



A Letter From



LT GEN DAVID GOLDFEIN SUMMARIZES COMBAT OPERATIONS IN IRAQ PAGE 4 What would

PAGE 14

100



Congratulations

to COL. J. ALAN MARSHALL, ACC Chief of Flight Safety and The Combat Edge Senior Editor

On his recent completion of a

Ph.D. in Organizational Leadership from Regent University



The Air Combat Command Directorate of Safety proudly congratulates Col. J. Alan Marshall on his completion of a Ph.D. in Organizational Leadership from Regent University. Well done, Doctor Marshall!

We congratulate AI on this significant achievement and look forward to his continued contributions right here in The Combat Edge!

Combat Edge

A LETTER FROM IRAQ by Lt. Gen. David L. Goldfein, **USAFCENT COMMANDER**

THE DRAGON LADY LANDS by Staff. Sgt. J.G. Buzanowski, 380th AEW/PA, AI Dhafra, U.A.E.

CHECKLIST CHECK by Col. J. Alan Marshall, Ph.D. HQ ACC/SEF, Joint Base Langley-Eustis, Va. WHERE DID CHECKLISTS COME FROM?

by Col. Timothy P. Schultz, Ph.D. AETC SAASS/CC, Maxwell AFB, Ala.

WHAT WOULD YOU DO?

by Mrs. Betty J. Titus, HQ ACC/SEG, Joint Base Langley-Eustis, Va.

18 | Monthly Awards

ANNUAL AWARDS

STATS

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THE COMBAT EDGE

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EDITOR, THE COMBAT EDGE 220 SWEENEY BLVD JOINT BASE LANGLEY-EUSTIS, VA 23665-2714

TELEPHONE: (757) 225-7941 DSN: 575-7941 FAX: (757) 764-8975 E-MAIL: ACC.SEM@LANGLEY.AF.MIL

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COVER PHOTO BY: STAFF SGT. JOSE RODRIGUEZ



ON SAFETY

"Groundhog Day-Spring Safety"

I hate Groundhog Day. Shoot, I even hate typing the words. When I am forced for whatever reason to speak those cursed words ... "groundhog" ... "day" ..., my eyes squint up, my teeth clench, and my beautiful wife thinks I'm trying to impersonate Clint Eastwood. I'm not trying to impersonate anyone. I just hate Groundhog Day. And today, as I write this ACCENT, it's THAT day.

I despise all that the phrase implies: Today is like yesterday, and any other day for that matter. Deep down, I feel the phrase "Groundhog Day" (yuck) signifies a failure or lack of effort to make today



Colonel Sidney F. Mayeux **Director of Safety**

different, to improve over yesterday's shortfalls. It's a cop-out. When a Safety Professional proclaims today "Groundhog Day," I hear them saying today we are "safe enough." Really? You are satisfied with that?

Not on my watch.

ACC has entered the Spring Spike—that period when we put the winter season behind us and resume our favorite outdoor pastimes like hiking, fishing, hunting, boating, and riding motorcycles. We love these activities, but they come with inherent risks in the air and on the ground. Off-duty ground mishap rates jump to their highest levels during the springtime. Motorcycles have been our number one off-duty safety concern, particularly during the spring. It sort of makes sense: As the days warm, Airmen bust out the bikes and hit the roads, but our skills are still rusty.

However, as of this writing, ACC has suffered four off-duty fatal mishaps in FY12, killing seven Airmen and dependents. Only 4 months into the fiscal year, we have already tied our total FY11 off-duty Class A mishap numbers. All four mishaps involved 4-wheel vehicles, not motorcycles. Sure, motorcycle safety risk rises with the spring, but right now the groundhog is eyeballing PMV-4s, and I don't want ACC's commanders and Airmen to get comfortable: Our mishap numbers are going in the wrong direction.

Meanwhile, as the gray skies and cold weather give way to longer sunny days and warmer temps, ACC flying squadrons are ramping up flight ops to make up for lost flying hours. Aircrews are rusty too, and statistics continually show the highest aircraft mishap rates during the spring season. Aggressive risk management and sound judgment at all levels are paramount. Aircrews must knock off the winter's "rust" before increasing the training mission's complexity. Take the time to honestly assess not only your flying experience, currency, weather forecasts, and mission complexity, but also your wingmen's, and factor that against today's mission requirements. Instead of galloping today, maybe you need to walk before you trot. Planning against these springtime threats on the ground helps ensure we get safer and more effective training in the air from our investment in JP-8.

If we had zero mishaps yesterday, and if we make it through today again with every Airman alive, unharmed, and no scrapes on our jets' paint, then tomorrow I'll happily refer to today as "Groundhog Day."





We produced and flew 7,635 Air Tasking Orders. Fully supported by fellow Airmen across the globe, we generated over 500,000 sorties producing top cover for the joint team.

Fighter and bomber crews working with our Joint Terminal Air Controllers (JTACs) elevated responsive airpower to a new level as aircraft routinely arrived overhead in less than 9 minutes from the moment JTACs called for fires ... in countries larger than the great state of Texas.

Just since the fall of Baghdad in 2003, RPA crews operating out of Creech and Beale AFBs (along with a number of other bases) flew over 415,000 hours of persistent ISR while our analysts in all 5 DCGS sites processed over 50,000 images for the joint team.

Mobility crews moved over 2 million short tons of cargo and 4.5 million passengers as sometimes the only secure

means of resourcing the mission and mastered the art of life-saving aerial delivery.

Engineers opened 206 operating locations and then closed them all ahead of schedule.

Ammo and weapons troops built, delivered, and loaded tens of thousands of munitions delivered with unprecedented precision and success.

Every hour of every day and night our defenders stood guard, accumulating over 183,000 hours as our sentinels.

All of this while our JET Airmen led convoys, built infrastructure, negotiated with tribal leaders, trained and mentored their Iraqi counterparts, conducted maintenance on sister service vehicles, eliminated improvised explosive devices—in essence, helped Iraq build a foundation for the future as we supported our joint and coalition partners.

Which brings us to the final days of our 21-year joint effort. The final muscle movements for our retrograde out of Iraq started on 17 December when the last C-17 took off out of Talil at 1824Z. Directing the C-17 to the runway were Iraqi air traffic controllers trained and certified by Maj. Gen. Tony Rock's mentors. As the aircraft climbed out on its routing to Ali Al Salem in Kuwait, the controllers asked the pilots to "wish their American friends a safe journey." The following morning the last ground tactical convoy crossed the border into Kuwait at 0438Z. Sitting beside their battle buddies, AF JTACs kept their radios close just in case there was a need for a final call for airpower. Providing top cover that day was a blanket of airpower including four F-16 CJs, eight MQ-1s, one RQ-4B, one P-3 (USN), one E-8, one U-2, and one KC-10. The 9th Carrier Air Wing from the 3rd Strike Group aboard the USS Stennis had assets airborne and in reserve on the deck while underway in

the Northern Arabian Gulf. In addition to those flying, we maintained forces on ground alert as well. An Iraqi controller informed Red Tail 1 (from the famed Tuskegee Airmen) that his two F16 CJs were the last US manned aircraft in Iraq. After one final circle of the airspace, they departed at 0555Z and the last remotely piloted aircraft, an MQ-1, followed at 2118Z. A chapter was closed.

While there are challenges ahead for Iraq, no one should ever question the staying power of the US and its allies. For 21 years, the long blue stood side by side with our joint and coalition teammates operating in air, space, and cyberspace and helped open a door for the Iraqi people and their elected leaders. As we work to maintain the momentum in Afghanistan and around the region, we have good reason to stand tall. It is a great day to be an Airman on the joint team.





The Dragon Lady Lands

U-2 Pilot Flies Final Manned ISR Mission Over Iraq

BY STAFF SGT. J.G. BUZANOWSKI

U-2 pilot completed the final manned intelligence, surveillance and reconnaissance (ISR) mission over Iraq Dec. 18, as the last American troops withdrew into neighboring Kuwait.

Maj. Steve flew his first mission over Iraq during Operation SOUTHERN WATCH in the early '90s, so it was fitting for the 99th Expeditionary Reconnaissance Squadron Airman to close out this chapter of his unit's history.

The major, deployed from Beale Air Force Base, Calif., said he was proud to be part of this landmark event.

"The best part about it was it was quiet for the folks on the ground," said Steve, a Lake City, Fla., native. "There were no issues as they were leaving so it was a good day. I'm proud to have been a part of it."

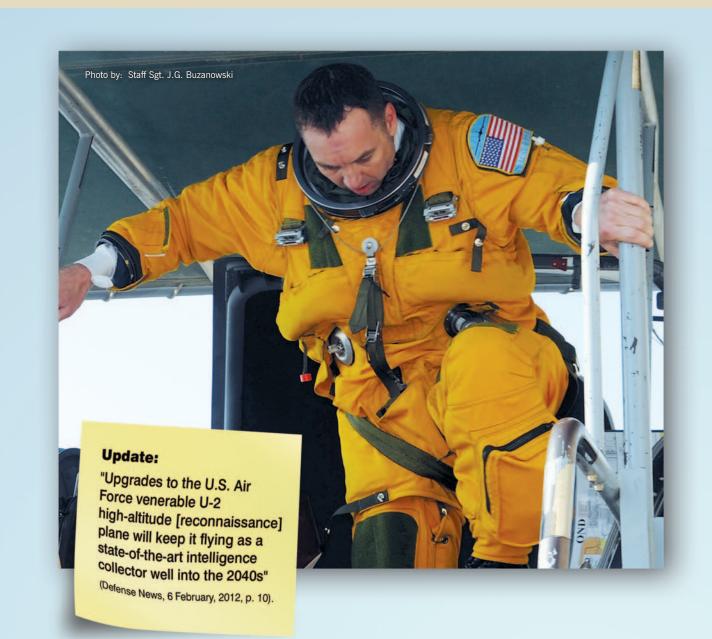
As a U-2 pilot, the major is responsible for flying missions between 9 and 12 hours at a time. The Dragon Lady, as the U-2 is commonly known, carries some of the most sophisticated equipment in the world and provides data for coalition leaders to make informed decisions about any given situation.

"High-altitude ISR has been a part of operations in Iraq since Desert Storm, so it feels good to know that what we've done has made a difference for battlefield commanders and troops on the ground, said Lt. Col. Andy, the 99 ERS commander. "It's truly the end of an era."

While this part of their mission is completed, Airmen from the 99 ERS will continue supporting commanders in the field with flights over Afghanistan and other parts of Southwest Asia, as well as supporting units in the Horn of Africa.

"This is the busiest the U-2 has ever been in its storied 56-year career," the colonel said. "It amazes me to see what we've been able to accomplish so far. And as long as combatant commanders still need us, we'll keep flying."

(Last names have been omitted from this story for security purposes)



GRECKISt Fheat and the second se Reference Checklist

BY COL. J. ALAN MARSHALL, Ph.D.

checklists—pilots, maintainers. heavy equipment operators, and virtually everyone else in the Air Force. Even in our private lives, most of us use checklists. I have forgotten my wallet, watch, hat, keys, cell phone, and sunglasses so many times, that my wife puts a checklist on the refrigerator and has me read it off before I leave for work each day. I have to admit, I no longer keep forgetting those things as much. The only time I seem to forget something now is when my checklist cycle is broken. That happens when I spill my orange juice, drop my laptop, or one of my kids pokes himself in the eye with a toy while I am reading

my checklist. Your checklist cycle is the continuous loop that you follow as you perform a task, reference a checklist, and complete each item on a checklist. Any time you fly an aircraft, drive a vehicle, or operate a piece of equipment while completing a checklist, you are in a checklist cycle. I believe the main reason why aviators and other checklist users fail to complete checklist items is that once their checklist cycle is broken, they fail to resume the checklist, they skip a step, or they only partially complete a step when they resume the checklist. Most of us naturally have an unconscious safety mechanism to mitigate checklist interruptions but I would like to coin a term for it.

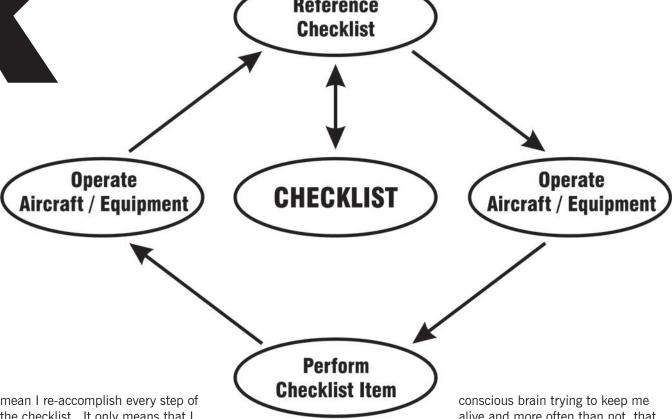
What I call "Checklist Check" is a safeguard I use when I recognize that my checklist cycle has been interrupted. A radio call, a required flight control input, an equipment malfunction, or an interaction with the crew chief, are all examples of events that can interrupt a pilot's checklist cycle. A fuel spill, a lost tool, an unscheduled meeting, or a VIP visit are all examples of events that can break the checklist cycle of a maintenance crew. When I recognize a break in my checklist cycle, I think, "Checklist Check" and go back and review the entire checklist that I was executing to make sure that I have completed all of the steps (or determine the appropriate place to resume the checklist). If I get a priority radio call that interrupts a checklist. I maintain aircraft control, continue to navigate, respond to the radio call, and then perform a Checklist Check to ensure each previous step was completed before determining which step needs to be resumed. That doesn't

mean I re-accomplish every step of the checklist. It only means that I confirm that each step is complete. There are other times when I perform a Checklist Check, such as when I have comfortably completed a phase of flight and have a moment to spare. I then take time to review all of my previous checklists items to make sure I haven't missed something. Maybe after a maintenance team takes a break from a task, a "Checklist Check" would be good to perform before resuming work. When a group or team is performing a checklist or Tech-Order action and

someone interrupts the process with a phone call or a question, the group can lose focus on the task and skip a step when they start again. That would be a good time for some one to say. "Let's do a Checklist Check."

There have been many times when flying a mission that I have experienced a strange feeling that I have forgotten something or that something was "just not right." Maybe this feeling was my sub-

alive and more often than not, that feeling alerted me to something that needed attention. When you experience that feeling, I recommend that you go with your instincts, perform a Checklist Check, and take a good look at the aircraft systems or equipment that you are operating. By using Checklist Check. I have saved missing many checklist items in the past and I bet you have also. Now we all have a mutual name for it!



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

APPROVED 8-17F and G CHECKLIST Thanks to Maj. Gen. Michael R. Boera, ACC/A8,

Where did checklists come from?

BY COL. TIMOTHY P. SCHULTZ, Ph.D.

In the 1930s, the quality of aircrew performance was improved by a simple, effective form of standardization: the checklist. Like a recipe, a checklist consisted of written, step-by-step procedures that ensured Airmen performed their duties in the correct manner and sequence. Even experienced pilots benefited from this tool.

Consider, for example, the tragic event that convinced the Army Air Corps to institute checklists in aircraft operations. On 30 October 1935, the Air Corps wheeled out the prototype of Boeing's B-17 Flying Fortress at Wright Field, Ohio, for a demonstration flight. The test pilots taxied the bomber onto the runway, pushed the controls for all four engines to full power, and the bomber lumbered forward. As the aircraft continued to gain airspeed and climb away from the ground, the nose began to pitch upward at an unexpected rate. The pilots pushed forward on the control column to lower the nose, but with no effect. With its engines at full power, the bomber entered an alarmingly steep climb and stalled a few hundred feet above the ground. It performed a graceful half-pirouette and pointed straight back to the ground. The nose started to pitch up again as the aircraft gained speed in its downward plummet, and the bomber slammed onto its belly, bursting into flames. Two of the five crewmembers died. The cause: pilot error. The co-pilot, Lieutenant Donald Putt, survived and recounted what happened: "We took off with the controls [elevator and rudder] locked. It was the first airplane in which you could lock the

control surfaces from the cockpit. When we taxied out, for some reason we were in a hurry. Those were the days before the checklists" (Putt, 1974). Control locks prevented the bomber's large elevator and rudder from flailing about during high winds on the ground, and Boeing engineers had installed a special lever in the cockpit so the pilot could unlock the controls. The pilot forgot. Both the co-pilot and another pilot standing between them also forgot. Although the crewmembers were highly experienced, they had little time to develop the important habits and procedures necessary for this specific aircraft. The Air Corps applied the hard lesson of this tragedy and ordered the use of checklists during aircraft operation.

The official B-17 flight manual in World War II cautioned pilots that operation of the B-17 was too complex for even experienced pilots to memorize: the checklist, therefore. was the "only sure safeguard" against pilot error, and it was "absolutely essential that the cockpit checklist be used properly by pilot and co-pilot at all times" (U.S Army, no date).

The above excerpt is from:

Schultz, Timothy P. (2007). The Problem with Pilots: How Physicians, Engineers, and Airpower Enthusiasts Redefined Flight. Duke University dissertation.

Also referenced/sourced:

Putt, Donald. L. (1974). Interview by Murray Green. Manuscript Series 33, Box 9, Clark Special Collections Branch, USAFA Library.

U.S. Army. (No date). Pilot Training Manual for the B-17 Flying Fortress, Headquarters Army Air Forces, Office of Flying Safety. Manuscript Series 33, Box 9, Clark Special Collections Branch, USAFA Library.

for bringing this historical factoid to our attention!

What would YOUL

BY MRS. BETTY J. TITUS ACC Ground Safety

elevision's 'Primetime' centers on investigative reports, crime, and human interest stories. It recently ran a series called "What Would You Do?" in which hidden cameras were set up to capture bystanders' reaction to a challenging situation. Sometimes the camera captures people stepping up and doing the right thing, but other times the viewing audience is shocked at the lack of apathy people have for one another. What do you think you would do if you saw someone being harmed or doing something unethical? Would you feel obligated to intervene, or would you feel it's none of your business?

If you're in the Air Force, the response to that question should be easy. A good Wingman will step up and intervene when he or she knows someone is in need of help or when unethical practices are put into play. It sounds easy to do, but in reality it's not--perhaps it's even more difficult to do when it involves family or friends. The easy way out is to simply do nothing. Studies have proven that's often what happens, nothing. Why is it that several of us choose to do nothing?





There are so many different forces that could inhibit one from being a good Wingman. For one instance, you could be caught up in the "Bystander Effect." The "Bystander Effect" occurs when a group of people witness a situation, but no one feels it's their job to take action. Each person waits to see what the other is going to do. A good example of this phenomenon was captured on national television during an NFL pre-season football game when fans from two teams became involved in a brawl. Many people stood and watched and did not take any action to stop the fighting. There is also a German term, Schadenfreude, meaning pleasure derived from the misfortune of others. Have you ever been in the situation where you derived pleasure from seeing a rival embarrass herself/ himself in front of the boss? This may sound farfetched, but most people have probably been guilty of some form of Schadenfreude at one time or another. And then there's also fear. Fear of being injured physically, fear of reprisal, fear of not being believed, lack of trust in the system, fear of being embarrassed, rejected or ostracized, or perhaps sued if you step up to try to do what's right. Everyone has witnessed someone who tried to right a wrong only to be criticized and called a troublemaker or whistleblower.

So many forces work against being a good Wingman. The military culture ingrains early on that every Soldier, Sailor, Airman, or Marine will always place the mission first, never accept defeat, never quit, and never leave a fallen comrade sometimes resulting in a total disregard for one's own safety. Service members watch out for each other and will go as far as to take a bullet for their comrades—they have each other's back, always. With all that being said, could you actually expose a fellow Airman for doing something wrong? Being a good Wingman isn't rank or gender based. Young Airmen, seasoned Airmen, and commanders included, all have to work at doing what's right.

In the private sector there is so much corruption found in the workplace every day. Many business places are littered with stories of unethical behavior and many times the behavior is coming from an individual at the top of the corporate ladder. Similar stories of military misbehavior have surfaced in the press over the years. So what should you do, and

how do you be a good Wingman? Schwarzkopf said, "I just got The "Tulsa Beacon" printed a here and really don't know what story about Army General Norman I'm supposed to do." The Four Schwarzkopf, and how he decided Star General looked at young what to do. When visiting Tulsa, Schwarzkopf and said, "There Okla., following the first Gulf War, are only two things you need General Schwarzkopf relayed a to remember, two things story about doing the right thing. Norman, to take charge As he was walking in to his and do the right new job at the Pentagon, thing." Schwarzkopf out came his senior who remarked that the stated he would be out advice given him for the next several kept him in good months on a base standing throughout tour. But General his military career. Doing the right thing

is sometimes hard to pull off and can be hurtful to yourself and others. We would all like to feel we would rise to the occasion and do what's right. If Primetime's "What Would You Do" rolled on to your base to try and capture you on camera, would the viewing audience be shocked at your actions? Below are just a few circumstances that could be occurring in your office that might involve a friend or co-worker. How do you think you would handle the situation if you knew the following actions were taking place?

- Drinking and driving
- Texting while driving on or off-base
- Failing to wear seat belts
- Riding motorcycles or bicycles without proper protective equipment
- Sexual harassment
- Abusing one's position or rank by covering up or failing to take action of a subordinate or coworker's indiscretions of alcohol, travel, or other inappropriate behavior

The above situations are types of unsafe human behaviors and could turn out to be destructive to not only the individual but their family and co-workers and certainly test one's resiliency. For instance, sexual harassment can not only affect an employee's work performance, but also their well-being. According to many studies, sexual harassment may often lead to high blood pressure, sleep disorders, and may even lead to suicidal behaviors. The abuse of alcohol or drugs can certainly have safety implications. A stop at the local bar for a drink that leads to several drinks could easily lead to a tragic traffic accident. You may ask why failing to do an honest day's work for a fair day's pay be destructive. Just ask a co-worker who works alongside of someone who doesn't

pull their fair share of the load. This action committed by just one individual drains a co-worker's productivity, and morale and pumps up stress levels. The National Institute for Occupational Safety and Health (NIOSH) Publication Number 99-101 states that "job stress poses a threat to the health of workers ... evidence is rapidly accumulating to suggest that stress plays an important role in several types of chronic health problems-especially cardiovascular disease, musculoskeletal disorders, and psychological disorders." We are all guilty of doing

something we're not proud of, and many of us will justify our bad behavior to make us feel better. But no one needs to be worried if 'Primetime' did pay a visit to your base if you follow the Air Force core values. The Air Force's very first core value "integrity first" and being a good Wingman are synonymous. One of the Navy's most highly decorated officers, Vice Admiral James B. Stockdale, USN, says this about integrity: "Integrity is one of those words which many people keep in that desk drawer labeled 'too hard.' It's not a topic for the dinner table or the cocktail party. You can't buy or sell it. When supported with education, a person's integrity can give him something to rely on when his perspective seems to blur when rules and principles seem to waiver, and when he's faced with hard choices of right or wrong." Should you be put to the test on being a good Wingman by the "Primetime" crew, do you think you could stand up to the many forces that could make you fall short? I wonder if I could. or would I get caught up in the "bystander affect," find myself in a Schadenfreude situation, or would fear hold its grip on me from doing the right thing?

A portion of this article was excerpted from Tulsabeacon.com

DECEMBER - JANUARY AWARDS OF DISTINCTION

Aircrew Safety



1LT RYAN A. PERHALA AND TSGT GARY L. HATHAWAY, 62 ERS, 451 AEW, KANDAHAR AF, AFGHANISTAN. Immediately after takeoff from Kandahar Airfield, 1Lt. Perhala's and TSgt Hathaway's MQ-1 lost climb performance. Suspecting wake turbulence, the crew raised the gear to improve performance and began analyzing the problem. While climbing and keeping the aircraft within glide back range of the runway, the crew noted indications of catastrophic cylinder failure and impending engine failure. With perfectly timed inputs from TSgt Hathaway, Lt Perhala flew a flawless flameout pattern and landed safely. The crew's actions saved a \$4.5M combat asset. (Dec 11)

CAPTS MICHAEL FECH, ERIC HUTCHESON, MATTHEW TULL AND WENDELL FRAZIER, 34 BS, 28 BW, ELLSWORTH AFB SD. Three hours after departing the FOL AB and during air refueling, the crew of Bone 32 noticed overheat indications in their environmental control system. The checklist led the crew to ultimately shut down two engines on one side of the aircraft resulting in an extremely rare 50% thrust deficient situation. Bone 32 descended to make the 1,000 mile return trip at only 10,000 feet above sea level from Afghanistan to the FOL AB. They overcame an extremely rare and serious malfunction to safely recover a \$285M Air Force asset without loss of life or injury or extraneous damage to equipment. (Jan 12)



SRA MARCUS A. ROBELLO, 552 AMXS, 552 ACW, TINKER AFB OK. While performing the pre-flight inspection in the tail area of an E-3 Airborne Warning and Control Systems aircraft, SrA Robello noticed a blue haze had filled the aft lower lobe. He investigated the source of the smoke—the APU oil cap had come lose, spewing oil over the entire APU. He shut down the APU before a fire or further damage could occur. His quick thinking potentially saved the APU, valued at \$248K, from a catastrophic fire, and bearing damage from oil starvation. (Dec 11)

A1C BRIAN S. CHEATHAM AND JUSTEN T. GRAZIER, 455 EAMXS, BAGRAM AF, AFGHANISTAN. After completing tire pressure check maintenance. A1C Cheatham inspected a hydraulic cart to ensure the parking brake was properly engaged. Further inspection revealed fluid in the sight glass was discolored and had a strong fuel odor to it. They notified the expediter that the cart was filled with fuel and informed him of the possible contaminated aircraft. Their outstanding attention to detail and prompt response prevented contamination of the additional 22 F-15Es and seven F-16Cs. (Jan 12)

Flight Line Safety



MAJ KLIS T. ZANNIS, 60 ERS, 380 AEW, AL DHAFRA AB, UAE. Maj Zannis discovered NATO aircraft frequently encountered procedural conflicts with RPAs operating in the Horn of African AOR. A string of near mid-air collisions between manned and RPA highlighted inadequate coordination between partner nations conducting counter-terror and anti-piracy ops. He coordinated a discrete inter-plane radio frequency for deconfliction within the target areas. He then renamed and standardized the points to enhance in-flight position reporting and situational awareness in the non-radar environment. (Dec 11)

A1C CHAD R. DAVIS, 7 AMU, 49 FW, HOLLOMAN AFB NM. Airman Davis' situational awareness led to his discovery of a leaking brake line on the left main landing gear of an F-22 during the pilot's pre-flight operational checks. He notified the dedicated crew chief, who in turn, up-channeled the issue to the flight line expeditor. Airman Davis' keen eye and quick actions averted a possible aircraft mishap which also prevented further damage to the aircraft's braking system. (Jan 12)

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Weapons Safety

TSGT JOSHUA L. HASKINS, 455 EMXS, 455 AEW, BAGRAM AF, AFGHANISTAN. TSgt Haskins' focus guaranteed assigned personnel understood and followed step-by-step procedures for emergency notifications, posting applicable cordons/signs to minimize the number of people entering the area, safety briefings, and grounding and handling procedures for ammunition removed from the loading systems. His education and enforcement of safety standards enhanced explosive safety awareness. He also validated current explosive site plans along with appropriate documentation. (Dec 11)

Ground Safety A. A.

SSGT JENNIFER M. HALL, 23 SFS, 23 WG, MOODY AFB GA. As lead for the 23 WG annual Halloween "Pumpkin Patrol," SSgt Hall was responsible for the safety of over 2K personnel. Through excellent application of ORM, she identified and eliminated several potential hazards that posed a threat to the children, families, and volunteers. SSgt Hall ensured all volunteers were briefed on their specific duties and significantly reduced personnel vulnerability by mandating each volunteer is equipped with a reflective vest, flashlight, and glow sticks. Her diligence ensured an enjoyable evening for all. (Dec 11)

SSGT CAITLYN A. HOCOTT, 455 ESFS, 455 AEW, BAGRAM AF, AFGHANISTAN. SSgt Hocott identified 17 safety hazards within her assigned sector—rectifying 10 identified hazards within 30 days. She created and implemented a daily safety briefing guideline used throughout each sector, ensuring all personnel are trained and familiar with potential hazards and how to avoid mishaps and injuries. She also worked diligently to expedite the "Coyote Creek" road project, ensuring the road was raised, widened, and gravel was laid; allowing for safe passage of Mine Resistant Ambush Protected ATV traffic. (Jan 12)



CAPT LAWRENCE A. DIETRICH, 27 FS, 1 FW, LANGLEY AFB VA. In the middle of a High Aspect Basic Fighter maneuver setup, Capt Dietrich's cockpit became completely filled with smoke and restricted his ability to see any of his instruments inside or outside of the aircraft. Upon leveling at 10,000', he continued to execute checklist discipline by moving his cockpit air source switch to RAM AIR. With imminent disaster averted, Capt Dietrich proceeded to skillfully coordinate with approach control and the Langley SOF to safely recover his damaged aircraft, preventing the loss of a \$143M AF asset. (Dec 11)

CAPT ERIC ADCOCK, 5 RS, REPUBLIC OF KOREA. At about 1 hour into a JCS directed Sensitive Reconnaissance Operations mission over Korea, Maj Adcock noticed hydraulic pressure begin to fall below operational limits. He immediately shifted his attention from primary mission equipment operation to address the impending loss of hydraulics. Once these critical actions were completed and had the aircraft under control, he radioed Black Cat Ops w/notification of the hydraulic failure. Maj Eric Adcock displayed exceptional skill and poise while handling one of the U-2's most challenging emergency landing procedures, leading to the safe recovery of a \$250B High Altitude Surveillance and Reconnaissance asset. (Jan 12)

Unit Safety management

332ND EXPEDITIONARY CIVIL ENGINEER SQ. 332 AEW. AHMAD, AL JABER. Unknown to 16 F-16 pilots en route from the US to Al Jaber, plans for a no-notice diversion was underway. Due to a severe sand/rock FOD hazard leading them to another AB if not corrected, ECES members formed a myriad of Amn from ECES Ops, fire and staff working a 22-hour shift; taking turns driving sweepers to pick up engine killing debris. They cleaned out/removed debris from runways, adjoining taxiways, primary ramp, EOR, and emergency hazard areas encompassing 536.5K square miles. (Dec 11)

451ST TACTICAL AIRBORNE GATEWAY, 451 AEW, KANDAHAR, AFGHANISTAN. The 451st TAG performed their mission with an unblemished safety record while executing the USAF's sole E-11A operations. The TAG executed over 75 combat sorties while flying greater than 700 mishap-free flying hours which provided unprecedented BACN mission support to OEF. The unit upgraded two pilots to Mission Ready status and two pilots to E-11A Instructor Pilot in the USAF's only E-11A training program with zero degradation in combat operations. The 451 TAG continued its perfect E-11A safety record with more than 22K hrs flown and 2300 mishap-free sorties! (Jan 12)

2011 ACC ANNUAL SAFETY AWARDS

ongratulations

COMMANDER'S AWARD FOR SAFETY

12th Air Force Davis-Monthan AFB, Ariz.

WING SAFETY PROGRAM OF THE YEAR

321st Air Expeditionary Wing Kirkuk, Iraq

WING CHIEF OF SAFETY OF THE YEAR

Lt Col Aaron P. Mainstone 332 AEW Al Jaber AB, Iraq

FLIGHT SAFETY OFFICER OF THE YEAR

Capt Alan M. Schulenberg 332 AEW Al Jaber AB, Iraq

FLIGHT SAFETY NCO OF THE YEAR

TSgt Jessica L. Jolin 12 AF Davis-Monthan AFB, Ariz,

CREW CHIEF SAFETY OUTSTANDING ACHIEVEMENT AWARD

SSgt Flliot T. Allen 1 AMXS, 1 FW Joint Base Langley-Eustis, Va.

FLIGHT LINE SAFETY OUTSTANDING ACHIEVEMENT AWARD

Capt Scott M. Crellin 46 ERS, 386 AEW Ali Al Salem AB, Kuwait

WEAPONS SAFETY OUTSTANDING ACHIEVEMENT AWARD

TSgt Christopher M. Feuquay 521 AEAS Kirkuk, Iraq

LOGISTICS SAFETY OUTSTANDING ACHIEVEMENT AWARD

TSgt Jeremy J. Stern **49 TES** Barksdale AFB, La.

GROUND SAFETY OUTSTANDING ACHIEVEMENT AWARD

SSgt Rickey L. Barberree, Jr. Joint Base Langley-Eustis, Va.

GROUND SAFETY SPECIAL ACHIEVEMENT AWARD

SSgt Pierre Coners 4 FW Seymour Johnson AFB, N.C.

TRAFFIC SAFETY SPECIAL ACHIEVEMENT AWARD

966th Airborne Air Control Squadron Tinker AFB. Okla.

As of January 31, 2012 **FY12 Flight** Class A Aircraft Fatal Destroyed **Aircraft Damage** 1 AF * 9 AF 1** X2 12 AF **USAFWC** ANG (ACC-gained) AFRC (ACC-gained

FY12 Ground As of January 31, 2012			
	Fatal	Class A	Class B
9 AF	111	1	1
12 AF	* * * *	3	1
DRU's		0	0

FY12 Weapons As of January 31, 2012		
	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)

* Fatality

** Non-rate Producing

= Fatal due to misconduct

Flight Notes

Although the number of Class A mishaps has decreased over the last quarter, basic airmanship remains a common thread running through all of the CAF's mishaps. Despite numerous "back to basics" campaigns, general knowledge and basic airmanship appear to be lacking. This should be a concern to all of us as professional aviators and we must continue to stress the above in our daily briefs. SEPTs. EPEs and limited CT sorties if we are to break this trend.

Ground Notes

During the first four months of FY12, ACC has lost seven Airmen in four PMV4 mishaps. Misconduct in the form of speed, alcohol use, and lack of PPE were causal factors in three of the four mishaps. At the current rate of mishaps by the end of FY12, we will exceed the 75 percent mishap reduction goal (no more than 7 mishap losses) by 300 percent. As we are about to enter the spring time of the year, historically our mishaps tend to rise due to personnel getting back on the motorcycles after having them garaged for 4 to 5 months. Also, sport and recreation mishaps can show an upward trend as more of our Airmen take on high risk activities. Has your squadron held the annual motorcycle refresher training meeting? Has the squadron checked into who's about to take on some challenging sport activity? Preventive action now may just save your squadron from experiencing the loss of a valuable coworker and friend. Check with the squadron unit safety representative, first shirt, and other squadron leaders to see what is planned. We cannot afford to lose anyone else, not just this year, but ever.

Weapons Notes

Thanks for your continued efforts to minimize weaponsrelated mishaps in ACC. For first guarter FY12, we have experienced one Class C and five Class E mishaps, which totals the same as last quarter. Each of the mishaps was contributed to technical order (TO) violations. TO violations has been a consistent trend over the past few quarters. Let us always take time to ensure TOs are followed correctly. Cutting corners and shortcuts can attribute to loss of equipment, loss of limbs, and most importantly loss of life. Regardless of how many times you have completed routine task following guidance is still mandated. When performing loading operations, remember one careless act could tragically affect our Air Force mission. Focus on the task, slow down, and follow all technical guidance. This will result in quality work and reduce the possibility of weapons-related mishaps. Think safety, and thanks for a iob well done!







Over the Edge

ONTENTS ONTENTS

- 4 RACING WITH DESTINY
 by Mr. Bob Van Elsberg
 Fort Rucker, Ala.
- 8 | Be Wise. Stay Alive. Wear Your PPE!
- 10 | PRICELESS



BY MR. BOB VAN ELSBERG

t's hard to resist rolling the throttle when you're straddling a motorcycle that can go from zero to 100 mph in less than six seconds. But that's what Staff Sgt. William Whiteside's potent 2005 Yamaha YZF-R1 sport bike could do. In 2007, the prior-service Sailor had been racing on a Moto GP track in Jerez, Spain, close to his assignment in Rota. Now back stateside, he was exiting Highway 167 North in Renton, Wash., onto the onramp of Interstate 405 North when he encountered some easy curves and a decent straightaway. With 165 horsepower at his fingertips and an agile bike, the onramp didn't have to be boring. At least that's what he thought as he entered the first curve.

"I was leading the pack because I was the most experienced one out of everybody," Whiteside said. "I was wearing all of my protective equipment—all my basic stuff that I wore on the track when I raced."

Behind him were a dozen riders who'd met that morning at a motorcycle shop in Renton. It was a chilly 45 degrees as they headed out. They'd been on the road less than five minutes when they hit the interchange from Highway 167 to I-405 North. Their tires, relatively cold and hard as they started the ride, hadn't yet warmed enough to reach their optimal "stickiness," or traction, with the road. That would take a bit more time—time Whiteside didn't have as he pushed the Yamaha's performance.





Medical Center in Seattle. En route. he lost consciousness again. When he regained consciousness, it was several hours later.

"I woke up that night in the hospital with a brace and X-rays from all over my back showing I had broken it." he said.

Doctors monitored him for three days to ensure his fractured disc didn't shatter. They then put him in an extensive brace with bars running down his rib cage and across his chest and stomach. He wore the brace for three months to stabilize his back while his damaged vertebrae healed. He discovered his tightly fitting racing leathers had performed an important function.

"The doctors stated that if I hadn't been wearing my leather suit, I'd have probably been in a wheelchair, paralyzed from the waist down," Whiteside said. The leathers, he explained, kept pressure on the damaged vertebrae, protecting it. He added had he just been wearing a loose-fitting jacket, the disk would likely have shattered or blown out, damaging his spinal cord.

Whiteside's personal protective equipment protected him in many other ways.

"My gloves were completely shredded, but there was not a single scratch on my hands," he said, "My glove's Kevlar knuckle protectors prevented my hands from being shattered."

The impact tore a chunk out of the back of his helmet, an expensive Arai model. However, a damaged helmet beat the alternative. He said his insurance company gladly paid the nearly \$5,000 to replace his riding gear, noting it was cheaper than paving for a coffin.

Surviving the accident provided him some valuable lessons learned. Although his bike could've easily handled the curves on a wellgroomed racing track, riding on the street was a different matter. He lost control on a grooved road surface designed to promote rain runoff—a situation he never faced on a racetrack. Also, before racing. riders use electric heaters to warm their tires for maximum traction. Without those, it could've taken 10

to 15 minutes of riding before his tires would enjoy the same level of grip on the roads. And he didn't have that long.

Whiteside learned the street was not the place for riders to explore the performance of modern sport bikes. There are too many variables, any of which could suddenly send a rider out of control. Smart riders know that riding gear is no place to skimp or save money. When things go wrong, quality riding gear may be more important than a rider can imagine.

"It doesn't matter if it's five feet from your house or a 100-mile trip; vou always need your gear because you can't predict what will happen," Whiteside said.

It's also important for the rider to stay ahead of the machine.

"I tell riders to always drive a mile ahead of themselves." he said. "Expect others to pull out in front of you, expect there to be something as you go through every corner. Expect the worst because, when you don't, that's when the worst is going to happen."

Going between 65 and 75 mph as he exited Highway 167 onto the onramp, he flashed past a 45 mph speed limit sign, followed shortly thereafter by a sign recommending drivers slow to 35 mph for curves. But such recommendations, Whiteside considered, didn't reflect the agility of his R1. Leaning left coming out of a switchback, his rear tire suddenly broke loose, sending his bike into a counterclockwise spin. He fell back on his training and racing experience.

"If you lose traction with the rear tire, you're supposed to maintain and (if needed) increase throttle to help pull you out of the corner," he said. Braking or slowing down, he explained, would cause the motorcycle to stand up and go straight, running off the road.

But he couldn't regain control.

"My rear tire began coming around," he said. The bike quickly spun until it was nearly 90 degrees to the road. The rear tire, rapidly heating as it slid and spun against the road, suddenly gained full traction. What happened next, Whiteside will never forget. "It shot me over the top, and that was the end of it," he said.

The motorcycle had "high-sided," flipping to the right and violently throwing him onto the road ahead.

"After I went over the top of the handlebars, I flipped and landed on the back of my head," he said. "When that happened, it basically compressed my spine to the point it caused a compression fracture to my L1 vertebrae. However, thanks to my safety gear, that was all that happened."

Despite his injury, Whiteside was conscious. Pumped with adrenaline, he got up and ran off the road, collapsing into a ditch. Fortunately, one of his fellow riders was a Navy corpsman. He stopped and immediately assessed his injuries while Whiteside complained of pain in his left foot and back. The corpsman and the other riders stabilized Whiteside as they awaited the ambulance.

"I was able to maintain consciousness, but I don't remember a whole lot of what happened after that." Whiteside said.

An ambulance picked up Whiteside to take him to Madigan Army Medical Center, located about 35 miles away. However, en route he lost consciousness and was transferred to another ambulance that took him to Harbor View



BE WISE. STAY ALIVE. WEAR YOUR PPE!

All U.S. Air Force personnel are required by regulation to wear Personal Protective Equipment (PPE) when riding as the operator or a passenger on a motorcycle. This applies to all Airmen and Air Force civilians in a duty status, on or off a DoD installation, and all persons at any time on an Air Force installation.

Helmets

Must meet DOT
standards and be properly
fastened under the chin. Full
face helmets offer the best
protection. NHTSA estimates
that helmets reduce the likelihood of a crash fatality
by 37% and brain
injury by 67%.*

Eye protection

A windshield alone is not proper eye protection. Impact or shatter resistant face shield, goggles, or wraparound glasses that meet ANSI Standard Z87.1 are required. Tinted lenses may be worn during the day, but clear lenses should be used at night.

Clothing

Dress for the SLIDE not the ride! Garments made from leather or abrasion resistant fabric provide a high level of protection. AFI 91-207 requires the use of full fingered gloves or mittens designed for riding a motorcycle.

BESEEN AND PROTECTED

Clothing designed for riding a motorcycle generally offers both protection and visibility. If black is chosen, a conspicuous enhancement should be worn. Reflective quality and location on the rider is more important than the amount of reflective material.

Local requirements may differ slightly. Riders should check with their installation safety office for details.

Stardy footwear

Sturdy footwear, leather boots or over the ankle shoes must be worn. Motorcycle footwear with low heals and oil resistant soles provide a good grip on the pavement.

