOMEONE IN THE U.S. SUICIDE.

THE UNEXPECTED TRUTH

BY SARAH CARR

hat if you were told your son, daughter, husband, wife, best friend, or any loved one was alive but would never walk again? What if they were alive, but for the rest of their life would need some assistance with eating, dressing, and relieving themselves? What if they would always require help getting in and out of bed? What if no matter how old they are, they will always have the mentality of a 4 year old? It seems pretty unrealistic that it will happen to you, right? Well, this is reality for my family, but the people it affects the most are my grandparents.

My 19-year-old cousin came home from boot camp very happy. He was happy to see his girlfriend and to be back at home. Since he was little, he and his brother were raised by our grandparents. They live in a small town that only gets busy in the summer because of the nearby lake. He had many friends, all of whom seemed to see him in happy spirits.

We are not a "tight-knit" family, but what happened was a life altering event: it affected us all in different ways. I don't have much information on what happened or how it happened, but my friend was one of the paramedics who responded that day. My grandmother had returned home from running some errands. When she walked through the door, everything seemed normal. This next part is from my friend:

"There was blood everywhere. It was like nothing I had ever seen before. Things like this just don't happen in a town like this. The injury was major. I never thought he would survive."

Even though I am family, he wasn't able to tell me much because of legality issues. So you may be wondering what happened? Well, my cousin had shot himself in the head. He had left a note explaining he was sorry and that he loved us all, but there was no explanation why.

After many painful months in a hospital 2 hours away from my grandparents' home, he was released. Yes, he is alive; but not as alive as he could be. He is in a wheelchair and always will be. He will always need assistance with all the daily activities we take for granted. He is alive but will never develop mentally past the age of 4.

Why am I sharing my story? Like I said, we are not a close family, but shouldn't someone have seen the signs? Many of us hide our true feelings, letting them bottle up inside. How many of us would really ask for help, even when we know we really need it? According to the American Foundation for Suicide Prevention (AFSP), every minute a person in the United States attempts to end their life.

Maybe there was something we could have seen with my cousin, but no one did. We can't ask him why, because he doesn't even know he tried to kill himself. He started a day as a 19-year-old with promise and woke up from a coma as a 4-year-old boy with no clue of what had happened.

Like I mentioned earlier, those he knew said he seemed happy. Not a day goes by that my grandparents don't wonder, "What if we would have seen something?" I wonder if any of his "battle buddies" saw something and let it slip through the cracks. Either way, I wouldn't wish this on anyone.

I am hoping that, by sharing my story maybe we can be more aware of our loved ones. According to the AFSP, over 3,000 people die every year from suicide. Moreover, approximately 90 people take their lives every single day, while there are approximately 2.300 attempts. These statistics make me wonder, "Is there something more we can do as individuals to help not only our loved ones, but the loved ones of others?"

EVERY 17 SOMEONE IS LEFT TO MAKE SENSE OF IT.

20 https://afkm.wpafb.af.mil/CombatEdge

DIES BY



will have as much impact as a "near miss" or another weather, but huge tractor trailers were blowing by me at

reasonably profound personal experience. At the time of my "near miss" 3 years ago, was stationed at Seymour Johnson AFB in Goldsboro, N.C., traveling back to base from a wonderful 2 weeks of leave in the great state of Massachusetts. I was driving my "family" car loaded down with my beautiful, 6-month pregnant wife, our black Labrador, and more luggage than necessary for a 2-week trip.

I had been driving for about 4 hours with another 4 to go when we

24 https://afkm.wpafb.af.mil/CombatEdge

that I've ever had the pleasure (NOT!) of driving. This occurred in Virginia, about an hour from the border of North Carolina. Before we hit the storm, the weather had been perfect, and I hadn't driven in seriously inclement weather like that in over 2 years. My windshield wipers were working as fast as they possibly could, and my vision was still to 500 feet, I slowed down limited to less than 500 feet. Slowly, but surely, the weather went from bad to worse. My vision was cut down to less than 100 feet. Now, this might not seem so bad,

or as bad, if I was driving on a rural

drove into one of the worst torrential downpours

I truly believe that nothing you learn throughout on the East coast. When you're on a big interstate, in your life or your career can be as truly effective as a my experience, it is not the other "normal" drivers that personal experience. No matter how many briefings or are worrisome but the dreaded tractor trailers. Not only slideshows you will see in your Air Force career, nothing was my visibility extremely limited in this poorest of poor

> an average of 70 miles per hours (MPH). 70 MPH, with less than 100 feet visibility! To compound such a ridiculous day, my tires needed to be replaced. As a matter of fact, my tires should have been replaced months ago.

> This is where my opening statement truly bears its meaning and portrays my utter ignorance. Now, I knew that having tires with poor tread would not help my case if I had to stop fast or make a hard turn. I never in my wildest dreams could have imagined the terror that having poor tires would cause in a torrential rainstorm. You may be wondering to yourself, 'what does

> > The state of the s

this cause?' The answer is most definitely hydroplaning. I barely had a grip on the road with light rain, but now I'm basically driving on at least a quarter inch of rain, on the highway, with tractor trailers flying past me causing extreme turbulence. My car was basically sliding all over the road, and there was nothing I could do. Imagine ice skating in a 2,500-pound vehicle on a busy freeway.

When my visibility dropped from my average 75 MPH to less than 50 MPH. When my visibility dropped to under 100 feet, I slowed down to 30 MPH. I will tell you that slowing down and the poor back road or something similar. visibility did not have as much Not me though, I was traveling of an effect on my nerves as on I-95, the biggest interstate when I realized that I was

"My adrenaline

was pumping

so hard and my

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hydroplaning. I irresponsibly put my family (and future son) in immediate danger because I didn't want to spend the money on a brand new set of tires. An amount of money I already had and would rather spend on my vacation, or so I thought. What an incredibly stupid, irresponsible, and ignorant choice. The entire time that I drove through that storm I was kicking myself. Well, I'll say after we got through the storm, I actually did kick myself. While I was driving, I was too worried that we were going to have an accident to think of anything else.

My adrenaline was pumping so hard and my nerves were so frayed I could barely talk. I was completely and utterly focused on the road, and the traffic around me to try to prevent anything from happening. When the storm ended and we pulled off the road, I couldn't drive anymore. I was so physically and mentally exhausted I could barely move. Needless to say, my wife drove the remaining 3 hours back to base, and the following day I had an appointment to have all four tires replaced. These are things that can be easily overlooked – the somewhat 'minor' details that you never think of. No one ever believes they're truly going to be put in such a terrifying position in the middle of the summer. Money, especially in this day and age, becomes such an influential factor. But please, and I will beg, don't risk your families' or your own personal safety because of a few hundred dollars. Plan ahead! Listen to your supervisors and your Wingman! I'll never forget how extremely lucky my family truly was that night. I'll never know what horrible disaster could have become, and I don't ever want to.

Tire Safety ...

Everything's riding on it.

Protection against avoidable breakdowns and crashes. Improved vehicle handling. Better fuel economy. Increased tire life. Just a few of the reasons to take 5 minutes every month to check your tires. Simply use the handy checklist below.

Safety Checklist

- ☑ Check tire pressure regularly (at least once a month), including the spare.
- ✓ Inspect tires for uneven wear patterns on the tread, cracks, foreign objects, or other signs of wear or trauma. Remove bits of glass and other foreign objects wedged in the tread.
- ✓ Make sure your tire valves have caps.
- ☑ Check tire pressure before going on long trips.
- ☑ Do not overload your vehicle. Check the tire information placard or the owner's manual for the maximum recommended load for the vehicle.
- ☑ If you are towing a trailer, remeber that some of the weight of the loaded trailer is transferred to the towing vehicle.

Safety Tips

- Slow down if you have to go over a pothole or other object in the road.
- Do not run over curbs, and try not to strike the curb when parking.

Remember to check your tires once a month!

OCTOBER - NOVEMBER AWARDS OF DISTINCTION

Aircrew Safety



CREW OF SLAM 1, 77 WPS, 57 WG, NELLIS AFB NV. The crew of Slam 1 experienced multiple simultaneous in-flight malfunctions that culminated in a rare emergency landing with readily apparent effects to the crew; including loss of pressurization, loss of primary oxygen supply, and a cockpit temperature well over 100 degrees F. After ensuring all possible compartments were receiving ram air, they began to adjust gross weight as they descended while maintaining airspeed and standard throttle settings. They shut down unnecessary electrical equipment and continued to execute multiple checklists/procedures while adhering to numerous warnings and cautions. (Nov 09)

Crew Chief Safety



SRA DANIEL C. YAN. 55 AMXS. 55 WG. OFFUTT AFB NE. During recovery of a mission aircraft. SrA Yan quickly notified the crew chief running ground when he saw excessive smoke coming from the right main landing gear. SrA Yan quickly extinguished the fire and monitored in case of a re-flame until the fire department arrived on the scene. Yan's quick efforts protected the crew and limited the damage to the wheel and brake assembly. (Oct 09)

SSGT SCOTT L. SHIPMAN, 28 AMXS, 28 BW, ELLSWORTH AFB SD. SSgt Shipman's proactive safety posture was evident when he discovered several faulty B-1 stability system actuators upon issue from supply and prevented their installation on an aircraft, averting a potential in-flight mishap. He also served as one of Ellsworth's Motorcycle Safety Foundation trainers, certifying six riders on basic riding fundamentals and helping keep the base motorcycle mishap free. (Nov 09)

Flight Line Safety



MSGT DELBERT R. SHORB, 2 BW, BARKSDALE AFB LA. After flight safety personnel responded to a B-52H aircraft which experienced a left tip-protection gear tire failed during a touch-and-go around midnight, MSgt Shorb noted that the tires on the left side main gear also showed evidence of severe wear in an uneven pattern. Suspecting a wing-low landing, he inspected the runway for skid marks, and confirmed his hypothesis. This hazard was quickly highlighted to leadership and the NAF, communicating the potentially catastrophic result of multiple successive touch-and-goes from wing-low attitudes. (Oct 09)

TSGT MICHAEL W. PITTNER,28 BW, ELLSWORTH AFB SD. An ambassador in blue, TSgt Pittner led the 28 BW Safety community engagement program with two Mid-Air Collision Avoidance (MACA) visits distributing updated wing MACA pamphlets to the local flying community. He also led the annual safety training for 45 officers/enlisted ensuring 100 percent of Ellsworth's SIB/AIB investigators and Board Presidents were fully AFI compliant. He flawlessly managed the wing's spot inspection program executing 31 spot inspections and reducing flight line safety violations by over 16 percent. (Nov 09)

Ground Safety K

MSGT MARK W. STAGRAY, 332 EMDSS, 332 AEW, JOINT BASE BALAD, IRAQ. MSgt Stagray dramatically enhanced compliance and training in ground, fire, and weapons safety. Under his leadership, the safety program thrived as he pushed vital safety information to 380 staff members across eight buildings, resulting in zero reportable mishaps. His efforts directly contributed to the phenomenal 98 percent patient survival rate at the largest trauma hospital in Iraq. (Oct 09)

TSGT JEFFREY D. JAMISON, 9 MUNS, 9 RW, BEALE AFB CA. During carpet replacement in two MSA facilities, TSgt Jamison discovered possible asbestos flooring material was present. After test proved positive for asbestos, he coordinated with base civil engineering and Bio-Environment flights and scheduled asbestos abatement with civilian contractors. Abatement was completed within 1 week of discovery, ensuring 100 percent compliance with AF standards and minimized impact to the AFCOMAC class schedule. (Nov 09)

Pilot Safety



LT COL MATTHEW J. SMITH, 99 ERS, 9 RW, BEALE AFB CA. While executing a U-2 high-altitude combat reconnaissance mission support OEF. Lt Col Smith experienced a complete failure of his onboard GPS and malfunction of his INU. He exercised exceptional task management and superb airmanship while performing his only remaining option in the checklists – a hard in-flight alignment. He was able to reestablish a solid heading/attitude platform, engage the autopilot, and restore the navigation system and data link.

CAPT BRAD R. MATHERNE, 79 EFS, 455 EOG, BAGRAM AB, AFGHANISTAN. While flying as number one of a two-ship during a night close air support mission, Capt Matherne received an "Engine Lube Low" fault associated with the Master Caution Light approximately 45 miles northeast of Bagram AB. He ran the checklist for an Oil System Malfunction flawlessly and coordinated with the CRC and the sq ops desk to jettison his four bombs and two wing tanks. His quick decision-making and superb airmanship prevented a possible loss of life and saved a \$25M AF asset, while keeping the airfield open for combat operations. (Nov 09)

Unit Safety www.

332ND EXPEDITIONARY MEDICAL SUPPORT SQUADRON, 332 AEW, JOINT BASE BALAD, IRAQ. Facilities Management team personnel identified and corrected flaws in the hospital fire-suppression system, repaired broken electrical outlets in the surgical operating rooms, and fixed a sterilizer pressure relief valve rupture. They coordinated installation of a surgical instrument washer disinfector, dramatically enhancing infection control. The team also moved oxygen concentration units closer to the generators preventing a 25-volt drop in power enabling the conversion of ambient air at 21 percent to 93 percent oxygen. (Oct 09)

9TH RECONNAISSANCE WING, BEALE AFB CA. The 9 RW Flight Safety Office has continued to maintain a state of excellence in all areas. Their BASH program has continued to be a resounding success by reducing the bird strike rate by 50 percent and overall reportable mishaps at Beale for the period of Sep and Oct by nearly 66 percent. These results are the culmination of a myriad of efforts to include persistent wildlife management, one of a kind bird radar integration and data analysis, innovative Supervisor of Flying training, and unparalleled cooperation with local farmers. (Nov 09)

Weapons Safety

SRA JORDANN D. MAHON, 355 AMXS, 355 FW, DAVIS-MONTHAN AFB AZ. While pulling the safety pin on Station 3, SrA Mahon detected an odor of gun powder and felt a breeze coming from an A-10 weapons pylon. Once she confirmed this with another member, she halted arming procedures and had the aircraft inspected. Upon closer examination, it was determined the Station 3 breech retainer was loose. SrA Mahon's resolve and unwavering fortitude were instrumental in preventing an aircraft from flying with unsecure munitions. (Nov 09)

The ACC Awards section has received a face lift! Although we've reduced the size of award write-ups. each issue will "spotlight" one award category.



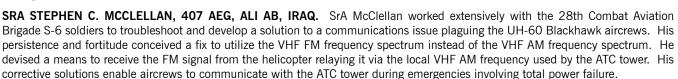


Safety Spotlight

CAPT ANIBAL AGUIRRE, SSGT JOHN BALLARD, SSGT ZACH GYOKERES, MAJ JEN REED, 64 ERQS, JOINT BASE BALAD, IRAQ. On 6 September, during a daytime mission rehearsal, an HH-60G, Jolly 12, was flying formation approximately .8 NM spacing behind lead helicopter while climbing from 120' AGL to 1,500' MSL for a tactical instrument approach. The mission copilot (MC) was on the controls and the mission pilot (MP) was "eyes in" the cockpit entering parameters into the control display unit for the approach. The mission flight engineer (MF) and mission aerial gunner (MG) were scanning for threats and hazards while handling the HH-60G .50 caliber weapons. At approximately 300' AGL, the helicopter encountered a flock of wren-sized birds that was obscured by the hazy horizon until just prior to impact. Both pilots saw the birds, but too late to maneuver and avoid. The MC instinctively raised the nose of the helicopter, increased collective for power and began a maximum performance climb in an attempt to minimize damage to vital systems and maximize altitude for any follow-on actions. The helicopter was struck by 13 birds. Impact points were the MP's windscreen, nose cowling, main rotor blade(s), tail rotor blade(s), stabilator, landing gear cowling, flare dispenser, and the right .50 caliber weapon. Immediately after impact, MC re-established level flight to ascertain the airworthiness of the helicopter while the MP scanned the instruments for indications of malfunctions. MP then directed a roll call check of the crew. The helicopter had a substantial amount of feathers inside the cabin, but the crew reported okay. The main rotor tip path was erratic but controllable, and the engine instruments did not indicate that a bird had been ingested. Within seconds, the MP analyzed the situation, informed lead that the helicopter had multiple bird strikes, was airworthy but damaged, and needed to return to base immediately. The MP then took the controls. Jolly 12 crew utilized crew resource management (CRM) to discuss and anticipate likely malfunctions that may manifest during the 15-minute flight back to Joint Base Balad (JBB). The main rotor blades were emphasized due to the obvious erratic tip path plane and aircraft vibrations. Jolly 12 flew at an airspeed and altitude to ensure the ability to auto rotate to a safe precautionary landing if required. Due to the quick and accurate actions of the crew and effective use of CRM, six lives and a \$20M helicopter were successfully recovered at JBB. (Award of Distiction Oct 09)

TSGT ANDREW WILDER, 509 MXG, 509 BW, WHITEMAN AFB MO. TSgt Wilder standardized the inspection criteria for the fall restraints located in all 19 aircraft maintenance hangars. He led 12 FOD walk follow-up inspections: he also performed 12 emergency eyewash station inspections. During these assessments, he discovered five malfunctioning stations and one overdue monthly inspection. During a thunderstorm, he was first to come across a downed power line blocking the road. After calling 911. he secured the site by directing traffic away from the hazard until emergency response personnel arrived.

Flight Safety



Weapons Safety

TSGT WILLIAM A. PUTERBAUGH, 332 AEW, JOINT BASE BALAD, IRAQ. As the Weapons Safety Manager at JBB, TSgt Puterbaugh quickly became the go-to NCO. He coordinated the relocation of EOD emergency response explosives, eliminating a RAC 3 hazard. He identified 18 clearing barrels not within standards across the base; garnered \$30K to replace COTS clearing barrels, further mitigating a potential hazard. Additionally, he worked with Army and Navy personnel to establish a weapons safety program and setup explosives storage locations for C-RAM intercept operations.



As of November 30, 2009 **FY10 Flight** Aircraft Aircraft Fatal Destroyed Damaged 1 AF 8 AF 9 AF 1** 1x2 12 AF **USAFWC** ANG ACC-gaine **AFRC** ACC-gained

FY10 Ground As of November 30, 2009					
	Fatal	Class A	Class B		
8 AF		0	0		
9 AF		0	0		
12 AF	İ	1	0		
DRU's	İ	1	0		

FY10 Weapons As of November 30, 2009				
	Class A	Class B		
8 AF	0	0		
9 AF	0	0		
12 AF	0	0		
AWFC	0	0		

Legend

Class A - Permanent Total Disability; Property Damage \$2,000,000 or more

Class B - Permanent Partial Disability; Property Damage between \$500,000 and \$2,000,000

Class C - Lost Workday; Property Damage between \$50,000 and \$500,000

(Class Description Effective October 1, 2009)

** Non-rate Producing * Fatality = Fatal due to misconduct

Flight Notes

ACC suffered three Class A flight mishaps in the first 2 months of FY10. An MQ-1 was destroyed when it impacted high terrain on an operational mission. A second MQ-1 was lost following a link failure. Sadly, we lost a fellow aviator when two F-16s collided during recovery following a training mission. This tragic loss is a reminder of how quickly a routine mission can turn disastrous. Even with all of our technological advances there simply is no time for letting down our guard. Fly Safe.

Ground Notes

There have been two fatal mishaps in FY10. Both were motor vehicle related. In one, the operator lost control of the vehicle, rolled, and was ejected due to not wearing a seat belt. In the other mishap, an Airman who was operating his motorcycle, was struck from behind by a hit-and-run operator. Remember, practice good risk management in all you do, and always watch out for your wingman.

Weapons Notes

As we clear the slate for a new fiscal year, we must heed the lessons of the past in order to continue to preserve combat resources and people. If the trend holds, that lesson across the command is the next mishap will likely happen during the handling of a guided missile or during a delivery operation. Those would be our "high interest items." Look within your organization to determine where your mishap prevention efforts will be maximized. Continue your vigilance, and keep up the good work!





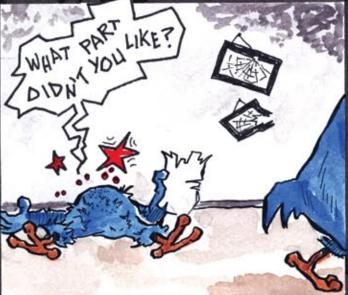












30 https://afkm.wpafb.af.mil/CombatEdge

HOW BOUT SOME CUFFS



DRUNK DRIVING
OVER THE LIMIT. UNDER ARREST.

Cops are cracking down.