

Summer Edition 2011

Combat Edge

THE ACC SAFETY MAGAZINE



— 2011 —
THE YEAR OF

MOTORCYCLE SAFETY

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Congratulations



Combat Edge

THE COMBAT EDGE Magazine was recognized by the National Association of Government Communicators' with Blue Pencil and Gold Screen Awards of Excellence in two categories: Magazine and Most Improved Publication.

Combat Edge

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COVER PHOTO: ROLAND BALIK

ACCent



ON SAFETY

"Summer is Hot!"

That's this year's theme for the 2011 Critical Days of Summer safety campaign. By the time your squadron gets this issue of THE COMBAT EDGE, we should be about two-thirds through the Critical Days of Summer: One month to go! I hope your summer has been enjoyable, fruitful, and safe ... and hot. This year's campaign runs from the beginning of the Memorial Day weekend (28 May) to the end of the Labor Day weekend (6 Sep).

On top of this year's Critical Days of Summer campaign, the Air Force Vice Chief of Staff has declared 2011 "The Year of Motorcycle Safety." General Phil Breedlove (the Vice Chief) and the Honorable Mr. Terry Yonkers (the Air Force Assistant Secretary for Installations, Environment, and Logistics) jointly signed a memo asking every commander and all riding Airmen to focus on motorcycle safety. These two gentlemen are avid riders, and you should see their rides ... sweet (see page 7)!

Yet as they share your passion for the open road, they share my deep concern over the 150 percent rise in motorcycle fatalities since January 2011 when compared to the same period last year. ACC has lost two Airmen to motorcycle mishaps this fiscal year (as of 14 June), but none thus far in this year's Critical Days of Summer ... knock on wood. Two is two too many.

Gang, I love riding motorcycles. You should see her ... my red-and-white Kawasaki Vulcan Classic with full light bar, saddle bags, windshield, skid bars, Cobra pipes (loud!). People could see me and hear me, and I loved taking my bride out into the mountains east of Holloman Air Patch, up in the highland horse country between Cloudcroft and Ruidoso. Beautiful weather, spectacular scenery, awesome riding, and huge fun. For me, that's what riding is all about.

I sold my bike for two reasons dealing directly with personal risk management. First, I saw a 49th Security Forces Squadron Airman get forced off the road by a car driver who should have seen the Airman on his bike. The Airman did everything right ... wore his PPE, fully trained, driving under control, watching out for the driver, but he was forced into a corner with no escape. He survived, but he's not the same man.

Add to that the number of times drivers looked right at me on beautifully clear New Mexico days, with my lights ablazin' and "kawa-Harley" pipes blatin', and yet they still pulled right out in front of me.

With over 2,000 hours in fighter time, I don't think I can be considered risk-averse. However, for me, riding motorcycles no longer fit into the positive side of my personal risk-benefit scale. With a tear in my eye (yep, really), I sold the bike.

Bottom line: If you enjoy riding motorcycles, I want you to get out there and enjoy the open road. Have fun! Find new destinations! Take in the thrill while you recharge your batteries. But please be absolutely certain you've covered your bases to minimize the risks. By becoming a motorcycle rider, you must accept the basic FACT that every other driver out there is simply NOT looking out for you. That leaves the responsibility for avoiding a crash almost entirely in your hands. Are you ready? Are you paying attention?

With this issue of COMBAT EDGE we have one month to go in the 2011 Critical Days of Summer ... we're rounding 3rd headed for home. 2011 is the Year of Motorcycle Safety. Summer 2011 is HOT. Get out there and have fun! But watch out for each other and be safe.



Colonel Sidney F. Mayeux, Director of Safety and his wife, Kelli



— 2011 — THE YEAR OF MOTORCYCLE SAFETY

BY MSGT AMAANI LYLE

A

s summer's warmer temperatures continue, Airmen should remain vigilant in taking safety precautions in all activities, and particularly on motorcycles, officials have said.

In a 2011 Year of Motorcycle Safety dual-signature memorandum to Airmen, the assistant secretary for installations, environment and logistics and the Air Force vice chief of staff recently stressed the special cautions riders must take on motorcycles, with specific attention to speed, reckless driving and alcohol use.

"Riding motorcycles is an exhilarating form of transportation and recreation, which also has a higher level of inherent risk," Assistant Secretary Terry Yonkers wrote in the memorandum. "Airmen, both military and civilian, who choose to ride motorcycles must do everything to mitigate these tasks every time they ride."

According to the Air Force Safety Center, Kirtland Air Force Base, N.M., motorcycle fatalities have risen 150 percent from January to March 2011, compared to the same period last year.

"These losses are unacceptable for our Air Force," said Vice Chief of Staff Gen. Philip Breedlove in the memorandum, adding that the service has already suffered one permanent total disability and five fatal motorcycle mishaps.



Photo by: SSgt Andrew Satran

The Motorcycle Safety Foundation states the following about motorcycle safety:

- A motorcyclist should attend a motorcycle rider-training course to learn how to safely and skillfully operate a motorcycle.
- A motorcyclist has to be more careful and aware at intersections where most motorcycle/vehicle mishaps occur.
- Motorcyclists must remain visible to other motorists at all times. Don't ride in a car's blind spot.
- Anticipate what may happen. For example, anticipate that drivers backing their cars out of driveways may not see you. Also, place greater emphasis on defensive driving.
- Motorcyclists must be more cautious when riding in inclement weather, on slippery surfaces, or when encountering obstacles on the roadway.
- Motorcyclists must place greater reliance on their helmet, eye protection and clothing to increase riding comfort and to reduce the severity of injury should they become involved in a motorcycle mishap.
- Approximately half of all fatal single-vehicle motorcycle mishaps involve alcohol. A motorcycle requires more skill and coordination to operate than a car. Riding a motorcycle while under the influence of any amount of alcohol significantly decreases an operator's ability to operate the motorcycle safely.
- An estimated one-third of motorcyclists killed in traffic mishaps are not licensed or are improperly licensed to operate a motorcycle. By not obtaining a motorcycle operator license, riders are bypassing the only method they and state licensing agencies have to ensure they have the knowledge and skill needed to safely and skillfully operate a motorcycle.

SOME COMMON CAUSES OF MOTORCYCLE MISHAPS:

- Lack of basic riding skills
- Failure to appreciate the inherent operating characteristics
- Failure to appreciate the limitations of the motorcycle
- Failure to use special precautions while riding
- Failure to use defensive driving techniques
- Lack of specific braking and cornering skills
- Failure to follow speed limit



Pictured above is the U.S. Air Force Vice Chief of Staff Gen. Philip Breedlove and the Assistant Secretary for Installations, Environment and Logistics, the Honorable Mr. Terry Yonkers. Photo by: Mr. Bobby Jones

The safety reports indicated that all incidents had two common causal factors: the absence of automobile involvement and the rider losing control of his motorcycle.

"Our goal is to have zero preventable motorcycle mishaps and fatalities," said Maj. Gen. Greg Feest, the Air Force Chief of Safety and Air Force Safety Center commander. "I encourage senior leadership, commanders, supervisors and riders to get actively involved in support of this effort."

As such, General Breedlove underscored the importance of motorcycle safety mentorship to include wing-level activities that foster positive riding attitudes, behaviors and build necessary riding experience.

The safety initiative mandates that all military members complete an approved motorcycle safety rider course to operate on a roadway and that Air Force-led joint bases will provide basic rider course training without cost or delay to all service members.

Mr. Yonkers and General Breedlove expressed the criticality of fostering a culture of traffic safety culture for both the base population at large and the general public.

"Each rider is ultimately accountable for his or her individual safety decisions and we're counting on you to maintain your focus on safety," Mr. Yonkers said.

Whether you are just starting to think about purchasing your first bike or a seasoned motorcycle veteran, motorcycle safety should always be your prime concern and a riding course is always a good idea.

TOWARDS A CULTURE OF RISK MANAGEMENT

PERSONAL RISK ASSESSMENT

BY COL J. ALAN MARSHALL

Airman Smith was up late last night talking to her brother on the phone. Her mother was in the hospital for gall bladder surgery back in her hometown. After the phone conversation, Airman Smith just couldn't get to sleep and showed up for her shift on the flight line with virtually no sleep. Luckily for Airman Smith, her deployed squadron and wing had established a way for her to let her supervisors know that she was not feeling up to the job (without feeling like she was letting the team down).

Organizations like Airmen Smith's have set up a self-reporting system where Airmen can report personal risk factors without pressure or embarrassment. One such unit is the 379th Air Expeditionary Wing (AEW). Under the leadership of Wing Commander, Brigadier General Randy Lee and his Chief of Safety, Lieutenant Colonel Scott Wurzbarger, the 379 AEW has established the **IMSAFE** Personal Risk Management program.



In the “**IMSAFE**” program, the “**I**” stands for **illness**; “**M**” stands for **medication**; “**S**” stands for **sleep**; “**A**” stands for **alcohol**; “**F**” stands for **fatigue**; and “**E**” stands for **emotional**.

In the 379 AEW, every Airman assesses their personal risks every day, using a six dimensional acronym described for them on their laminated IMSAFE cards. Each Airman grades their personal status in each dimensional category on a 0 to 3 scale where a “0” rating represents *no identifiable risk*; a “1” rating represents *minor risk*; a “2” rating represents *moderate risk*; and a “3” rating represents *major risk*.

In Airman Smith’s case, the “S” in IMSAFE would rate as a “3” or major risk for Airman Smith because she received almost no sleep the night before. After rating themselves in each category, Airmen in the 379 AEW add up the scores for all of their IMSAFE categories to determine their

overall score. The possible values for overall IMSAFE scores range from a score of “0” for an Airman that has no identifiable risks in any category, to a score of “18” for an Airman who has major risks in all six categories.

If the overall IMSAFE score for the Airman is in the 0 to 3 range, the Airman is considered “in the green” and can perform normal duties while monitoring for any changes in their IMSAFE status. If the overall IMSAFE score for an Airman is in the 4 to 7 range, the Airman is considered in a yellow status and is directed to talk to a supervisor about their particular IMSAFE score. If the overall IMSAFE score for the Airman is above 7, or if the Airman has three or more categories scored as “2,” or if any one category is scored as a “3,” the Airman is considered “in the red” and is directed on the IMSAFE card to notify their supervisor immediately. This step allows the supervisor to manage the risk appropriately.

In the hypothetical case of Airman Smith, since she lost more than half of a normal night’s sleep, she scored “3” for sleep and is “in the red.”

The IMSAFE program mandates that Airman Smith must notify her supervisor immediately of her red status. The supervisor can then help her take the appropriate action. For example, if Airman Smith’s normal job is to drive a forklift, perhaps the supervisor could shift Airman Smith to answering phones for the day. The main point is that every Airman is directed to assess themselves daily and report high IMSAFE scores to their supervisor which reduces the chances that Airmen will attempt to “tough it out” even when they are clearly not functioning properly.

The IMSAFE approach gives Airman Smith an out, a way to fess up to being sub-par without feeling like a failure. As a matter of fact, Airman Smith is doing her job properly if she assesses herself and reports a high IMSAFE score. That doesn’t mean that Airman Smith won’t work or be a part of the team that day. It just means that her supervisor gets a chance to help manage the risks that Airman Smith is struggling with by herself.

379 AEW Personal Risk Management

Category Score: (Use 0 if no impact)

	1	2	3
I llness	Minor performance impact	Moderate performance impact	Unable to perform Incapacitated
M edication	Minor effects	Moderate effects	Impaired or Violates Guidance
S leep	Minor loss	Some loss or disruption	Lost >1/2 normal amount
A lcohol	N/A	N/A	Impaired or Violates Guidance
E atigue/Heat Stress	Minor	Moderate	Unable to perform Exhausted
E motional	Minor Stressor Minor Distraction	Multiple Stressors or Somewhat Distracted	Significantly Distracted or Unable to Cope

Total Score:

GREEN = GO! 0-3: Monitor for any changes.

YELLOW = TALK! 4-7: Notify your supervisor--consider job impact, monitor for changes.

RED = NO-GO! Three areas in “2”, or any one area in “3” : Immediately notify supervisor. If applicable, seek medical attention or professional counseling.



Photo by: MSgt Adrian Cadiz

The trick to making this system work is for every Airman to realize they are a part of a professional team. On any good professional athletic team, no one player is expected to be on top of their game, every game. Sometimes players have off games, and that is when the other players have to step up and pick up the load. The coach has to know when a player is struggling and when to substitute another player who is performing better. The IMSAFE program provides the coach (supervisor) with the information they need to make substitutions or get a player the help or rest that they need. IMSAFE gives Airmen a way to let supervisors know their status – while following direction from leadership.

Anthropologist James Spradley defined culture as “the acquired knowledge people use to interpret experience and generate behavior” (2009, p. 4). The IMSAFE card

issued to every Airman provides the knowledge they need to interpret what they are experiencing and then behave in the safest manner. Thus, IMSAFE and similar programs are important tools for establishing a culture of risk management in Air Force organizations.

Over time, the IMSAFE program is becoming a part of the culture of the 379 AEW organization.

The true measure of whether or not an organization has established a culture of risk management is seen in the safety record and effectiveness of the organization. Supervisors have reported that

Airmen are much more likely to report feeling sub-par and that the added information has helped them to properly manage personal risks. At the same time, productivity and mission effectiveness have soared. As a minimum, the IMSAFE program has specifically raised awareness of personal risk management and has also raised awareness of risk management principles in general. Organizations such as the 379th Air Expeditionary Wing are well on their way toward establishing a culture of risk management and may be leading the way for the Air Force to do the same. ✪

379 AEW/SE. 2011. *Wing Risk Management Program*. 379th Air Expeditionary Wing.

Spradley, J. 2009. *Conformity and Conflict*. Boston, MA: Allyn & Baron.



Photo by: Dennis Rogers



Photo by: SSgt Bennie J. Davis III

The background of the entire page is a composite image. On the left, a satellite with two large blue solar panels is shown in space. On the right, an osprey is shown in flight over the Earth's surface, which is visible as a curved horizon with clouds. The sun is visible as a bright light source behind the satellite.

SATELLITE TRACKING

BIRD AIRCRAFT STRIKE HAZARDS

BY MR. THOMAS J. OLEXA

In May of 2006, 1st Fighter Wing Safety at Langley Air Force Base (LAFB) embarked on a research effort to enhance the Risk Management (RM) process for bird hazards in the training airspace. We developed a project to assess Bird Aircraft Strike Hazard (BASH) risk of breeding and migrating Osprey. The project was sponsored by the U.S. Department of Defense Legacy Resource Management Program and led by researchers and biologists from the U.S. Department of Agriculture Wildlife Services. The project also received outstanding geo-spatial support from the 36th Intelligence Squadron and 633d Civil Engineering GeoBase.

This study focused on Ospreys (*Pandion halietus*), which are large fish-eating birds of prey (also known as raptors). Ospreys weigh nearly 6 lbs and can reach 24 inches in length with a 6-foot wingspan. Although much is known about the ecology of Ospreys, the potential impacts to aircraft safety and military flight operations are relatively unknown. Twenty-five percent of Osprey strikes tracked by the USAF Safety Center were reportable mishaps, causing more than \$1.3 million in damages. These statistics contribute to its ranking as one of the most hazardous bird species to civilian and military aircraft. Ospreys are widely distributed across North America with thriving breeding populations at Seymour Johnson, Tyndall, and Langley Air Force Bases, in addition to many other military airfields.



The RM process has been used as a tool to mitigate risks in flying operations and a common variable in determining risk of bird activity in the training airspace. Safety representatives are familiar with the ORM process and the realization that we cannot reduce the risk of bird strike damage until we determine when and where bird hazards exist in our airspace. It is from this concept our hypothesis evolved. During 2006 - 2009, cutting-edge wildlife tracking technology was used to monitor the movements of 13 adult Osprey (five males and eight females) fitted with miniature solar-powered global positioning system (GPS) transmitters. The GPS transmitters were programmed to operate at 2 hr intervals between 0500 and 2300 hrs each day. In total, we collected over 19,200 Osprey location data-points.

Monitoring raptors and other wildlife by means of satellite telemetry is an increasingly common practice among researchers. Most telemetry studies include the date, time, and location (latitude and longitude) of a particular species of wildlife. With a minor system upgrade, our GPS transmitters

also tracked the flight altitude and ground speed of each Osprey. This added capability is what made this study unique. Using geographic information systems, we conducted spatial analysis of Osprey movement data with criteria for airfield imaginary surfaces and digital aeronautical flight information files. Through consultations with airspace managers, base planners, and pilots we viewed specific Osprey location data as vertical obstructions. Typically, vertical obstructions are created by buildings, structures, or other natural features (What is more natural than a bird?) that encroach into navigable airspace, presenting a threat to aircraft safety. This enhanced ORM process allowed us to accurately determine Osprey hazard data in both time and space.

For example, when we considered only moving locations (versus when the bird was stationary) of Osprey that fell within the LAFB imaginary surfaces, Osprey were a potential 'strike threat' to aircraft at LAFB 12% of the time when they were located by satellite during the breeding period from March through August. We also developed an 'airspace risk' polygon which estimated the range

size of 'strike threat' locations and the potential overlap with LAFB imaginary surfaces. The average 'airspace risk' polygon size was 21 km² and ranged between 6 km² to 48 km² during the breeding season. Interestingly, the proportion of 'strike threat' locations and 'airspace risk' polygons were directly related to the geographic location and reproductive success of the nest each Osprey was associated with. The closer the nest is to the airfield and failure to hatch young, the greater the threat to flight safety. When considering all the locations acquired during the breeding period, both male and female Osprey were most active during the month of July between 0900-1100 hrs and 1500-1700 hrs.

We also estimated 'strike threat' locations and the flight track of individual Ospreys during both the fall (August-September) and spring (February-March) migration periods. Here again, we queried each moving Osprey location and determined if it fell into the operational boundaries of training airspace along the Atlantic Coast. This geo-spatial process allowed us to document a total of 190 'strike threat' locations; thus, Ospreys were a potential 'strike

threat' within training airspace 35% of the time when they were actively migrating and located by satellite. In addition, we converted all Osprey migration locations into a line feature or flight track and evaluated the frequency migrating Osprey intersected training airspace. Our analyses suggested that, on average, each Osprey made 61 incursions into training airspace during migration. Using both 'strike threat' location and flight track data, we identified a total of 143 individual training airspaces with one or more incursions by migrating Osprey. Training airspace with the highest frequency of incursions by migrating Ospreys were VR1006 in Florida, IR062 in Virginia, SR166 in South Carolina, Alert Area A291 in Florida, Beaufort MOA in South Carolina, Restricted Area R2901 in Florida, and Warning Area W465 south of Florida. When considering all the locations acquired during migration, both male and female Osprey utilized similar geographic routes traveling an average 4,500 miles total distance from Langley AFB along the Atlantic Coast and across the Caribbean Sea





to their respective wintering grounds in South America. Osprey migrated at an average speed of 25 miles per hour and at an altitude of 1,150 feet AGL, and actively flew from 1100 hrs to 1700 hrs local standard time.



Incorporating the ORM risk matrix into historical strike data and what we learned from our wildlife tracking analysis, the associated risk of breeding Osprey near airfields is HIGH with a SELDOM probability a CATASTROPHIC bird strike may occur while the risk from migrating Osprey to training airspace is LOW with UNLIKELY probability a CRITICAL severity bird strike may occur. So what does all of this scientific output and RM terminology mean to you the pilot, flight safety officer, or the natural resource advisor? Ospreys are a greater strike threat to flight operations at airfields than to low-level airspace flying operations. Pilots should continue to utilize avoidance tools, such as the Bird Avoidance Model and Avian Hazard Advisory System, during fall and spring bird migrations. The USAF Safety Center continues to improve historical (including our

Osprey 'strike threat' data) and real-time bird modeling programs so that you know where and how to avoid the risk of a bird strike. Flight safety officers should utilize our findings to justify species control measures on or near the airfield as well as strengthen mission/area planning guidance for avoiding low-level airspace bird hazards. Natural resource advisors are encouraged to advocate wildlife studies and management to ensure the safety of military operations while simultaneously promoting efforts to conserve wildlife species.

The conclusion of this project and the precedence it may achieve is very rewarding to the research team. Similar satellite tracking studies are in place for Bald Eagles, Canada Geese, and Red-tailed Hawks. Technological advancements for monitoring the paths of migratory birds using GPS transmitters and avian radars will strengthen the initial ORM steps while allowing you to make informed control decisions to mitigate bird strike damage and limit negative impacts to mission readiness. ✦



FY11 Flight			
As of May 31, 2011			
	Fatal	Aircraft Destroyed	Aircraft Damaged
1 AF			
9 AF			
12 AF			
USAFWC			
ANG (ACC-gained)			
AFRC (ACC-gained)			



FY11 Ground			
As of May 31, 2011			
	Fatal	Class A	Class B
9 AF		4	0
12 AF		5	1
DRU's		0	1

FY11 Weapons		
As of May 31, 2011		
	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  = Fatal due to misconduct

Symbols for Mishap Aircraft



Flight Notes

ACC experienced seven Class A Mishaps in April and May; a very high number. Although a good portion of these mishaps can be explained by the higher OPTEMPO that spring usually brings, it is worth noting the additional OPTEMPO increase associated with “fighting season” in the AOR as a potential contributor. In the end, good basic airmanship and solid flying fundamentals are essential to mishap prevention and certainly would have prevented or mitigated the severity of all seven of our spring mishaps.

Ground Notes

As of the end of May 2011, ACC experienced nine Class A mishaps. The last Class A mishap in May was due to the operator riding his motorcycle at a high rate of speed. The operator received multiple injuries to include severe head trauma which resulted in the operators death. The old adage speed kills applies in the mishap described above. The rules of the road always apply and you must adhere to posted speed limits.

Weapons Notes

Thanks for another good quarter minimizing weapons safety mishaps. With summer approaching, new obstacles and challenges will arise. Continue to make conscious decisions to improve mishap prevention. Over the last quarter, we’ve experienced three Class E mishaps. Contributing factors were technical order violations and equipment failure. Human factors continue to be our biggest challenge in mitigating mishaps in ACC. These negative trends can be reversed through preparation and assuring proper technical order procedures are being followed. Thanks for your efforts in keeping ACC explosive operations safe.

caution!

Summer Is Hot

BY MS. GWEN DOOLEY

For the 2nd consecutive year, the Air Force had zero mishap fatalities over the Memorial Day weekend. Maj. Gen. Gregory A. Feest, the Air Force chief of safety, said he was pleased with these results, but he reminded Airmen of the need for continued vigilance throughout the remainder of the summer.

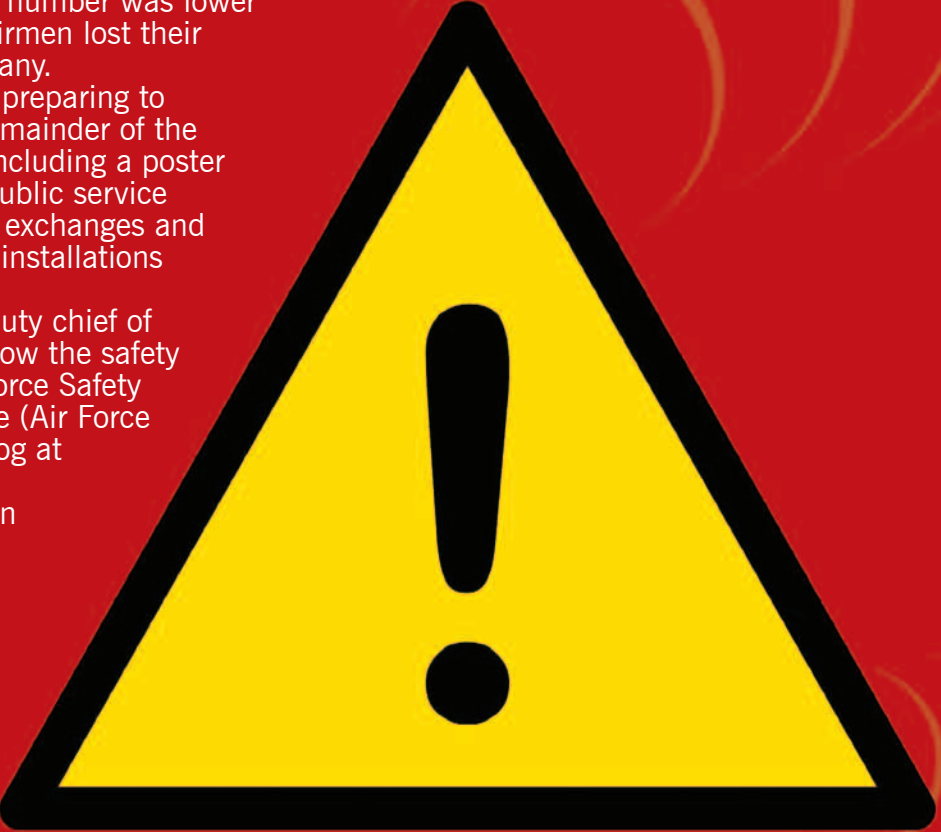
“We have a long way to go,” he said. “There are 15 weeks of summer, and we can never let our guard down. We’ll continue to provide mishap prevention strategies to our Airmen, our wingmen and our family members to help save lives during this Critical Days of Summer campaign.”

During the 2010 Critical Days of Summer Campaign, 16 Airmen lost their lives. While that number was lower than the 2009 campaign when 22 Airmen lost their lives, the loss of one life is one too many.

Air Force Safety Center officials are preparing to unveil several initiatives during the remainder of the Critical Days of Summer campaign, including a poster slogan contest, a video contest and public service announcements to be broadcasted in exchanges and commissaries on Air Force and Army installations worldwide.

Roberto Guerrero, the Air Force deputy chief of safety, said he invites everyone to follow the safety center’s activities on Facebook (Air Force Safety Center), Twitter (AFSAFETY), YouTube (Air Force Safety Center) and General Feest’s blog at <http://flysafe.dodlive.mil>.

“We’re dedicated to doing all we can to save lives this summer,” he said. “‘Summer is Hot’ (the theme of this year’s campaign), and we’re actively working with commanders, supervisors, Airmen and their family members to team with us in our joint efforts to save lives.



Aircrew Safety 

SENTRY 40, 964 AACs, 552 ACW, TINKER AFB OK. Upon reaching heading 350, ATC directed a turn of 010. When the co-pilot rolled out of the initial turn, the yoke became stuck while it was fully deflected and would not budge; overpowering the stuck yoke caused a loud bang. The pilot noticed that the entire glare shield violently shook during the noise. The crew elected to full stop to prevent a potentially dangerous situation from occurring. Maintenance confirmed the crews' concerns and duplicated binding. Further investigation revealed the glare shield was not installed in the normal position. (Apr 11)

PEDRO 83/84, 83 ERS, 455 AEW, BAGRAM AB, AFGHANISTAN. Pedro 83/84 was scrambled for two urgent US casualties w/gunshot wounds in the midst of heavy enemy contact. Several audible pops alerted the crew as five bullets hit the aircraft, disabling systems and the #2 engine. The engine failure combined with hover power required, caused rotor speed decay w/ audio warning and aircraft settling. The crew determined that the #2 engine was not producing power, w/ high temperature and zero torque indications. Pedro 83/84 calculated fuel required below normal reserves; 84 then shutdown #2 engine. Pedro 84 terminated the IFE with crash rescue and shutdown with no crew injuries or additional damage. (May 11)

Crew Chief Safety 

SSGT PHILLIP B. RIDENOUR, 447 AEG, SATHER AB, IRAQ. SSgt Ridenour responded to a C-130 aircraft with a #1 engine propeller leak. He coordinated with the MOCC to reposition the aircraft to the approved max power engine run parking spot to ensure safe operation. After safely orchestrating the max power engine run, he determined the propeller leak was a result of the propeller over service and the leak was within limits. His actions facilitated the transportation of more than 7,000 lbs of cargo, saved the AF over \$19,000 in Maintenance Repair team activation costs, and ensured zero impact to airfield ops. (Apr 11)

SSGT DERRICK ESQUIBEL, 376 EAMXG, 376 AEW, MANAS, KYRGYZSTAN. During a routine pre-flight inspection, SSgt Esquibel noticed an acrid smell coming from a power cart and saw smoke pouring out of the control panel after it had been shut down. He opened the control panel doors, and proceeded to spray halon onto the electrical equipment rack. After dousing the entire compartment, the starter continued to spin allowing the unit to run at idle and potentially catch on fire again. The batteries on the unit were disconnected and the unit shut down, thereby preventing the fire from starting again. (May 11)

Flight Line Safety 

TSgt CHAD N. FRY, 451 EAMXS, 451 AEW, KANDAHAR, AFGHANISTAN. During a routine inspection of an HC-130P, TSgt Fry discovered a seemingly innocuous popped rivet in the upper longeron. He immediately directed the aircraft to be removed from the flying schedule for a thorough evaluation. Assessment revealed the detection of severe corrosion in several areas throughout the airframe. He contacted depot engineers requesting a temporary fix so the aircraft could fly safely back to home station for repairs. His proactive leadership averted a potential ground mishap. (Apr 11)

SSGT CARLA WASHINGTON, 447 AEG, SATHER AB, IRAQ. SSgt Washington performed over 45 Bird/Wildlife Aircraft Strike Hazard checks, dispersed migratory birds on a daily basis, and harassed several jackals/coyotes. Her efforts and expertise helped to ensure zero wildlife or bird strikes. She also initiated more than 30 random airfield driver checks to ensure the operators navigating the airfield environment were properly trained and qualified. She conducted 50 airfield inspections on 16 million square feet of pavement to guarantee a 100% FOD-free operation. (May 11)

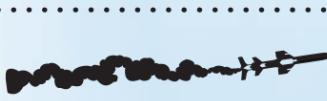
Ground Safety 

TSgt RENEE A. HESS, 20 CMS, 20 FW, SHAW AFB SC. When TSgt Hess witnessed a two-car accident, she immediately pulled over and took control of the scene as the initial responder. She instructed a bystander to call 911. TSgt Hess then moved to assist the driver of the first car. After determining there was no immediate danger, she proceeded to the second car. After evaluating the health and safety of the accident victims she then directed traffic, keeping it moving safely around the accident. She reacted to the potential threat, evaluated the accident victims, and secured the scene. (May 11)

Pilot Safety 

CAPT RYAN S. BAGBY, 354 FS, 355 FW, DAVIS-MONTHAN AFB AZ. While at 100' AGL and 150 KIAs during a go-around from an ILS, Capt Bagby's A-10C's #1 engine experienced a serious compressor stall. The compressor stall during this critical phase of flight was indicated by rising engine ITT, decreasing RPM and a distinction yawing tendency. Recognizing his engine had experienced an unrecoverable compressor stall, he shut down his #1 engine, and completed the Engine Failure/ Overtemp/ Compressor Stall checklist. He landed and shut down without further incident. (Apr 11)

CAPT JONATHAN T. CICHOWSKI, 13 EFS, 332 AEW, JOINT BASE BALAD, IRAQ. Capt Cichowski flew as Weasel 61, #1 of a 2-ship of F-16s, on a night combat mission. Approximately 5 hours into the flight, he received an ENG LUBE LOW PFL and an aural "Caution" cue. Capt Cichowski set up for and flew a challenging night SFO approach through 5,000 feet of weather before breaking out and lining up for landing. As he brought the throttle to idle, he received another ENG LUBE LOW PFL. He executed a flawless night SFO landing and taxied clear of the runway, shutting down uneventfully in the EOR arming area. His quick and decisive actions saved a \$35M aircraft. (May 11)

Weapons Safety 

SSGT ANTHONY M. CERRONE, 447 ECES, 447 AEG, SATHER AB, IRAQ. SSgt Cerrone cataloged 97,000 explosive items totaling 3,200 lbs NEW by compatibility group; then reorganized 25,000 items to ensure compatibility compliance (removing countless explosive storage violations). This increased the safety of Victory Base Complex residents by negating the possibility of a catastrophic detonation in the Munitions Storage Area (MSA). His strict adherence to munitions standards also prompted the need for and drafting of a MSA Operating Instruction, detailing and standardizing storage procedures. (Apr 11)

TSgt MATTHEW G. STARK, 407 EOSS, 321 AEW, ALI BASE, IRAQ. TSgt Stark developed two explosive training scenarios designed to evaluate his teams' abilities to calculate QD criteria during detonations. This ensured his teams were properly prepared to neutralize explosive hazards while accounting for the protection of personnel and property. To ensure no damage to the multi-million dollar UAVs, he acquired 1,000 pounds of sandbags and directed the construction of barricades. Through strict attention to detail, multiple hazards were eliminated with zero collateral damage. (May 11)

Unit Safety 

447 EOSS/AIRFIELD MANAGEMENT (AM), 447 AEG, SATHER AB, IRAQ. The AM team spearheaded a new airfield sweeper and FOD Boss schedule and coordinated with base agencies to generate eight additional FOD Shakers that were installed at various locations. Their benchmark findings slashed FOD rates by 55% on the active aircraft movement areas and maintained 37 months of incident-free operations. They also performed 180+ Bird/Wildlife Aircraft Strike Hazard checks and dispersed numerous migratory birds/wildlife on a daily basis. This ensured zero wildlife/bird strike incidents. (Apr 11)

4 OSS WEATHER FLIGHT, 4 FW, SEYMOUR JOHNSON AFB NC. The most violent thunderstorm and tornado event to hit the state in multiple decades threatened the safety of base personnel and resources, and the success of an Open House. The weather shop provided leadership initial indications and warning of the potentially hazardous storm system 2 weeks in advance of the Open House and tracked the storm's timing, intensity, and potential impact. With little time to spare, the Wing was able to secure and hangar 11 billion dollars worth of airshow and combat assets. As a result of combined efforts, the base successfully mitigated the worst severe weather storm in the state since 1984. (May 11)

Flight Safety



CAPT RYAN S. BAGBY, 354 FS, 355 FW, DAVIS-MONTHAN AFB AZ. While at just 100’ AGL and 150 KIAS during a go-around from an ILS approach, the #1 engine experienced a serious compressor stall. The compressor stall during this critical phase of flight was indicated by rising engine ITT, falling RPM and a distinctive yawing tendency, exacerbated by the 600 gallon external fuel tank he was carrying. Capt Bagby continued his climb out, deftly maintaining coordinated flight in this challenging low altitude, low airspeed, and asymmetric thrust configuration. Capt Bagby directed his wingman to a chase position for mutual support: verifying proper retraction of the landing gear, absence of smoke or fire, and subsequent successful single engine landing configuration. Taking great care to maintain a safe airspeed and minimize bank angle, Capt Bagby turned to outside downwind where, IAW TO 1A-10C-1 instructions, he attained a safe altitude and airspeed before accomplishing the appropriate checklist steps. Capt Bagby shut down his #1 engine, and completed the ENGINE FAILURE/OVERTEMP/COMPRESSOR STALL checklist. Capt Bagby nursed his crippled jet to a 10 mile final and configured IAW with the SINGLE ENGINE LANDING checklist including the alternate landing gear extension procedure. Capt Bagby landed and shutdown without further incident. On another occasion, Capt Bagby’s flight was en route to Wake Island on a deployment movement. Approximately 100NM short of their destination, the #2 aircraft began experienced an engine emergency. Although the field was reporting VFR conditions, severe weather was rapidly approaching. While #1 and 2 remained with the tanker, Capt Bagby pressed ahead and provided a vital pipep- WX had just dropped to the approach min. of 400’.

Ground Safety



MSGT MARCI J. THOMPSON, 332 AEW, JOINT BASE BALAD, IRAQ. MSgt Marci Thompson distinguished herself as a ground safety leader and 332 AEW Wing Staff Superintendent at JBB, Iraq, AFCENT’s largest joint combat base. Her tenacity and dedication to preserving combat capability resulted in zero Class A or B ground mishaps while enabling 24/7 ops for 33 units, 16K+ personnel, and 80+ aircraft. Among her accomplishments, MSgt Thompson identified a critical IDF vulnerability in JBB’s DFAC and developed evacuation procedures to protect hundreds of personnel. She also highlighted a dropped object hazard in JBB’s hangars and implemented a timely interim solution to prevent aircraft damage with zero mission delays. Her concern for promoting joint combat capability resulted in judiciously balancing safety concerns at the small arms range with proactive mitigation techniques that allowed the Army to meet mission requirements w/zero incidents to date. Under her diligent guidance, the JBB ground safety team has completed 4,060 spot inspections (100% increase), increased seat-belt use to a record 96.7%, and sailed through a flawless AFCENT SAV as “the best and most engaged SEG team seen to date.” Additionally, MSgt Thompson has done a phenomenal job keeping leadership engaged with JBB’s hot safety issues and mishap trends. She completely revamped the Safety Council creating “the best safety briefing ever” according to the 332 AEW/CV. As the wing Staff Superintendent, MSgt Thompson has acted as the liaison to the Command Chief and actively advocated for 60+ Airmen. She’s also been instrumental in disseminating HQ directives and information to the base population. In her off-duty time, MSgt Thompson has been an invaluable asset to the JBB community.

Weapons Safety



SSGT BYRON K. ALLEN, 332 AEW, JOINT BASE BALAD, IRAQ. Upon arrival, SSgt Allen quickly identified 7 databases, tracking over 316 Explosive Site Plans and Risk Assessments that needed immediate attention. He masterfully combined seven databases into one, which reduced man hours 50% and increased overall wing readiness. His superior leadership and technical expertise ensured success of the Joint Theater Strike Package by bedding down 3 units and expeditiously sited 33 critical explosives locations. SSgt Allen also identified JBB had been working with an outdated explosive map. He worked with Civil Engineering to update 300+ building locations, reducing the number of facilities and personnel exposed to explosives. He also expertly identified several explosive violations within the JBB Munitions Storage Area holding 171,000 lbs of Net Explosive Weight. SSgt Allen worked with munitions personnel to realign storage of explosives and corrected documentation to bring the MSA back into compliance with DDESB regulations. SSgt Allen performed two unit annual inspections and provided invaluable training to 65 Additional duty Weapons Safety Representatives at 72 different explosive licensed locations. He conducted 150 weapons safety spot inspections exceeding the monthly inspection requirement by 114%. Additionally, he identified an electro-magnetic survey had not been accomplished in 2 years on JBB. SSgt Allen quickly initiated a base-wide survey, and advised the base spectrum managers to ensure vital explosive routes were clear of emissions hazardous to personnel. To further his knowledge, he aggressively tackled a 33 hour Defense Ammunition Center AMMO 47 Lighting Protection Systems course which helped increase survivability rate of Air Force and JBB assets.

Congratulations

KOREN KOLLIGIAN, JR. TROPHY

Capt Hans Buckwalter
391 FS
Mt Home AFB ID

CHIEF OF SAFETY
OUTSTANDING ACHIEVEMENT
AWARD
FOR GROUND SAFETY

388 FW
Hill AFB UT

CHIEF OF SAFETY
MEDICAL ACHIEVEMENT AWARD

Capt Matthew Taranto
57 WG
Nellis AFB NV

FLIGHT SAFETY PLAQUES

1 FW, Joint Base Langley-Eustis VA
7 BW, Dyess AFB TX
9 RW, Beale AFB CA
57 WG, Nellis AFB NV

MISSILE SAFETY PLAQUES

20 FW, Shaw AFB SC
83 FWS, Tyndall AFB FL

EXPLOSIVES SAFETY PLAQUES

7 BW, Dyess AFB TX
7 MUNS, Dyess AFVB TX
9 MUNS, Beale AFB CA
49 WG, Holloman AFB NM
20 FW, Shaw AFB SC
57 WG, Nellis AFB NV
388 FW, Hill AFB UT

GROUND SAFETY PLAQUES

1 FW, Joint Base Langley-Eustis VA
49 WG, Holloman AFB NM
57 WG, Nellis AFB NV
366 FW, Mt Home AFB ID
388 FW, Hill AFB UT

AERO CLUB SAFETY CERTIFICATE

Beale AFB Aero Club
9 FSS
Beale AFB CA



Over the Edge

SUMMER CONTINUES ... ARE YOU READY?

SUMMER IS

HOT



Jet Skiing

A LESSON TO
REMEMBER

put **it** down 



Driver distraction is the most common cause of auto accidents.

Over the Edge

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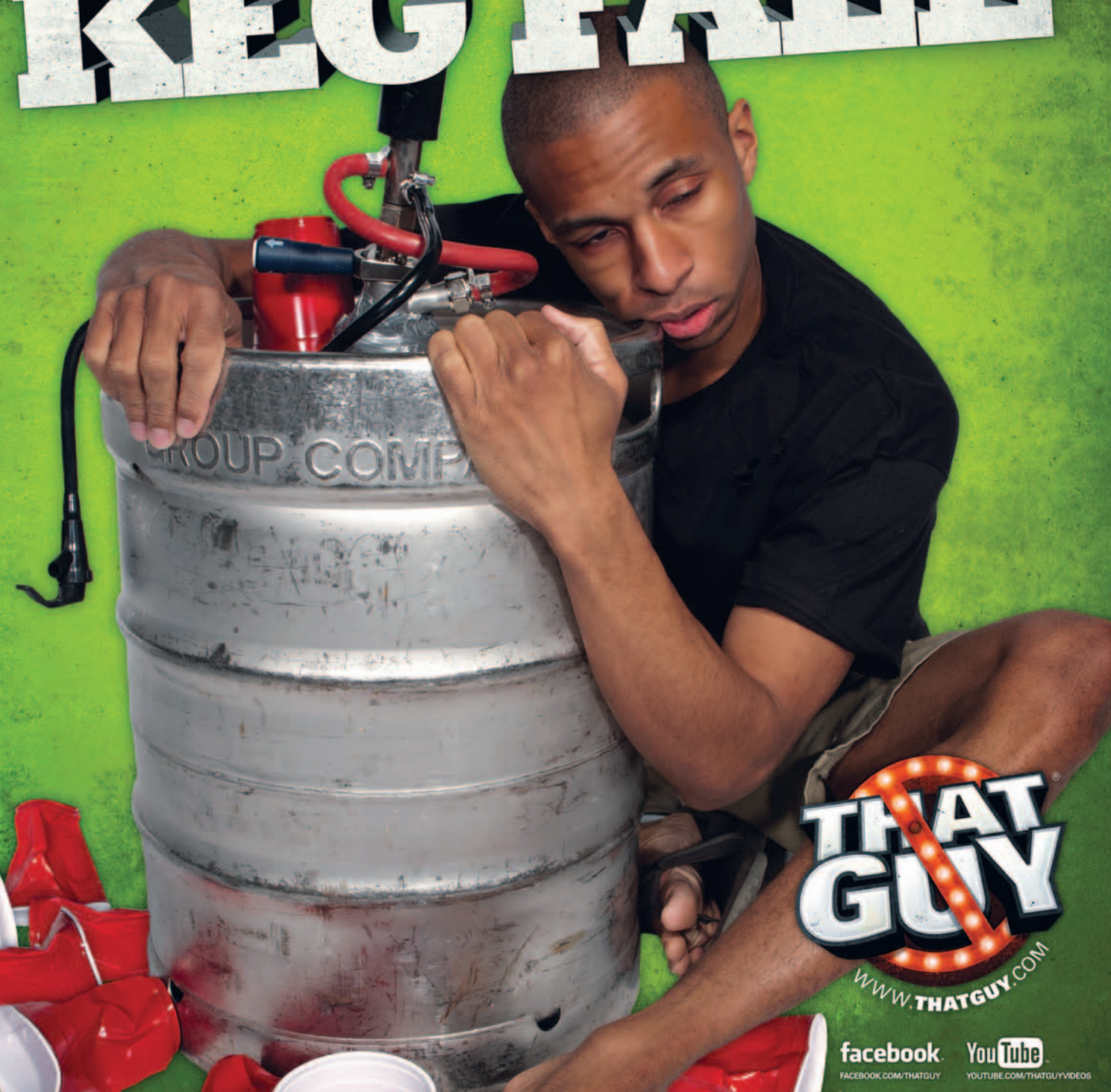
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Yorktown, Va.*

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*by Mr. Robert L. Spence,
Lackland AFB, Texas*

YOU MIGHT BE **THAT GUY** IF...
**YOUR KEG STAND
TURNS INTO A
KEG FALL**

A MESSAGE FOR U.S. MILITARY FROM THE DEPARTMENT OF DEFENSE. © FLEISHMAN-HILLARD



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We All Ride Together



Photo by: MSgt Dave Ingram

BY MS. GWYNNE INGRAM

Summer's heating up and we're well into the riding season. Air Force leaders have designated 2011 as "The Year of Motorcycle Safety." Are you ready to go for a ride? I am! My name is Gwynne Ingram and I am the Lady rider of a Kawasaki ZX12, and yes it is the hottest bike on the street.

As we continue this years riding season, there are many inherited risks that are deeply imbedded into operating a motorcycle. To mitigate some of those risks, before riding, I always perform a safety check of my

motorcycle. I also inspect my safety gear, and mentally prepare myself to ride. I find preparation plays an essential part of safety and success on each ride. I plan my route, the timeliness of my trip, and most of all I am very selective of whom I choose to ride with for safety reasons.

I enjoy the riding season because each year brings new adventures, new friends, and new challenges. My most joyous moments are long rides along the interstates with my friends -- oh what joy!!! Even with all the joys of riding there are times of sadness. Each year we hear of

riders losing their lives to preventable accidents on our nation's highways. Inexperience, poor decision making, speeding and/or alcohol are some of the main contributing factors.

I would also like to bring more awareness to what I, as a female rider, find to be my greatest threat on the highway — the other motorist failing to see my motorcycle. This fact alone makes me a more vigilant, safer and defensive rider. If I had a dime for every time I have been cut off, a nickel for every time someone has thrown items out the window that hit me, and a penny for every time they get to the stop light and say "Oh I'm so sorry I didn't see you," I would be one rich lady. As I enter my 7th year as a licensed rider, I have lost track of near misses and close encounters.

I challenge all riders to buddy up with a non-rider automobile operator because we share the road and

"We All Ride Together" (WART). Become a WART this season and educate your buddy on the dangers and the risks involved with riding a motorcycle and how automobile operator's failure to see motorcycles significantly increases that risk. When drivers do not look for motorcycles, accidents will happen. Ask them to be considerate and not throw cigarettes, cups, or items out the window—that's called littering. Request that they not dare young or inexperienced riders to take unnecessary risks or attempt to ride above their experience level. As a rider myself, I often hear stories of a burn out gone bad, or how I "totaled my bike with the dealer's tag still on it." Lastly, treat every motorist with respect. As we enjoy the 2011 riding season; remember WART and let us make the highway a safer place. 🦋

"BECOME A WART THIS SEASON"





Jet Skiing

A LESSON TO REMEMBER

BY MR. ROBERT L. SPENCE

It was Memorial Day and I had been on a long work stretch preparing for an Operational Readiness Inspection. The inspection was finally over, and we received an excellent rating. It was time to celebrate, loosen up, and have a good time. I had the Jet Ski, and Lake Ogarawara was only 20 minutes away. The weather was beautiful so I decided to go to the lake for some well deserved down time. I called a few friends and asked them if they were up for a day at the lake, but they had other travel plans. Then I asked a neighbor, but they just wanted to stay home and rest, so I decided to go by myself (lesson #1).

I would normally start the Ski before taking it out just to make sure all was well — ensure all contacts were clean, basic tools were in the ski, license and insurance were on board, and all emergency equipment was in the proper compartment. This day I just hooked up the Ski and headed out (lesson #2). I had been to this same spot 50 times or more and knew I didn't have anything to worry about. I arrived at the lake about 10 a.m., backed the Jet Ski into the water, and tried to start it up. It took a few attempts to get it started; normally it started right away. I finally got the Ski started, put on my Life vest, and was ready for a day on the lake.

I noticed no one else was boating or fishing on the lake but just thought they took the day off. Usually, Japanese fishermen were all over the lake fishing or harvesting fresh water clams and mussels until about noon. I thought to myself, “This is awesome; I have the lake all to myself.” I headed out for fun on the lake (lesson #3). After about 45 minutes playing around on the Ski,

I was several miles from my starting point and decided I had better head back. But then I saw an old Japanese architecture and decided to take a closer look. It was all the way on the other side of the lake, but I went anyway. OK, now it was time to head back. On the way back I decided to do a couple of stunts — side slides, like a car skidding sideways. I had done these

dumped it over, and the Ski had filled up with brackish water. We’d gotten the Ski out of the water and emptied the water out. I had to take out all the tools, the insurance, and the license, as well as the emergency equipment to dry them out. I had forgotten to put them back in the Jet Ski (lesson #6; no need to keep counting ... you get my drift).

I was several miles away from my truck in the middle of the lake with no one around for assistance and no way to call for help. Normally, I would have my cell phone with me, but I’d forgotten that, too. I sat on the Ski for about 45 minutes hoping someone would come by and tow me back, but no luck. The wind started to pick up, and I was being blown farther away. I decided I had better do something. I tried to paddle with my hands, but that was useless. Thank heavens I had some rope. I tied it to the front of the Ski, jumped into the water, and began to swim towing the Ski to the side of the lake where I was parked.

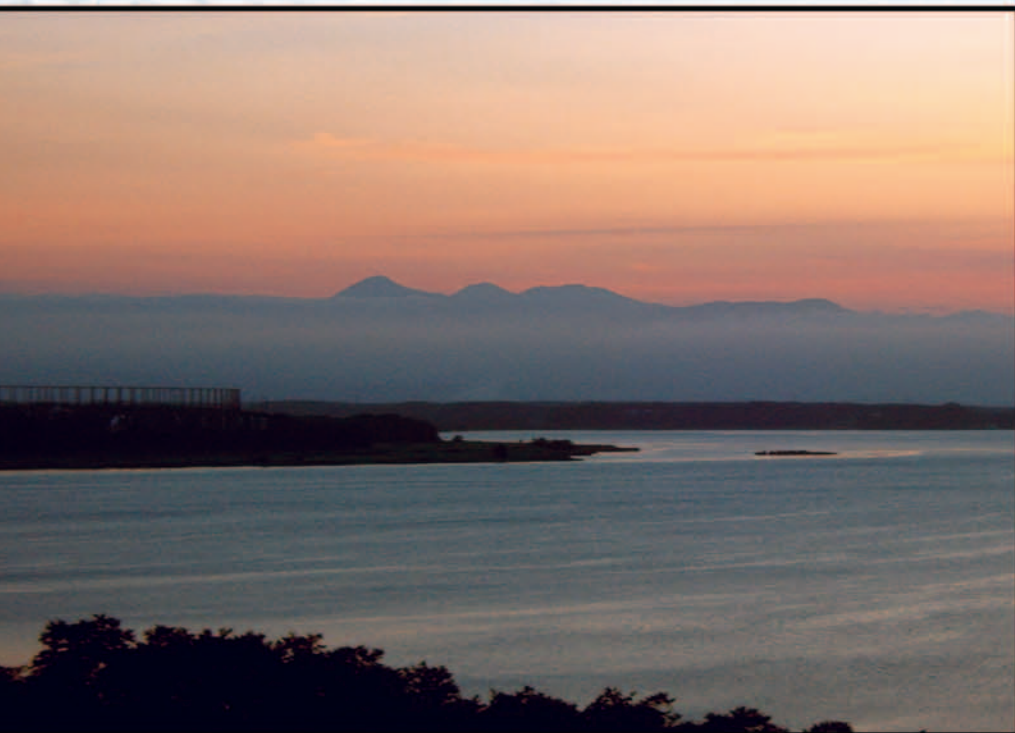
I was still over 5 miles away with nowhere to get out of the water. I began to walk barefoot in the water. I felt hundreds of clams under my feet, and they were painful. I could not get out of the water because there was a fence. The AFB Elephant Cage was on the point, and it had a long fence line. I walked for about an hour in roughly 4 feet of water along the shore. I looked up at the sky and saw dark clouds moving in. I began to worry but kept walking. Another hour went by, and the storm got worse. The clouds were getting darker, and the thunder was getting louder. I saw lightning in the distance. I was really getting worried now. I was the highest thing in the area, and if lightning struck, I was a goner. Luckily, about 15 minutes later the storm moved away in a different direction. I walked for about another hour; my feet were cut from walking on all the clams.

After 4 hours, I finally saw a house past the fence line. I believe it belonged to a Japanese fisherman. I had been told by other American jet skiers that the Japanese fishermen didn’t like us because they interfere with their nets and scare the fish away. I also remembered I did not have my license or insurance papers with me. If they called the police, it could be a \$20,000 fine; and my Jet Ski would be confiscated. I tried to walk past the house in the water, but I came to a deep channel. I had to get out of the water and walk around on the fisherman’s private property. I pulled the Jet Ski to the edge and tied it to a tree. I walked toward the house. There were long knives and bone saws hanging from the side of the house. I wanted to believe they used them to clean the large fish they caught. I was definitely starting to think I should find another way around when a fishing boat came

from the distance at full speed.

The person in the house must have called them. The fisherman was holding a fish club as he approached, and I was fearful on more than one level. I bowed deeply and made a sign with my hands like breaking a branch and pointing at the Ski. I was trying to say the Jet Ski was broken. I could not speak Japanese very well. I put my hands together and asked for help. I asked for a screwdriver to clean the battery terminals and, thankfully, the fisherman understood. They gave me a glass of water and a small screwdriver, and I fixed the Ski. Thankfully, it started right up. I had some money in my swim trunks pocket and tried to give it to them, but they refused the offer. I got back on the Ski, started it up, and slowly went back to my truck.

On my way back, I thought of all the things I should have done different, and the list was long.



I decided to take a break. I headed back to the truck for a snack and water. After a short rest, I got back on the Ski and went back out. I had Lake Ogarawara all to myself, and I wanted to do some exploring.

I saw a landmark a few miles away and set my sights for it. It was what they call ‘The Elephant Cage.’ It was about a dozen communication towers in a circle on the far side of the base. I’d always wanted to see it close up but never took the chance on going the distance. I got there on the Ski and decided I wanted to go further. I saw a park in the distance and wanted to go check it out, so I did (lesson #4).

many times before, but this time I was going faster than usual (lesson #5) and was thrown off the Ski. I must have been thrown 30 feet. My water socks flew off, but I was OK. ‘No problem,’ I thought. ‘I lost the water socks; but I have a life vest on, and I can swim back to the Ski.’

I swam back and got back on. I put the key in and turned it, but nothing happened! I thought the contacts must be loose. I opened up the compartment where the battery was, and the contacts were corroded. I noticed the compartment was empty — no tools or paddle. Then I remembered that a few weeks before I’d let a friend use the Ski. He’d



Lessons Learned

- **Never go out alone.**
- **Always ensure you have required emergency equipment, such as flares and a horn or whistle.**
- **Have basic tools available -- screwdrivers and pliers.**
- **Carry bottled water with you.**
- **If you’re the only one out on the lake, there is probably a good reason. Check to ensure the weather is appropriate for the activity.**
- **Always have a cell phone in case of emergency.**
- **It’s best to know the local language.**
- **Always ensure you have the required paperwork with you, such as license and insurance.**
- **Tell someone reliable your plans and your destination -- and stick to it!**
- **Don’t be complacent! It doesn’t matter how many times you’ve done it before, establish a checklist and always follow it.**
- **Always service your equipment before every use!**