Holiday Edition 2011 AIR COMBAT COMMAND'S SAFETY MAGAZINE

Bah Humbug

Recent discovery sheds new light on Charles Dickens' "A Christmas Carol"

PAGE 8

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PAGE 16



What are your plans for the holidays? Are you planning to visit family and friends? If so, be sure to check out our article on TRiPS. Or, will you be staying at home, sitting around the fireplace? Whatever your plans, ensure you prepare and use personal risk management.

> Let's make this holiday season and the upcoming year a safe one. Happy Holidays from the staff at THE COMBAT EDGE!

Cast Away

by Chaplain (Col) Gregory L. Tate, HQ ACC/HC, Langley AFB, Va.

BAH HUMBUG

by Mr. Anton Komatz, USAF (ret.)

STRENGTHENING OUR AIRMEN

by Chaplain (Col) Jimmy M. Browning, HQ ACC/HC, Langley AFB, Va.

ROAD TRIP

by Col J. Alan Marshall, ACC/SEF, Langley AFB, Va.

Monthly Awards

QUARTERLY AWARDS

STATS

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ON SAFETY

It's holiday season again! Can it really be a whole year since the last time we did this? Time has a way of slipping through your fingers when you aren't paying attention. But I was paying attention! I remember flipping every one of those calendar pages and marking all the important things to do — projects, deadlines, birthdays, and vacations all noted so I wouldn't miss a thing. Those calendar pages were pretty full, and there was not a lot of space between all the writing. Reviewing all those entries I wondered how we get



Mr. Daniel A. Surowitz **Deputy Director of Safety**

I started in the ACC Safety Office nearly 10 years ago, and these days we are busier than ever. A lot has changed over the last 10 years to creep onto the schedule and gobble up time. There is a lot more information than there used to be, and every bit of data competes for our attention. Blackberries, cell phones, text messages, e-mail, and video teleconferences have changed the way we communicate. Every bit of information takes time to process and prioritize, and sometimes it is difficult to tear yourself away from all the electronics. It is so tempting to answer one last email, get that latest piece of information for the boss, or respond to that friend's last text message.

Our safety programs have changed, too. We have increased our efforts to strengthen resiliency. We are more involved in helping Airmen cope with some of the stresses that affect their lives and behavior. We have also changed the way we conduct our programs. Almost all mishap investigation and reporting is linked through the internet. So many resources are hosted on databases or web pages, connected through Face book, or even memorialized on YouTube videos. With all the information and resources available, it can be hard to step away from the computer or smart phone.

One thing that has not changed much is the way we have mishaps. We still injure people and damage things by failing to follow tech data, improperly executing TTPs, and forgetting the most basic risk management, like looking both ways before we execute. We hurt ourselves by not paying attention. Videos and electronic messages are useful tools to get attention, but in the end, mishap prevention is really about people. The product of our labor is a change toward more safer attitudes and behavior. We can't forget the value and power of faceto-face contact with people.

So before the calendar pages are completely filled with all the demands on your time, pencil in time for some of those other priorities. Schedule some time away from the computer or put down the Blackberry. Look some folks in the eye and make a difference. Happy holidays from ACC Safety.



The Importance of Relationship

BY CHAPLAIN (COL) GREGORY L. TATE

ne of the things I most enjoy about the holidays is gathering together with loved ones and celebrating the traditions of our faith. More than any other season, Christmas reminds me of my love of God, family and friends. It reminds me that relationships are very important in life.

In this regard, many of us will gather with loved ones this holiday season and watch the classic movies "It's a Wonderful Life," "Scrooge," and of course the Turner Network Television marathon of "Christmas Story." This year, however, I have added another title to my list of must watch movies, "Cast Away." It is a movie that teaches us about the importance of relationship.

In this movie, Oscar winning actor Tom Hanks plays a dedicated employee who flies around the world to help FedEx improve operations. He's a man who lives by the clock and absolutely nothing is more important than getting his customers' packages to their destination on time, "doing whatever it takes." Unfortunately, he is so focused on his career that he takes his relationships for granted and barely has time to spend with his girlfriend Kelly (Oscar winning actress Helen Hunt).

In other words, his priorities are backwards.



After returning from assignment in Moscow, Hanks is paged during Christmas dinner with Kelly's family. There is a critical situation in Malaysia and duty calls. True to form he joins the FedEx crew aboard a Pacific-bound jet. Unfortunately, the plane is diverted off-course, and then downed, by a fierce tropical storm. Hanks escapes the sinking wreckage of the plane and finds himself washed ashore on a deserted island, the lone survivor. With no food, shelter or hope of rescue, he must learn to survive.

At this point in the movie, Hanks only has one reason to live and clings to the hope of being reunited with the love of his life, Kelly. This is our first glimpse of just how important relationships are to our well being and survival.

Then at 1:02:28 in the movie, Academy Award winning director Robert Zemeckis introduces another character on the island. An unforgettable character that reinforces Hanks' deep need for relationship. The character is a Wilson AVP volleyball.

After rummaging through FedEx packages that have washed ashore. Hanks finds useless VHS video tapes, a Dissolution of Marriage Agreement, Street v. Street, and then the volleyball which is a birthday gift from a Grandpa to his grandson Johnny. He casually sets them all aside without a second thought.

Later in the afternoon, Hanks works hard to start a fire. Unfortunately, as he grips a stick and pushes it back and forth against a rutted out portion of wood, his hand is ripped open and blood begins to flow. In the midst of his pain, frustration and anger, he throws the stick, kicks the FedEx packages and tosses the volleyball (still in the box) against a tree leaving a bloody stain on the leather.

Once Hanks calms down, he plops down in the sand to rest. Then he notices the volleyball. Upon closer examination, he finds the bloody finger prints resemble spiked hair and palm print looks like the outline of a face. After wiping his brow, Hanks begins to touch up the bloodstained volleyball and paint a face. Once complete, he takes the volleyball out of the box and sets it carefully on a stump.

Movie critic Stephen Holden notes, "The screenplay's conceptual master stroke has Chuck (Hanks) revert to childhood through the creation of an imaginary companion so he can survive psychically. Painting a face (in his own blood) on a white Wilson volleyball extracted from a FedEx package that washes up on shore, he turns Wilson (as he calls the ball) into a fellow survivor, confidant and collaborator in an escape plan." ("Ultimate Survivor, Man Against Nature" 22 Dec 00)

Almost immediately, Hanks begins to talk to the volleyball, "Wouldn't have a match by any chance would you?"

Through perseverance and a bit of luck, Hanks finally is able to start a fire.

By now the volleyball is his companion.

Then one evening, while sitting on the beach eating crab, Hanks gives the volleyball a name. "You gotta love crab. Nick of time too. Can't take much more of those coconuts. Coconut milk's a natural laxative. Things Gilligan never told us. Pretty well made fire, huh Wilson. So Wilson ..."

In order to provide protection from the elements, Hanks begins living in a cave with the volleyball. Wilson is now his BFF, Best Friend Forever.

After scratching some rudimentary numbers on the cave wall, Hanks talks with Wilson and determines their chances of rescue are nonexistent. "That's a search area of 500,000 square miles. That's twice the size of Texas. They may never find us."

Wilson is now his confidant.

The movie transitions to 4 years later where we see a lean, tanned Hanks with ragged beard wearing a loin cloth as he spears a fish. Wilson has also aged and changed appearance along with his friend. It is difficult to imagine Hanks alone anymore. Wilson is the perfect listener. He never interrupts and always allows Hanks to process his thoughts and feelings.

When Hanks is lonely, Wilson comforts. When Hanks needs to be alone, Wilson is silent. When Hanks is sad, Wilson understands. Hanks feels empathy from Wilson as they are both in the very same predicament.

The two survivors have bonded.

Soon providence intervenes as Hanks finds a hinged plastic door frame washed ashore and lodged on the rocks. Naturally he brings Wilson out to the beach to contemplate the possibilities. As Wilson sits silently on a rock, the wind blows the plastic molding over flat on the sand and Hanks has an idea. Looking to the ocean, then to Wilson, he exclaims, "This could work!"

Before you know it, the two companions are making a raft together, "Wilson, we're going to have to make a hell of a lot of rope."

Soon the fateful morning arrives. Hanks looks to Wilson for reassurance, "You still awake? Me too. You scared? Me too."

It is finally time to leave the island. "Okay, here we go Wilson. You don't have to worry about anything. I'll do all the paddling. You just hang on."

After breaking through the crashing waves, the two captives are finally leaving their prison. "I think we did it! I think we did it! Wilson! I think we did it!" In a touching moment, Hanks repositions Wilson on the post so his friend can see the island one last

Then, as expected, a heavy rainstorm hits. The plastic "sail" is lost to the wind and the small raft is severely damaged. In the aftermath, Wilson falls off the post and begins to float away.

Hanks wakes up to realize his friend is gone. "Where's Wilson? Wilson where are you? Wilson! Wilson!"

Spotting Wilson in the distance, he jumps in to save his friend. Unfortunately, the safety rope is not long enough and he must choose between saving his life or saving Wilson. He must choose to let go of the rope or let go of his friend. He must choose life or choose death. In the end, he chooses life. The pain is overwhelming as he grieves the loss of his dearest companion, "I'm sorry Wilson. I'm sorry Wilson. I'm sorry Wilson."

Fortunately, Hanks' character is finally rescued by a freighter and returned home. Soon thereafter he is "brought back to life."

No longer the man he was, Hanks now knows the importance of relationship.

His years on the island have taught him a lesson he will never forget.

He now realizes time is nothing more than a cruel

He has learned his lesson well.

At the close of the movie, Hank's character reflects on his painful journey and reveals the key to his survival, "And I know what I have to do now. I gotta keep breathing. Because tomorrow the sun will rise. Who knows what the tide could bring."

Despite our circumstances, these words serve us all well this holiday season. They remind us to count each day as a gift, enjoy each meal as a banquet, and honor each friend as a cherished relationship.

Indeed, Cast Away reminds us to celebrate life and never give up hope in the midst of adversity.

Because tomorrow the sun will rise.





Bah Humbug

BY MR. ANTON KOMATZ

n Charles Dickens' "A Christmas Carol," Ebenezer Scrooge is characterized as a neurotic, selfish, greedy workaholic with nothing but disdain for the poor that he employed and took advantage of. What many don't know is that while writing the piece, Dickens had fallen off a wobbly stool trying to hang a sprig of mistletoe over his door step in a vain attempt to steal a kiss from the 7th member of the "8 Maids a Milking" carolers" (maids 1-6 were too old, and maid number 8 needed a shave). In his haste to delay the mistletoe hanging until after maid number 6 had passed and before maid number 8 arrived, Charles tumbled to the floor. Upon regaining consciousness, he found he had the ability to see the future and began to edit his work to incorporate some of his new found knowledge. He submitted the new version to his editor, who threw the large manuscript at Charles, hitting him in the head. Subsequently, Dickens lost the ability to see the future and published his initial draft; the futuristic version being lost to the ages until being discovered recently at a local thrift shop.



After an in-depth study and analysis of the manuscript, I would like to set the record straight. In the unpublished version, Ebenezer Scrooge was a "humbug" during the holidays because of the death of his partner and friend, Jacob Marley, who was killed in an unfortunate holiday decorating accident. Jacob and Ebenezer wanted to win the London holiday decorating contest. Their plan was to put lights and garland around the windows, a plastic Santa and reindeer on the roof, as well as animated carolers singing to a large inflatable snowman near the front door—all plugged into one ungrounded electrical outlet located near a large puddle of water. Jacob's ladder was standing in the puddle of water, as he hung the last of the chasing lights, when Ebenezer inadvertently plugged the whole mess into the outlet, causing the light string to short out as it came in contact with the metal ladder. The shock knocked Jacob off of the ladder and he fell to the ground in a tangled heap of lights, garland, and a half-inflated snowman as the carolers sang on. It is for this reason, that when Jacob Marley visits Scrooge, he is clad not in chains, but a twisted mass of holiday lights that only stay on when Marley flaps his arms like a bird trying to take off ...

Without continuing the Dickens theme too much further, the lesson learned is to not be a "Scrooge" around the holidays because you acted like Jacob Marley and hurt yourself trying to out-do the neighbors with too many decorations plugged into too few outlets. Some folks have an unnatural want and desire to decorate their homes, while others would rather have their teeth drilled and decorate begrudgingly. Your attitude toward decorating can spell the difference between success, and a trip to the emergency room, because you're more apt to reach too far, take unnecessary chances and improvise (using a bucket instead of a step stool or ladder) ways to cut corners just to get the job done. Additionally, many decorate and then try to figure out where the decorations or lights will get

plugged in after they're done, often

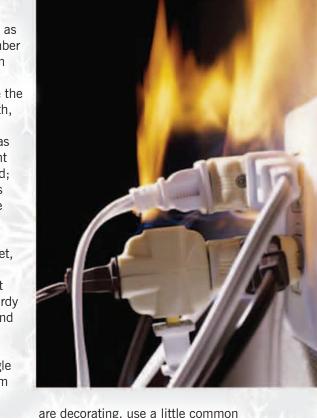
resulting in multiple decorations being plugged into a single outlet or running extension cords all over the lawn, both of which create numerous hazards. When decorating inside and outside your home this holiday season, remember to have a plan, use the right tools for the job, and know when to say when.

An analytical mindset focused on safety first, and aesthetics second is the best tool for the job when it comes to decorating. Think your ideas through, and have an idea of how you want to decorate your home before you start purchasing decorations and putting them in place. Answer questions such as: how many electrical outlets are available, where are they located, are they Ground Fault Circuit Interrupter (GFCI) outlets, and if they can safely take the electrical load (miniature lights draw very little electricity,

however, animated or inflatable ornaments, or a large number of miniature lights plugged together can put a large load on a circuit), you plan to place on it. If you overload the circuit, you will cause the circuit breaker to trip at best, and a fire at worst. If you are using extension cords, ensure that they, as well as all ornaments, are rated for outdoor use. Don't place plug connections near gutter downspouts or in low areas where water collects, and run extension cords along building foundations or fences; it keeps them from becoming a tripping hazard. Avoid using wire ties or staple guns to secure light strings; the wire can short circuit the light string, and staples can pierce the plastic casing of the light strings or extension cords, exposing the wire and creating a short circuit situation. Read the package instructions, especially on

the newer "end-to-end" light sets, as most manufacturers limit the number of light sets that can be plugged in series to three to avoid overloads. When stringing lights, never place the light string or fingers in your mouth, wash your hands thoroughly after handling them and before eating as the plastic insulation on some light sets contain small amounts of lead; check packages for warning labels and don't allow children to handle the light sets.

When decorating, use the right tools for the job. A 5-gallon bucket, lawn furniture or a pickup truck bed, although quick and readily at hand, are not substitutes for a sturdy ladder, or step stool. Use lights and extension cords rated for outdoor use, and don't "pig-tail" the cords (plugging several cords into a single source), and route them away from walkways and steps. While you



sense and a lot of Personal Risk Management (PRM) principles. Visualize the task before starting, recognize the hazards (like placing a ladder under a power line, or uneven ground), and take the measures necessary to minimize the risk. If you decorate before the snow falls, keep in mind that you might have to take down the decorations when there is snow and ice present. One example was hiding excess extension cord length in a rain gutter, only to have to chip it out after the snow had melted and re-frozen in the gutter. The end result was one cut finger. one cut extension cord, and one gutter with a hole in it, none of which are very favorable.

Finally, know when to say when. Too many decorations not only puts a strain on your budget, back, and electrical system; they also create a safety hazard when it comes to walking through the yard and when clearing snow if cords are placed across walkways or porches. Have a plan before you start, remember less is more, and have a safe and happy decorating season from all of us at The Combat Edge!







CMSgt Martin Klukas, ACC Command Chief, speaks during Airman Resiliency Training held at Moody Air Force Base. The end goal of the event was to institutionalize training to improve unit readiness and effectiveness and ultimately have resiliency as part of the Air Force culture.

Seat belts, in order to have value, must be worn before the accident, but when seat belts were first introduced in vehicles, people resisted using them for a myriad of reasons. Now, most of us use them without ever giving it a second thought. This principle of advance preparation and continual use holds equally true with Airmen fitness and resiliency. Airmen fitness is an on-going effort of preparation, and resilience is the effective bounce within the individual who has made reasonable preparation and smart

The Air Force is promoting Comprehensive new every day. We should take advantage of professional opportunities Airman Fitness (CAF)

CAF seeks to enhance and sustain a culture of strength-building behaviors. It's easy to understand this need, given the Air Force's long duration of combat activities and challenges of multiple deployments,

higher ops-tempo, lower manning authorizations, and budget shortfalls. In order to strengthen one's own level of fitness, thorough preparation and discipline is vital.

CAF emphasizes four key elements: mental, physical, social and spiritual fitness. They are four critical aspects, but I would broaden it to include three more: financial. intellectual, and professional. Obviously, we should strive to be fit in each of these areas. We should exercise, seek to be emotionally healthy and balanced, and strive to keep our relationships healthy, fresh

and vibrant by expressing respect, affirmation and appreciation. We should be life-long students who want to learn something professional opportunities as they come. We should be wise stewards of our financial resources by living within our means and avoiding debt. Lastly, we should grow spiritually.

When bound together and balanced, all of these elements will increase our ability to bounce back or be resilient following a significant crisis or challenge.

Having counseled hundreds of individuals and couples over the years, I recognize these areas of fitness are interdependent. We can typically manage one unfit area fairly easily, but let the others become unfit, and the negative impacts on the remaining areas grow exponentially. The more unfit we are in these areas, the less resilient we become and the more difficulty we will experience when trying to recover from life's challenges.

It is not easy to be fit in all of these areas. It takes discipline, patience, and determination. Successfully navigating previous challenges, hardships, trials, discomforts and struggles can actually build future resiliency, as life will not always be easy, but we can grow through it.

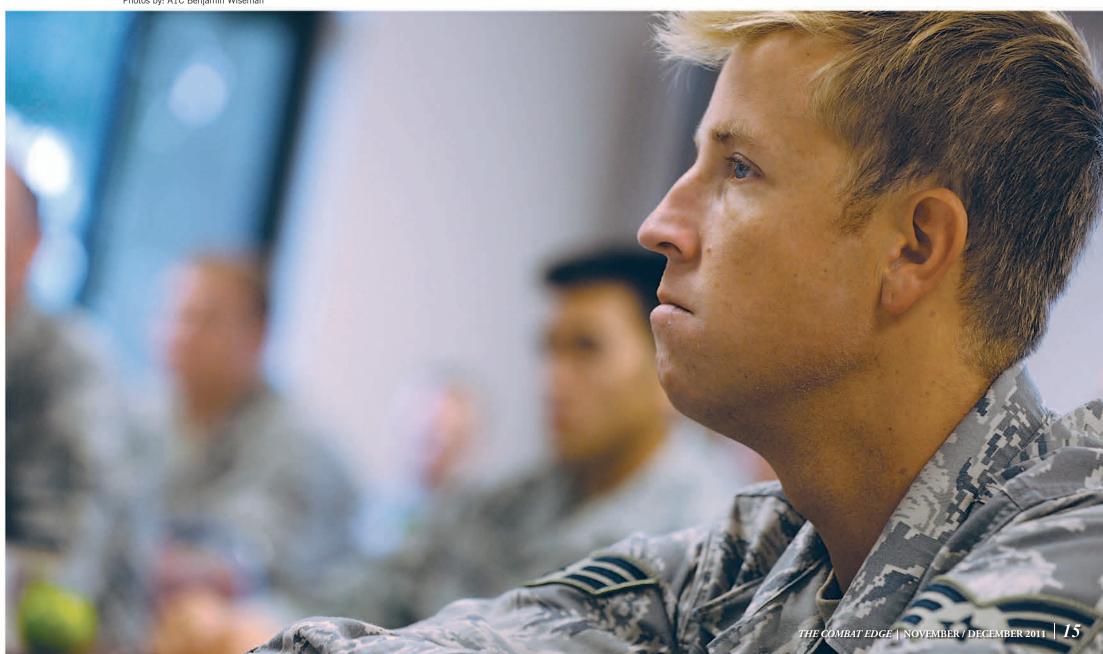
No one is completely self-sufficient. Ultimately, our resiliency must develop beyond our own strengths and abilities, and while we can support each other before, during, and after life's challenges, sometimes life can become truly overwhelming and shake us to our very core. Spiritual fitness and spiritual resiliency, therefore, are foundational.

Spiritual fitness occurs by strengthening a set of beliefs, principles, or values that sustain an individual's sense of well-being. Spiritual resiliency is a dynamic process. It is the renewal that occurs when coping with significant and potentially overwhelming adversity through reflection on, or confidence in, a set of transcendent beliefs, principles, practices, or values.

What I believe spiritually is important, and how I live that faith in and through life's challenges determine my spiritual resiliency. Ultimately, each person must define spirituality for themselves and its integration within one's own life. It is this faith journey that can give us peace within the storm and hope for the future.

The challenge then is to have the discipline to grow mentally, physically, socially, financially, intellectually, professionally and spiritually fit before life's challenges. Then, like a properly worn seat belt. these areas are ready to take the strain of the moment and to provide you the resilience to survive and thrive.





make sure

TOWARDS A CULTURE OF RISK MANAGEMENT BY COL J. ALAN MARSHALL



of Operations (DO) had a young Airmen come up to him and asked if he could make a long drive home on an upcoming 4-day holiday weekend. The DO initially said yes, but the planned trip by the Airman (who had made some risky decisions in the past) was bothering the DO as he worked

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the Director

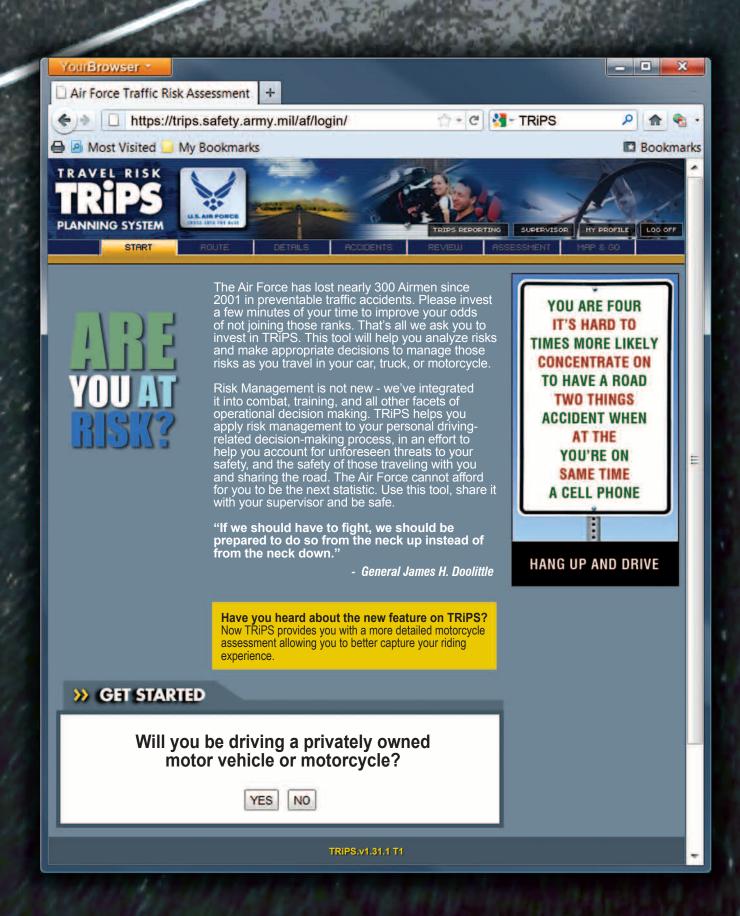
day in an ACC

flying squadron,

through his squadron duties the rest of the day. The next morning, the DO sought out the Airman and asked exception that the Airman could him to get a map and plan out the route he intended to take, as well as identify planned rest stops. After the Airman returned with a plan to drive most of the night after work, the DO vetoed the plan and told the Airman to go back, re-plan with a maximum of 4 hours of driving after work, a planned overnight hotel stop, and a 4-hour drive the next morning.

The DO also wanted the same kind of plan for the return leg with the make the trip in 1 day if he planned at least one long rest stop and finished before dark. The new plan allowed for 2 $\frac{1}{2}$ days for the Airman with his family and allowed the DO to get some sleep over the holiday weekend. However, the Airman had to spend some time calculating distances, looking up the best route, and printing out the results.

Thankfully, since this true story played out a few years ago, the Safety community has provided a quicker way for supervisors to manage the risks associated with traveling Airmen over the holidays.



The Travel Risk Planning System (TRiPS)

TRiPS is an easy way for supervisors to accomplish the objective of the DO in our example. TRiPS is an online survey that asks Airmen to provide trip information such as date, time, type/size of vehicle, starting point and ending point. Driver information such as age, gender and medication usage is also collected. The TRiPS survey then asks the driver whether or not a seat belt will be worn, whether alcohol will consumed within 8 hours of the drive, if the weather forecast will be checked before departure and the type of road that will be traveled (interstate versus rural). The webbased survey then asks whether or not the driver plans to take rest stops. At the end of the short questionnaire, the program prints an itinerary of the route and provides recommended rest stop locations as well as timing for these breaks. The total travel time and distance is also provided as well as time and distance for each travel segment. The report can either be e-mailed or printed for the supervisor to review and approve.

Currently, the Air Force mandates that every Airman less than 26 years of age must receive a face-to-face safety briefing from a supervisor before departing on leave, TDY, PCS or on a long weekend of travel (AFI 91-202, para 1.5.21.12). Supervisors should review travel plans, rest plans, total distance traveled, mode of transportation, seatbelt usage and alcohol usage for both the departure and return trip of the Airman. Leaders should not be shy about vetoing plans or making required changes. This is what leadership is about. TRiPS is an officially sanctioned Internet site that provides supervisors with

an easy to use tool to accomplish this required safety brief. However, TRiPS should not be used to short circuit the safety process. Over the years, safety professionals have found that one of the most effective safety tools we have is a face-to-face interaction between an Airman and their immediate supervisor. The e-mail function of TRiPS should not be used to take the place of a face-to face briefing. E-leadership can never take the place of true leadership but TRiPS can be used to provide both the leader and Airmen with a plan to discuss and adjust.

Over time,
Airmen in
a squadron
will learn
what passes
for a good
trip plan and
what their
supervisor
will veto.

In this way, Airmen will start to incorporate the basics of risk management into their thoughts and their everyday lives. Many young Airmen may have never had a responsible adult in their life that cared about them before they came into the Air Force. They need a leader to teach them that working all day and then trying to

drive all night is not a safe practice. Tools such as TRiPS are critical for supervisors of Airmen in the e-generation. With more to do and less to do it with, supervisors must leverage tools that can expedite processes while maintaining faceto-face contact with subordinates. I was the Director of Operations in the example at the beginning of this article. Although I frequently required Airmen to provide me with travel plans, I wish I had a readymade program available that could have done this for me. Supervisors can now incorporate TRiPS into daily operations. In a squadron with dozens of subordinates, a supervisor can quickly review TRiPS reports in preparation for faceto-face safety briefs. Airmen can experiment with routes and plans until they develop a plan that they know will meet their supervisor's expectations. The whole process can be made efficient, streamlined and effective at both complying with safety guidance, and keeping Airmen safe. TRiPS is one more tool in the effort toward building a culture of risk management in Air Combat Command and the Air Force.

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AUGUST - SEPTEMBER AWARDS OF DISTINCTION

Aircrew Safety



CAPTS ROBERT A. WALLER AND MICHAEL P. DEROSA, 391 FS, 366 FW, MT HOME AFB ID. Within minutes of in-flight refueling, Slater 22 noticed that a significant amount of fuel was leaking/venting from the underside fuselage of Slater 21's F-15E. The aircrew immediately pointed the crippled aircraft at the nearest emergency divert field at Elmendorf AFB, which was 300 miles away. The airmanship and crew resource management skills displayed by Capts Waller and Derosa saved a \$54M aircraft and lives of both aircrews over frigid waters of the North Pacific Ocean. (Aug 11)

LTC JAMES KUEHN, CAPT ALEX HATHAWAY, AND SSGTS PHILLIP HUNT AND KEVIN WELANDER, 55 RQS, 23 WG, DAVIS-MONTHAN AFB AZ. While conducting a night water training sortie 40 miles off of the coast of San Diego, Calif., the crew of Hawk 52 experienced a roll FPS/trim hard over causing the aircraft to drift to the right. Climbing to 300 feet AWL and heading directly for NAS North Island, the crew terminated remaining training and continued to troubleshoot the malfunction. Utilizing excellent CRM, Hawk 52 recovered the aircraft at 150 AWL preventing potential loss of six crewmembers, two passengers, and a \$24M helicopter. (Sep 11)

Crew Chief Safety Millian >



SSGT BENJAMIN C. HARVELL, 455 EAMXS, 455 AEW, BAGRAM AF, AFGHANISTAN. SSgt Harvell's keen inspection technique led him to find seven loose aircraft intake rivets during a preflight inspection of his F-15E. He coordinated the repair of the intake rivets, which prevented damage to a \$3.4M engine. He later found a critical flight control hydraulic line leaking beyond limits. He removed and replaced the line in under 5 hours, which guaranteed the safe operation of the aircraft's flight controls. (Aug 11)

SSGT ROBERT KNOWLES, 447 AEG, 321 AEW, SATHER, IRAQ. SSgt Knowles devised and led the complex arrival and departure parking plans for the Chairman, Joint Chiefs of Staff visit. His coordination ensured proper rotor clearance and sufficient spacing for personnel walkways were in place to allow for the safe arrival of six UH-60s while expediting the upload/ offload of personnel and cargo to an awaiting C-130. His attention to detail contributed to 1.6 million square feet of flight line being FOD free and sustained EOSS's record of 42 months without a single safety incident. (Sep 11)

Flight Line Safety



SSGT TIMOTHY ST. PIERRE, 332 EAMXS, 332 AEW, JOINT BASE BALAD, IRAQ. SSgt St. Pierre completed a Time Compliance Technical Order on eight engines in less than 7 hours, identifying an Anti-Ice Start Bleed Valve in need of replacement. By replacing the valve, he prevented a possible engine compressor stall and preserved the engine, the aircraft, and the crew. He also detected a fuel leak in the engine area. His subsequent quick replacement of the over-speed dump valve ended the dangerous fuel leak and continued safe CSAR missions. (Aug 11)

SRA JOHN M. HUGHES. 451 EMXS. 451 AEW. KANDAHAR AF. AFGHANISTAN. SrA Hughes identified an A-10C aircraft flight safety circuit failure by utilizing sound troubleshooting practices. His extensive airframe knowledge, technical data savvy and stringent adherence to safety guidelines allowed him to quickly and safely identify the up-lock switch as the root cause of the problem. He coordinated with the electro-environmental back shop and quickly formulated repair procedures to restore proper landing gear system operation. (Sep 11)

Unit Safety Minimum

447 ECES, 321 AEW, SATHER, IRAQ. The entire 447 ECES team identified a hazardous "Plug and Play" trend of newly assigned personnel unaware of electrical converter requirements. They quickly responded with a newcomer's briefing to educate first arrivals, reinforcing that electrical safety is an individual accountability action item that can easily prevent loss of life. They further championed the cause of safety when DoS expanded their cantonment area by safely disposing of 15 UXO munitions left behind by Iraqi forces. They identified each ordnance, determined the safest disposal methods, and cordoned off the scene from the public and eliminated the hazard. (Sep 11)

Ground Safety A

A1C CARL R. AVELINO AND A1C ADAM C. ORTON, 347 OSS, 23 WG, MOODY AFB GA. Airmen Avelino and Orton were riding behind a fellow Amn when he lost control of his motorcycle, left the roadway, and crashed. Before beginning buddycare, they assessed the situation for any additional threats to their own or the injured Airman's safety. Once the victim was stabilized, they surveyed the scene and determined that the bike ignition and electrical systems were damaged and closed the bike's fuel petcock to prevent leakage and possible fire. Their actions are testimony to their training and composure in a highly stressful situation. (Aug 11)

SSGT AMYLYNN KOEHLER, 23 EMS, 23 WG, MOODY AFB GA. By relocating the squadron's entire safety program to SharePoint, SSgt Koehler created a seamless continuity of safety information and ensured a single point access to safety notices, information, regulations, bulletins, and required forms. She also implemented an electronic routing policy and procedures for all safety mishap reports. This system has increased the efficiency and timeliness of submitted reports and resulted in zero late safety reports and boosted records management by 27 percent. (Sep 11)



CAPT TANNER L. GIBSON, 75 FS, 23 WG, MOODY AFB GA. Capt Gibson, call sign Macho 3, was #3 in a 3-ship formation of A-10Cs conducting BSA training at R-3008 (Grand Bay Range). Still in the descent and performing the critical low altitude scan pattern, he saw a large bird dead center in his HUD – with a vector right for the canopy! He maneuvered his jet to miss the bird but felt a large "thud." Capt Gibson's attentive flight discipline and quick action prevented the bird from entering the cockpit; staving off a catastrophic situation, and affecting the safe return of a damaged Hog! (Aug 11)

LT COL MICHAEL B. CASEY, 493 EFS, 380 AEW, AL DHAFRA AB, UAE. Col Casey was the flight lead of a 4-ship of F-15Cs on an AFCENT ATO-directed sortie. Upon raising the gear handle on takeoff, the aircraft yawed to the left. The uncommanded yaw would occasionally, and without notice, swap sides forcefully, making it difficult to control the aircraft. His systems knowledge led Col Casey to deduce a possible malfunction for the Pitch and Roll Channel Assembly or Aileron-Rudder Interconnect and ran the checklist. He flew a perfect approach-end cable engagement, preventing any subsequent damage to the aircraft, and shut down both engines. (Sep 11)

Weapons Safety

SSGT GABRIEL S. BARNES, 407 EOSS, 321 AEW, ALI BASE, IRAQ. While conducting a full inventory of Explosive Ordnance Disposal (EOD) munitions, SSgt Barnes identified over two dozen items that were unaccounted for. During his search, he also identified numerous compatibility storage issues. He corrected this major safety issue and averted a potential weapons mishap by relocating the assets, providing the necessary separation. Due to his efforts, the weapons account for the EOD Element is now 100 percent accurate and stored safely in the munitions storage area. SSgt Barnes provided extra weapons handling training to the EOD Element and fellow Airmen assigned to Ali Base. (Aug 11)

TSGT WENDY M. JONES, 455 ESFS, 455 AEW, BAGRAM AF, AFGHANISTAN. In less than 30 days, TSgt Jones transformed the 455 AEW into a safer and efficient war-fighting machine. Through meticulous attention to detail on 16 monthly spot inspections, she uncovered and immediately corrected over 200 safety discrepancies in six explosive licensed facilities and four weapons cleaning areas. TSgt Jones conducted a weapons inspection and familiarization class and then analyzed important safety trends. She single-handedly developed a plan to replace 4,680 inadequate M4 and M9 magazines ensuring all SF Defenders are combat ready and "force multipliers." (Sep 11)

QUARTERLY AWARDS

Flight Safety



CAPT BAILYN BECK, 77 FS, 20 FW, SHAW AFB SC. Capt Beck displayed outstanding airmanship and safety awareness for the 3rd Quarter 2011 by expertly handling an array of F-16 malfunctions. While participating in Operation NOBLE EAGLE, Capt Beck experienced an uncommanded EPU activation upon engine shutdown. He immediately turned off the EPU and evacuated the ground crew. Capt Beck declared an emergency on the radio and emergency ground egressed the aircraft. Once clear of the area, he declared a ground emergency and cleared all personnel away from the area until the Fire Chief took control of the scene. Capt Beck expertly handled a fuel leak situation on a departure from Shaw AFB. Shortly after takeoff, Capt Beck noticed a fuel leak from the left wing tank of the aircraft. He immediately turned back to home base and initiated the fuel leak checklist. Capt Beck landed normally out of a straight-in approach, shutdown the aircraft on the runway and executed an emergency ground egress. During a night Basic Surface Attack sortie, Capt Beck was on final for a night strafe run when he squeezed the trigger and perceived Hung Gun indications. He safed up his system and got a chase ship and a night battle damage check. There were no signs of damage, so Capt Beck followed the in-flight guide procedures for a Hung Gun and landed out of an ILS approach. Upon landing, Capt Beck suspected a bird strike on roll out. Upon shutdown, a bird strike was confirmed on the right side of the canopy near the glare shield. No damage was noted from the Hung Gun or the bird strike. Capt Beck's steadfast performance, expert systems knowledge, and uncanny ability to handle stressful emergency situations allowed him to save a \$30 Million CAF asset as well as ground crew personnel.

Ground Safety A.

SSGT KATHERINE M. THURSTON, 455 ELRS, 455 AEW, BAGRAM AF, AFGHANISTAN. The squadron was in the middle of a huge turnover with no continuity and a safety program in disarray. SSgt Thurston took immediate action and completely transformed the squadron's dormant safety program and brought it to the forefront. She led and successfully implemented new safety procedures for each of the four flights and 15 work centers in preparation for the AFCENT PME/RAV and the 455 AEW/SEG annual safety inspections--within 6 days of one another. ELRS received zero write-ups including zero repeat offenses. This was an outstanding accomplishment for her and the unit if we take into consideration the multiple industrial and geographically separated work centers of the unit. Our fuels and cryogenics, vehicle mechanics, cargo and supply processes are inherently dangerous; however, SSgt Thurston made sure all 174 of our people were totally in compliance--personally and administratively. She developed a detailed USR Instruction Program ... trained and prepared all work centers and personnel, specially the ones who historically receive the most significant write-ups--her approach resulted in a top-notch program with zero Lock-Out Tag Out issues during the 455 AEW/SEG's annual inspection. Furthermore, through ceaseless communications, she worked closely with squadron leaders to have full participation throughout the unit, ensuring the safety and well-being of all ELRS personnel. After her appointment, the superior program management consisted of nearly 400 hours of planning and preparation to track possible safety write-ups, keeping the squadron leadership informed of corrective actions, ensuring the unit continued its mission to enable non-stop combat operations and successful sortie execution.

Weapons Safety

MSGT CHRISTOPHER D. KREYLING, 321 AEW, AL DHAFRA AB, UAE. MSgt Kreyling completed a site plan that was previously disapproved by the DDESB for Army helicopter FARP arming pads at Kirkuk AB that allowed for simultaneous refueling and arming AH-64 Apache helicopters with 10.8K lbs of 2.75 HE rockets, AGM-114 Hellfire missiles, and 30mm ammo. While conducting a site survey for the FARP arming pads, he discovered an additional un-sited explosive operation involving 10 OH-58 Kiowa helicopters alert loaded with Hellfire missiles, 2.75 HE rockets, and .50 cal ammo. Working diligently with Army ordnance personnel, he expeditiously drafted a CAPA site plan that allowed them to continue critical base defense and CAS missions for ground troops in Northern Iraq. The site plan also increased their capability by allowing each CAPA spot to be loaded with a Hellfire missile. Additionally, while conducting a site visit to Ali AB in southern Iraq, MSgt Kreyling discovered an un-sited Flight line Munitions Holding Area used for temporary storage of Hellfire missiles, 2.75 HE rockets, and 30mm Ammo. He drafted a site plan that allowed the continued storage of 13K lbs of munitions items that supported re-arming of 43 AH-63 Apache helicopters without halting or degrading the mission of base defense and CAS of over 5,000 ground troops. He also discovered three un-sited helicopter flare building operations at Sather and Ali AB being conducted by Department of State and United Nations forces. He conducted site surveys, instructed on proper placement and grounding of the operating locations, and assisted in drafting the required Local Operating Instructions.

As of September 30, 2011 **FY11 Flight** Class A Aircraft Fatal Destroyed **Aircraft Damage** 1 AF 9 AF 12 AF ±** ▲ ±** **USAFWC** SUNSHADE ANG (ACC-gained) AFRC (ACC-gaine

FY11 Ground As of September 30, 2011			
	Fatal	Class A	Class B
9 AF	İ	2	0
12 AF	*****	8	3
DRU's		1	1

FY11 Weapons As of September 30, 201		
	Class A	Class B
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 finished FY11 with a rate of 1.42 Class A mishaps per 100,000 flight hours, almost double from FY10. The command experienced three Class A rate-producing destroyed aircraft mishaps; one Class A rate-producing damaged aircraft mishap; and one fatality. However, the command experienced 15 non-rate producing Remote Piloted Aircraft (RPA) Class A mishaps. The number of RPA mishaps was almost double the number experienced in FY10. The increase in RPA mishaps may be associated with the surge in RPA operations tempo experienced in the past year.

Ground Notes

ACC finished FY11 slightly behind FY10 which was the best year on record for Ground Safety. The command experienced five PMV-2 mishaps, three PMV-4, and three sports and recreation. Of the 11 Class A mishaps there were two permanent total disabilities and nine fatalities. FY12 is the last year of SECEF's 75 percent reduction of mishaps. To meet these goals, ACC cannot have a Class A onduty mishap, and no more than seven off-duty mishaps. Other goals include no more than six PMV mishaps, five PMV-4, and one PMV-2. We CAN meet and surpass these goals if we practice sound risk management and good wingmanship!

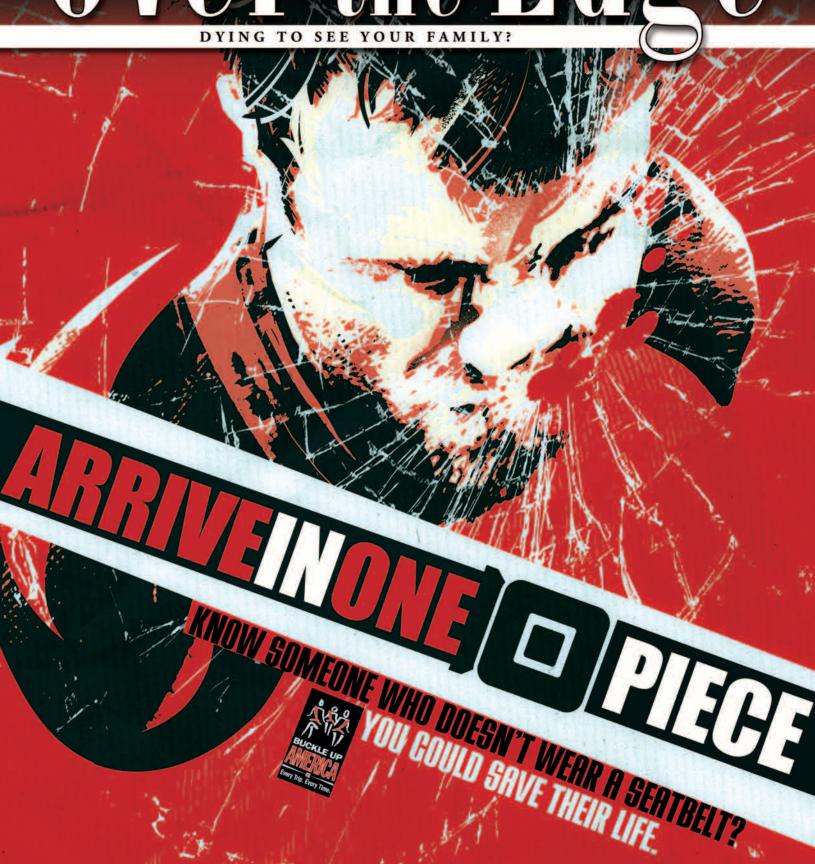
Weapons Notes

Great job scoring another knockout while minimizing weapon safety-related mishaps in ACC. Winter is fast approaching which brings new inherent risks and challenges. Outside explosive operations will be more challenging due to extreme climates; remember when the climate changes we do not take shortcuts. Over the past 2 months we have experienced three Class E HAPs. Contributing factors were two equipment malfunctions and one human factor. It is great to see the reduction in human factors. Continue pursuing perfection as we mitigate explosive-related mishaps in ACC. Thanks for your efforts and contributions to keeping ACC explosive operations safe.

Symbols for Mishap Aircraft



Over the Roge





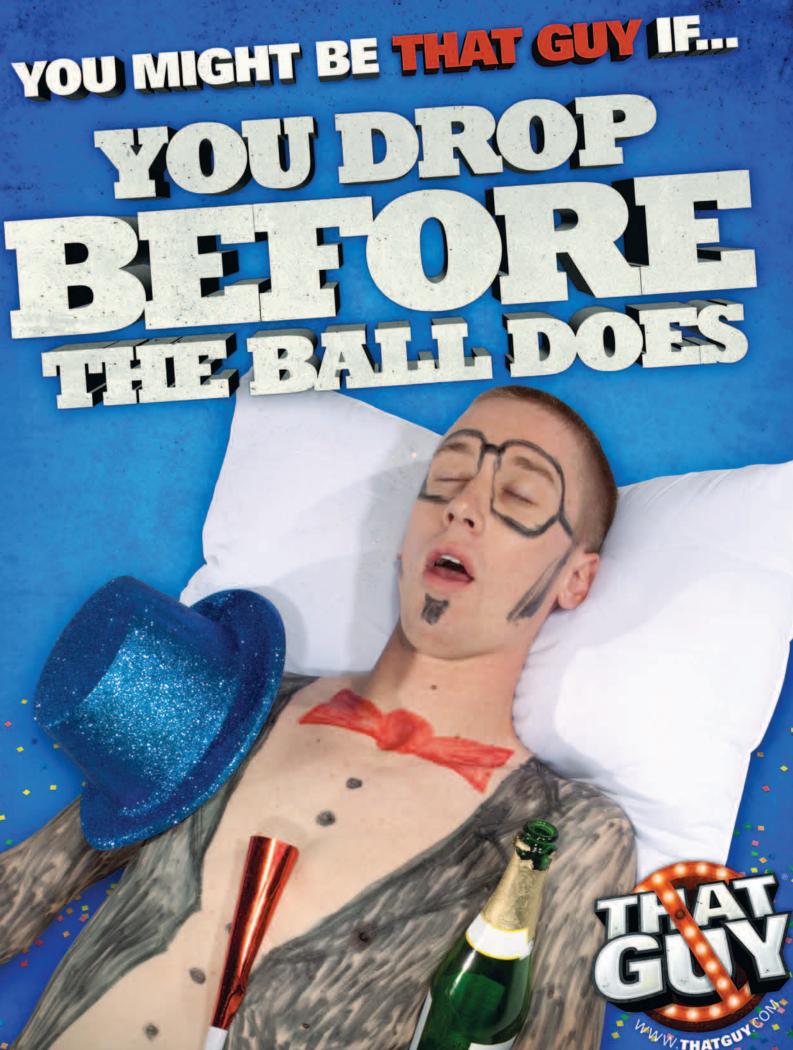


3 | You Might Be THAT GUY

4 | PHOTO CONTEST

6 DID YOU KNOW ...
by Ground Safety
HQ ACC Safety, Langley AFB, Va.







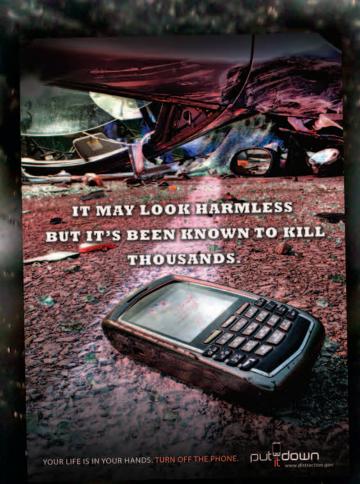


the holiday season IS THE SECOND DEADLIEST period in ACC

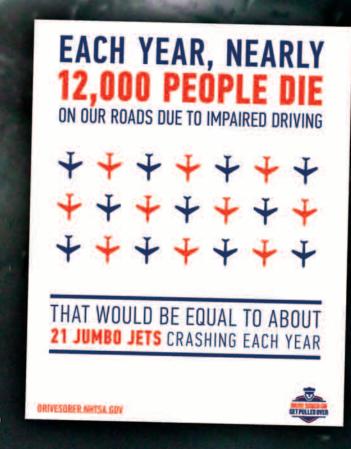
ACC has incurred 355 fatal ground mishaps since its inception

Text messaging is banned for all drivers in 34 states and the District of Columbia





Using a cell phone while driving, whether it's hand-held or handsfree, delays a driver's reactions as much as having a blood alcohol concentration at the legal limit of .08 percent



Motor vehicle crashes are the leading cause of death for 3-14 year olds

Seatbelts save more than 13,000 lives each year

In 2009, 5,474 people were killed in motor vehicle crashes involving distracted driving

> In 2009, an estimated 448,000 people were injured in motor vehicle crashes involving distracted driving

Thanks to safety initiatives, the total number of fatal motor vehicle mishaps nationwide have decreased from 50,894 in 1966 to 33,808 in 2009