

Fall Edition 2014

Combat Edge



ACC's Full-Spectrum Safety Magazine



Old vs. New ... **FIGHT'S ON!**

Mixing old technology with new, modern systems can result in cumbersome and inefficient operations.

That is certainly **NOT** the case here!

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ACCent



What does it mean to "be safe?" "Check 3"



Col. Lawrence A. Nixon
Director of Safety

You've heard it before—from your earliest childhood memories to more recent adult interactions you've likely been told to "be safe" or "be careful" by friends or family members around you as you prepared to embark on a trip or activity. Let's take a quick look at what this really means. First, it obviously means to perform your activity or event in the most precise, careful manner as realistically possible. In other words, don't be reckless. Second, it means something to the effect of "be aware of all the bad things which might happen and prepare for them or avoid them entirely." In essence, this is really the same as basic risk management which we use for our on-duty tasks every day (ID hazards, assess hazards, develop controls, implement controls, evaluate).

If you are using these steps for your off-duty events, great—you don't need to change anything. Also, keep in mind your experience and "wisdom" gained by performing many activities may actually allow you to perform risk mitigation steps very quickly without consciously thinking through each step. You may call this "common sense" for the activity. In this case, you are also following the risk mitigation principles, whether you realize it or not.

Now, let's look at a situation where your "wisdom" may be less since you just learned a new activity or even where you might believe the risk mitigation process is too cumbersome for your off-duty time. To assist such individuals (and the ones in the paragraph above too), we want to provide a quick and easy method to assess any activity or event for possible hazards and allow mitigation when required. This method has three general areas to assess, or check, for your activity. This "Check 3" approach is assessing three areas referenced by the common acronym GPS. In this case, GPS is not referencing a navigation aid. Rather, GPS is:



This allows a quick review of your activity to highlight any issues or hazards. For instance, "G" or gear may encompass details such as personal protective equipment, your vehicle, or availability of drinking water. "P" or plan may encompass the timeline, weather, sequence, emergency contact/backup, as well as other facets. "S" or skills may mean are you rested for the activity or your overall experience level with the activity. If you see an issue or hazard in any of the areas, then assess if you can adjust an area to mitigate the hazard, especially the plan.

This framework allows anyone, regardless of experience or knowledge, to have a quick mental method to begin assessing all their activities. As a person becomes more experienced and knowledgeable in any activity, their "Check 3" will also become more effective. We'll do our part to continue to expand your knowledge—look for "Check 3" assessments in upcoming Combat Edge and Over the Edge articles. And remember, be safe—"Check 3!"

Gratitude

the Foundation of Resilience

BY CHAPLAIN (LT. COL.) JOSEPH DEICHERT

During his life, my father repeatedly said and lived the expression, “We have so much to be thankful for.” In this short expression, he revealed a foundation of not only his outlook in life, but to life itself. Genuinely practiced gratitude provides the stable foundation from which to celebrate the joys of life, to recover from and harvest the lessons of tragedy, and to consciously discern the right choices for today and tomorrow. Gratitude is the altar upon which to celebrate life’s blessings and gratitude is the same altar that set the limits for temptations caused by despair.

“We have so much to be thankful for” presumes recognition and acknowledgement of that which genuinely “is.” As a youth I dreamed I could be Dr J, (Julius Erving) the basketball star of the day. Truth was, I did not have the height, the long arms, long fingers, agility, or Dr J springs in my feet. Basketball, though cause for many fond memories, would not be my thing. I did, however, have a love for and insight into people, a quest for the meaning of life and its events, and a desire to help people.

Discovery of those gifts, and gratitude for the same, marked the journey into adulthood then and continues to direct the path today. In retrospect, so very much discontentment began with an inordinate preoccupation with that which is not—i.e. the basketball player, rather than that which is—the pastor. Gratitude embraces the good (gift) as it is found in deference to what may be preferred.

“We have so much to be thankful for,” if truly a gift, like any other gift must be exercised. When I

practice thanks for the rising of the sun and the ability to participate in another day, the outlook of the day and the responses to the events of the day are inherently affected positively. When uttered, “thanks” precedes the partaking of another meal. Appreciation of blessings represented in the meal follows, and these blessings are less likely to be taken for granted. When “thanks” for the employment opportunity to serve the Air Force is a daily habit, work is a blessing. When “thanks” for the proverbial opportunity to

excel lands upon my desk, even the most undesirable of tasks passes with considerably less heartache. Practiced “thanks for my boss” molds an entire staff with leadership appreciation and seizes the opportunity to participate on a unique team for what in the Air Force is inevitably a very short time.

Many years ago, a mentor of formative impact insisted on the practice of a “Consciousness Exam,” or a recollection at the end of each day that recalled the



Photo by: Senior Airman Rae Perry



Photo by: Airman 1st Class Shawna Keyes

highlights and lowlights of the day. Before closing eyes upon the light of today, he recommended recalling something (or things) which was a privilege and blessing—thank you. The same Exam requested the recall of an event or moments of the day not so well received—I’m sorry. Finally, taken together, the Exam helped develop the habit of opening the mind and heart (gratitude) upon waking up to the privilege (gift) of the day ahead.

“We have so much to be thankful for” ushers forth more easily when things are going well. What about gratitude during times of adversity? Allow me to let my father illustrate. My family owned and operated a dairy farm. Critical to the operation was feed for the milk cows. The needed feed came in part through the small grains planted and harvested in the spring and summer each year. One particular year the fields were waving with promise as wheat and oat heads reached for the sun and fattened the grains. All that was needed was more time and the work of harvesting. Then one evening a violent thunderstorm came, and with it large hail, and subsequently, a “hailed out” crop. My father’s response was not to curse the weather, such a futile exercise, but rather to sharpen the sickles and engage the mowers to salvage what was left of the broken stems of grain—to make hay. He, through his years of experience, knew he could plant another crop, but it took many years of culling to groom a good herd

of milk cows. At least there would be hay to keep the herd. In this little act, he demonstrated one of gratitude’s attributes—consolation. Simply put, practiced gratitude recognizes both that things could be a lot worse and that all is not lost. Gratitude begs her students to seek and harvest the good amidst adversity.

Photo by: Airman 1st Class Mariah Tolbert



Over the years as a pastor, I watched with privilege, Airmen and families adjust, time and again, to the unexpected. They assumed PCS moves and deployment taskings not of their choosing, determined to make the best of it. “We’ll make new friends” and “we’ll get through this together” parents tell their family as they harvest consolations. In other instances, in the face of natural

disasters, “it could have been worse” prevailed too. A fond memory to that end includes Hurlburt Field in 1995, following Hurricane Opal. Several times in the aftermath I heard the grateful, resilient voices say “at least we have our family/each other.” For my part, four feet of sand in the apartment assures me today that none of my clothes are more than 18 years old!

This event, like so many stories of Airmen families, triggered the awareness that “it could indeed have been worse.” In essence, there arose the consolation of much to be thankful for. In addition to this particular storm, the years in the Air Force have put me front and center in so many funerals and memorial services, all tragic. Yet, despite the difficulty those grief events generated, a common thread prevailed through all of them—gratitude for the life and love known in and through the deceased. The human side of life always wanted more, but deep within, the goodness known in the deceased was rich, beautiful, and a cause for gratitude. In grief, mourning, and sadness, gratitude lives.

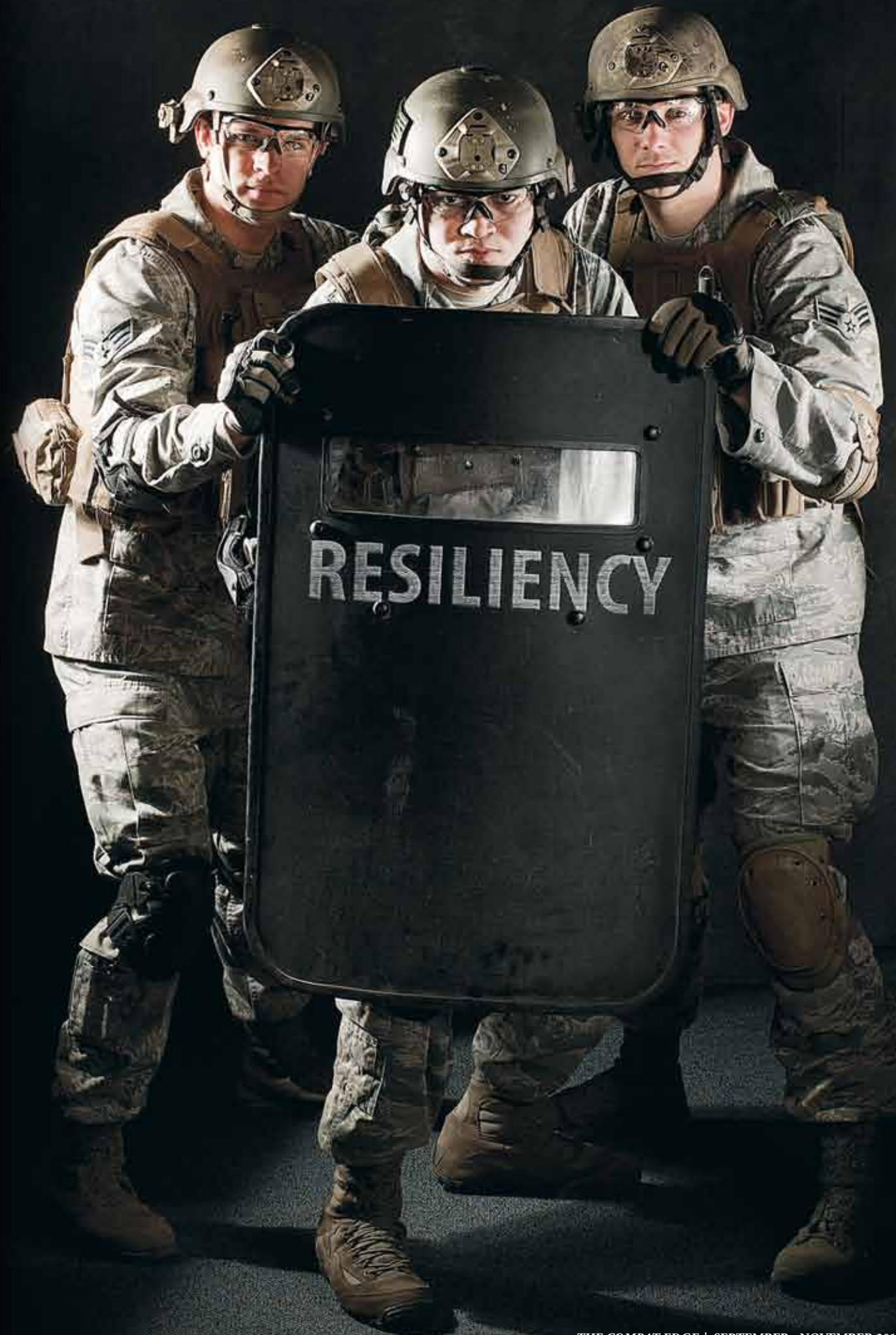
Some of the adversities of life are self-generated. When faced with tragedy of one’s own making, the gratitude of ‘it could have been worse’ sings a lament to mitigate destructive choices, embrace the

consequences and set the course anew. In the years I served as a Prison Chaplain prior to a commission in the U.S. Air Force, I met a young man who, while intoxicated, caused the death of an elderly woman crossing the street. During the course of his incarceration he enrolled in alcohol abuse/addiction treatment, determined to regain sanity, and resolved to make a positive contribution to society. For a couple years, he served as the inmate secretary in the chaplain’s office. In the idle moments he came to articulate the pain and suffering brought upon others and self. Though unable to undo the harm done and pains caused, he expressed gratitude for newfound insights, for the person he was becoming, for reconciliation, and for the opportunity before him—all directly resultant from self-generated adversity. True to his discovery, gratitude set the limits of adversity for healing victims and begged to do the same for the restoration of an offender’s soul.

“We have so much to be thankful for” takes me to a final thought. As I pass beyond mid-life (have indeed passed), gratitude is the source of my very existence. I received life, not from myself, but as the gracious gift of those who loved me. Faith in God allows an interior opportunity to touch the grace of the gift-givers. Practiced gratitude multiplies the gift-giver’s goodness in the current calling to serve the men and women of the U.S. Air Force. Gratitude in the best sense of the word gave me life and, in turn, calls me to the same.

In closing, here’s a question: Have you ever met a grateful person who was not at the same time resilient? Where gratitude lives (and is practiced) abundantly, resilience abounds. Inversely where there is an absence of gratitude or minimal gratitude, resilience limps badly. Thank you for spending your precious time pondering these words. By the way, my father passed very peacefully when he reached 90 years of age! He left an inheritance of ‘so much to be thankful for.’ ✨

“One of the reasons I’m here ... is to make a difference in someone else’s life.”



Focus on Prevention

BY MS. JIRI CROWDER



The mere thought of attending SAPR Stand down Day was daunting for some; others tried to find a way out of it; and there were the few who made jokes. Regardless of the reaction, all Airmen were mandated to attend, and many came away with unanticipated and long-awaited education. You may recall the exercise that made you consider how many survivors of sexual assault you know. This was presented to spotlight just how prevalent this horrendous crime is in our own community. There are Airmen among us who simply do not believe it happens, but it happens in our Command and publicized for the world to read! All of the following convictions are from ACC installations:

- A Major was sentenced to a dismissal after groping a female officer.
- An A1C was sentenced to eight months confinement, a dishonorable discharge and forfeiture of \$1,516 per month for eight months, and reduction to E-1 for raping his sleeping male roommate.
- A Staff Sgt. was sentenced to confinement for one year, a dishonorable discharge, and reduction to E-1 for sexually assaulting a female Airman while she was passed out after a night of drinking.
- An Airman 1st Class was sentenced to confinement for 14 months, a bad conduct discharge, total forfeiture of all pay and allowances, and reduction to E-1 for sexually assaulting a female Airman who fell asleep after taking Ambien.
- A Tech. Sgt. was sentenced to two years confinement, a dishonorable discharge and reduction to E-1 for attempting to rape his 18-year old goddaughter.
- A Staff Sgt. was sentenced to confinement for five years, a dishonorable discharge, and reduction to E-1 for raping his wife.
- A 2nd Lt. was sentenced to confinement for five years, a dismissal, and a reprimand for sexually assaulting several women he met through online dating services.

Photo Illustration by: Staff Sgt. Courtney Richardson

- A Capt. was sentenced to confinement for eight years, a dismissal, forfeiture of all pay and allowances and a reprimand for sexually assaulting multiple civilian women.
- A Tech. Sgt. was sentenced to eight years confinement, a dishonorable discharge, forfeiture of all pay and allowances, and reduction to E-1 for raping his girlfriend and his ex-wife.
- A SrA was sentenced to 10 years confinement, a dishonorable discharge, forfeiture of all pay and allowances, and reduction to E-1 for physically beating, raping, and threatening to kill a female Airman.

Unfortunately, this is not an all-inclusive list of ACC sexual assault convictions. There are many others, publicized by installation, on the Air Force Sexual Assault Court-Martial Convictions Docket, 2010 - 2014, which you can find on the Air Force Judge Advocate General website, <http://www.afjag.af.mil/shared/media/document/AFD-130917-061.pdf>.

The Air Force has been trying to combat this problem for several years and provided redundant training that makes eyes roll and reluctant trainees complain that they don't want to be SARC'd to death one more time!!! We get it, but it is painfully obvious that something must be done. I believe we are headed in the right direction with the new Sexual Assault Prevention model that will be rolled out in the very near future.

We must do two things for Prevention to work. Per Secretary Hagel's Prevention Memo on 1 May 2014, "... we must first create the appropriate culture and uphold standards of behavior and our core values. Secondly, we must shift our emphasis from SAPR education and training to enhancing leaders' capabilities."

Creating the appropriate culture can be achieved despite the nay-sayers who believe we're too far gone. Upholding standards of behavior and core values seem to be the missing link. You cannot sexually assault someone and respect him/her at the same time! As was pointed out in the stand down day training, sexual harassment can lead to sexual assault. Did you know that 58 percent of women and 42 percent of men who were sexually assaulted also received some form of sexual harassment and/or stalking by the suspect? It is feasible that a leader, in some capacity, witnessed sexual harassment and inappropriate behaviors in the workplace but chose to say nothing. If the climate is one that is hostile to women (e.g., demeaning objectifying), the risk of sexual assault increases six-fold. Officers initiating or allowing demeaning comments or gestures toward women increases the risk of sexual assault five-fold. Simply put: be a professional in the workplace. If you wouldn't say or do it in front of the ACC Commander, don't do it.

Shifting our emphasis from SAPR education and training to enhancing leadership capabilities means that we must educate and empower leaders at all levels to set the standards, integrate sexual assault prevention into unit practice, implement and support SAPR policies, and hold personnel accountable for less-than-professional behaviors in the unit. The new Prevention Strategy will educate leaders on their roles in this newly revised effort.

This doesn't mean that previous education and training can be ignored. It is still very important for wingmen to be great wingmen; we must always care for the victim and prevent re-victimization through thoughtless comments and actions. Airmen must certainly continue to identify and eradicate the sexual assault perpetrators. There are definitely perpetrators among us, but then there are Airmen who are earning sexual assault charges because of a lack of good judgment. Here in ACC, we are beginning to provide education on the seriousness of violating Article 120 of the UCMJ which includes inappropriate touching. Two years ago before the change in the UCMJ, horse playing may have included smacking someone on the butt; it was unprofessional but not a crime. Now it can be. It is time to learn what constitutes a sexual assault and the consequences of making bad decisions. As a leader and a colleague to fellow Airmen, I implore you to communicate the ramifications of bad choices. Reach out to your Sexual Assault Response Coordinator or MAJCOM Sexual Assault Prevention and Response Program Manager to become better educated and to protect yourselves and our Airmen.

Lastly, in line with our core values, self-respect and personal responsibility have a colossal role in our Air Force environment. Unfortunately, the message of personal responsibility has been confused with victim blaming. Make no mistake; no one deserves to be raped, and a victim can only be raped when there is a rapist in the room so it is **NEVER** the victim's fault. There is no room for error in this message. There is room, however, for the message on personal responsibility to be clarified—for all Airmen. If you cannot make a clear decision after drinking, don't drink or have a trusted wingman with you when you do. Alcohol plays an enormous role in the number of sexual assaults committed in our Air Force. Alcohol policies, beyond individual use, will be addressed by DoD. I encourage you to address your own personal alcohol use to ensure it does not become a factor in the detriment of your career or personal safety.

A vast amount of time and energy have been spent on Sexual Assault awareness, and the only way to make it go away is to stop the assaults **BEFORE** they happen. Every single one of us has a role in this endeavor, but we must have the desire and be empowered to make a difference.

REMINDER: You can't sexually assault someone and respect him/her at the same time.

BOTTOM LINE: The words and actions of leaders set the tone of dignity and respect. 🇺🇸



Need to talk?



Anonymous

support for sexual assault
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Old vs. New ... Fight's On!

BY LT. COL. BRIAN E. HAZEL

Ofentimes mixing old technology with new, modern systems can result in cumbersome and inefficient operations. This is certainly NOT the case when the 1st Fighter Wing operates the Northrop T-38 Talon as adversary air to support a complex Air Combat Training (ACT) mission against the Lockheed Martin F-22 Raptor. The T-38's small size, dependability and relatively cheap operating cost make it a textbook platform to perform the Red Air mission. More importantly, incorporating the T-38 into the daily schedule allows the desired adversary numbers to be achieved without requiring other assets, like the F-22, to be tasked facilitating further flexibility in scheduling. Mixing old technology with modern systems requires proactive Risk Management (RM) to mitigate safety concerns.

The T-38s used for this Adversary Air mission are the A and B models which are equipped with round dial instrumentation, a single TACAN for navigation, and UHF only radio. The Talon's limited on-board communication and navigation systems are inherent and obvious safety focus areas. Add multiple supersonic, stealth fighters into the mix and the risks can quickly multiply. Despite the limited capabilities of the Talon, the T-38 Adversary Air program maintains an impeccable safety record and provides a reliable, professional resource of Red Air for the F-22 and the U.S. Air Force.

The success of the T-38 Adversary Air program can be accredited to a comprehensive training program emphasizing the importance of basic airmanship skills and decision making along with pro-active leadership oversight and an effective risk management program.



The old adage of “Aviate, Navigate, and Communicate” maintains its value when executing the Adversary Air mission in the T-38. Anyone who has flown the “Mighty Talon” is sympathetic and experienced with the aircraft’s utter lack of forgiveness. Constant attention must be paid to the Talon’s parameters. The short wingspan and absence of auto-trim or autopilot, deviations off your desired altitude can happen quickly and easily, especially when focused on gaining the tally of an “enemy” aircraft. Being out of your block is

definitely not the place to be when in the middle of a Large Force Exercise involving over 27 aircraft crammed into a single Military Operating Area without a RADAR or multi-functional displays providing information on where other aircraft are located. Employing a composite crosscheck is essential to maintaining altitude and block adherence to ensure deconfliction. With no Heads-Up Display (HUD) or audio warning cues, this can be rather challenging for many pilots who have benefited and become accustomed to a HUD and “Betty.”

To assist with positional and bulls-eye situational awareness, an off-the-shelf Garmin 696 Global Positioning System (GPS) has been approved for use in flight to provide situational awareness, which is heavily relied upon during the Adversary Air mission. Although the Garmin 696 GPS has not been officially certified for the T-38 to accomplish Federal Aviation Administration (FAA) area navigation (RNAV) procedures; the stand alone, battery powered GPS does provide some reassurance and emergency navigational capability

during a significant electrical failure. Like most off-the-shelf products, the GPS does have its limitations. The Garmin is mounted sideways into the flood light receptacle on the canopy bow. This forces the pilot to look sideways to view the Garmin making the composite crosscheck even more challenging. The potential to make multiple entry selections outside your normal crosscheck habit pattern poses a task management nightmare. “Eventually you get used to it,” said Capt. Kyle “Husky” Martin, T-38 Adversary Instructor Pilot. “We

typically make the new pilots fly the first couple of sorties without the Garmin so they get used to the T-38 instrumentation. Once they are proficient, the GPS is then added to their crosscheck.”

For many of the pilots in the program, it had been more than 15 years since they last flew the T-38 during pilot training. To mitigate the challenges of going back to an archaic crosscheck and remove any former Major Weapon System (MWS) habits, ACC, along with the T-38 Adversary Air initial cadre, have

developed robust Adversary Air (ADAIR) Initial Qualification Training (IQT) and Mission Qualification Training (MQT) syllabi to ensure adversary pilots gain the required skills and proficiency to safely perform the mission. Occasionally, there are a few days when T-38s are not tasked to perform the Red Air mission providing adversary pilots the opportunity to fly a continuation training (CT) sortie to further hone the crosscheck and gain additional experience flying the Talon.

“With the limited systems on-board, maintaining situational awareness can be a challenge for the new pilots entering the Adversary Air program. The transition from a fourth or fifth generation fighter to a 1960s trainer can be extremely frustrating with the lack of situational awareness, but we have several procedures and proven techniques in place to mitigate the risk” said Lt. Col. Brian “Splitter” Kelly, 27th Fighter Squadron Director of Operations. In addition to adhering to AFI 11-214 Training Rules and local training guidance, T-38 adversary pilots depend on the quality instruction provided during the ADAIR upgrade program. Many of the ADAIR pilots are highly experienced fighter pilots, which helps to mitigate the T-38’s lack of sensors and situational awareness displays.

Exploiting experience and a well-developed air-to-air skill set is beneficial when accomplishing the Adversary Air mission and definitely favorable with risk mitigation. With only a handful of permanently assigned individuals to fly the T-38, the Adversary Air program relies heavily on using attached pilots to fill the schedule. The spectrum of attached flyers may consist of MAJCOM staff officers, guardsman and reservists. Additional obligations and limited availability are inherent with being an attached or part-time pilot; regression and proficiency are a continuous concern that can weigh heavily on supervision. Fortunately, a majority of the supplemental pilots are highly experienced pilots with proven airmanship and decision-making skills. However, the overall prominent risk mitigation component is pro-active supervision, which always starts with smart scheduling choices and continues with engaged oversight of the internal and external risk factors associated with the daily missions.

Within the 27th Fighter Squadron, two Director of Operations positions have been created to ensure adequate supervision for the F-22 and T-38 operations. Along with increased supervision, a solid risk management program has been established to allow individuals to effectively assess mission risk and develop options to mitigate or eliminate the concern. An important aspect of the risk management program is that all the way through the lifecycle of a sortie, from the start of mission planning until the end of the debrief, everyone involved to include operations supervision, constantly assesses the risk and develops effective controls to mitigate.

Another unique aspect of the Adversary Air program is for flight leads and supervision to routinely contend with varying configurations in the lineup. The B models have been modified to carry the AN/ALQ-188 electronic attack training pod. Having the capability to simulate enemy threat electronic

countermeasures (ECM) provides beneficial and realistic training for Blue Air, but comes with a cost. Relative to the T-38, the ALQ-188 has a significant amount of weight with a noticeably high drag index which could compromise safety in certain flight regimes, in particular during adverse conditions for takeoff and landing data (TOLD) or missions with long loitering times. Once again, through a keen RM program, procedures have been established to mitigate these areas of concern and eliminate any unnecessary risk.

Despite the challenges with using 1960’s technology, the T-38 provides a viable platform for Red Air presentations. The success is hinged upon the pilots capitalizing on their experience and ability to apply simple, basic airmanship fundamentals along with sound decision making during complex training missions. To further augment the program success, pro-active and involved leadership continually provides direction and support of an effective risk management program allowing T-38 Adversary Air pilots to safely transmit “Fight’s On!”

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f. Total Distribution (Sum of 15c and 15e)		200	200
g. Copies Not Distributed (See Instructions to Publishers at page 432)		10,983	10,622
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MONTHLY AWARDS

Aircrew Safety Awards of Distinction

MAJS. GERARDO SANCHEZ AND MICHAEL WILLIAMSON, STAFF SGTS. JOSHUA NELSON AND CHRISTIAN SMITH, MASTER SGT. SCOTT WILCOX — 82 ATS, 53 WEG, Tyndall AFB, Fla. *(May 2014)*
LT. COL. MICHAEL T. OLSEN AND 1ST LT. SETH A. HYDE — 333 FS, 4 FW, Seymour Johnson AFB, N.C. *(June 2014)*
MAJ. DUSTEN R. WEATHERS AND CAPT. JOSHUA D. SMITH — 336 FS, 4 FW, Seymour Johnson AFB, N.C. *(July 2014)*

Crew Chief Safety Awards of Distinction

STAFF SGT. JOSEPH T. MONGEON — 552 AMXS, 552 ACW, Tinker AFB, Okla. *(May 2014)*
STAFF SGTS. DONALD G. STASER AND CHRISTOPHER M. SPERRY, AND AIRMAN 1ST CLASS TAYLOR L. GUSTAFSON — 4 AMXS, 4 FW, Seymour Johnson AFB, N.C. *(June 2014)*
A1C KENNETH P. DANIELSON — 388 FW, Hill AFB, Utah *(July 2014)*

Flight Line Safety Awards of Distinction

MR. JONATHAN P. ABRAMS — 55 MXS, 55 WG, Offutt AFB, Neb. *(May 2014)*
STAFF SGT. FRED D. DRAPER — 355 EMS, 355 FW, Davis-Monthan AFB, Ariz. *(June 2014)*
MAJ. TIMOTHY M. TOUZEAU — 69 RG, DET 1, 9 RW, Beale AFB, Calif. *(July 2014)*

Ground Safety Awards of Distinction

TECH. SGT. JOHN BUMPHREY — 432 MXS, 432 WG, Creech AFB, Nev. *(May 2014)*
SENIOR AIRMAN PATRICK J. MCGEORGE — 379 ESFS, 379 AEW, Operating Location Bravo *(June 2014)*
A1C TYLER C. WIGGINS — 461 MXS, 461 ACW, Robins AFB, Ga. *(July 2014)*

Pilot Safety Awards of Distinction

CAPT. CHRISTOPHER K. JORDAN — 968 EAACS, 380 AEW, Al Dhafra AB, UAE *(May 2014)*
MAJ. JOHN M. COLLIER — 86 FWS, 53 WG, Eglin AFB, Fla. *(June 2014)*
CAPT. MATTHEW D. GOERING — 968 EAACS, 380 AEW, Al Dhafra AB, UAE *(July 2014)*

Weapons Safety Awards of Distinction

STAFF SGT. MELINDA MCCARTNEY — 355 EMS, 355 FW, Davis-Monthan AFB, Ariz. *(May 2014)*
MASTER SGT. DONAVAN D. STINSON — 23 EMS, 23 WG, Moody AFB, Ga. *(June 2014)*
A1C NICHOLAS S. FRASER — 49 MXS, 49 WG, Holloman AFB, N.M. *(July 2014)*

Unit Safety Awards of Distinction

466 EOD Flight — 466 AEG, Operating Location Bravo *(May 2014)*
466 EOD Flight — 466 AEG, Operating Location Bravo *(June 2014)*
46 ERS, 386 AEW — Ali Al Salem AB, Kuwait *(July 2014)*

QUARTERLY AWARDS

Flight Safety



STAFF SGT. FRANCISCO, J. ANGLIN, 55 RQS, DAVIS-MONTHAN AFB AZ. While managing the squadron training shop during a Unit Effectiveness Inspection as acting NCOIC, Sgt. Anglin flew over 70 hours and 30 sorties. On two separate occasions, Sgt. Anglin identified aircraft malfunctions that posed significant risk to the crew and safe aircraft operation. During one preflight, he discovered a large leak in the pneumatic system, which could have significantly degraded power available to the engines. He also found a serious structural defect with the main fuel tanks on another aircraft that, if left unchecked would have resulted in failure of the main fuel system leading to structural damage a fuel leak, and/or departure from controlled flight. After a few safety incidents while conducting day water mission training with live personnel deployment, Sgt. Anglin took it upon himself to teach a class to 10 junior aircrew focusing on live insertion/extraction operations and emphasizing techniques to avoid getting into dangerous situations and preventing future mishaps/injuries. Furthermore, on a night tactical gunnery mission, Sgt. Anglin's .50-caliber machine gun started firing "un-commanded" while not on the firing leg. Sgt. Anglin performed swift actions in order to get the weapon to stop firing, ultimately preventing the runaway weapon from firing towards his wingman, who was about to fly into the weapon's firing fan. Sgt. Anglin has demonstrated airmanship and ability on and off the flight line consistent with that of an instructor Special Mission Aviator. His keen attention to detail, performance beyond his crew position and peers, and reaction time to a potential catastrophic friendly fire incident ensured the safety of over 15 aircrew, countless para-rescue men, and three different aircraft valued at \$75 million dollars in critical mission roles.

Ground Safety



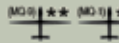














TECH. SGT. AARON E. DUCKWORTH, 355 FW, DAVIS-MONTHAN AFB AZ. Sgt. Aaron Duckworth distinguished himself as the Ground Safety and Traffic NCO while he managed 2476 confined spaces and led 15 units assigned to the installation confined space program team. He proactively self-educated himself on the broad OSHA and AF confined space critical program regulations. He performed 15, non-mandated, unit confined space program staff assistance visits to determine the overall health of the installation program. During these visits, he identified that a high number of Confined Space Program Team (CSPT) members had changed and unit programs had become deficient in the areas of worker training, identification and tracking of spaces, and team coordination. Sgt. Duckworth also identified initial classification documents for spaces had not been maintained installation-wide, a core program deficiency. Without delay, he trained 17 appointed CSPT members on worker training requirements and coordinated/chaired meetings with primary CSPT members to determine a best course of action to initially classify spaces. Sgt. Duckworth developed local tracking tools to document initial classifications of installation spaces. His approach streamlined the process to evaluate and classify the spaces which resulted in 71 percent increase in total spaces classified on the installation. Furthermore, he worked close with the base Civil Engineer Squadron's Engineering Flight to transition installation confined space tracking from an excel document and archaic Geo-base database to a more efficient Geographic Information System which captures total installation geographical data. Lastly, due to increased communication and awareness with newly trained CSPT representatives, an addition of 15 units submitted listings that identified 752 new spaces. The 355 FW confined space program garnered zero deficiencies during the 2014 Davis-Monthan AFB UEI. Sgt. Duckworth was individually recognized by the ACC Safety IG Inspector and was presented an outstanding performer coin for his superior performance.

Weapons Safety



MASTER SGT. NICHOLAS B. SADY, 9 MUNS, BEALE AFB CA. Sgt. Sady directly guided and impacted the safe production of over 2,000 live munitions during two Combat Ammunition Planning and Production Exercises. His oversight of these operations ensured 138 students safely handled over 652,000 pounds of NEW without incident, continuing the unit's incredible 27 year mishap-free record. Upon entering the Munitions Storage Area prior to day two of one of these exercises, he discovered an arcing power line adjacent to a bomb build up pad with over 20,000 pounds of NEW. He immediately directed munitions control to have an electrician respond. It was discovered that one of the wooden posts on the power pole had broken and that if it had not been immediately called in and repaired, it would have led to an electrical fire that would have spread to the bomb pad and endangered countless lives. Additionally, he identified an electrical defect with the AN/GYQ-79A Test Program Set "CMBRE" that was causing a shock hazard during use. Utilizing local electricians, he fixed the immediate problem and then initiated a CAT I Deficiency Report and began working with program engineers to determine the root cause of the problem. He coordinated a site visit with engineers to perform multiple tests on the system and cables used during operation. It is believed that the cables are becoming unsafe after the high use conditions subjected to during the training course and are causing shorts in the system. It was also identified that the power cart used was possibly being unnecessarily grounded per the technical order, which may be causing additional problems. Based on his input, the engineers are looking into possible changes to technical data and potentially putting out an AF-wide one-time inspection and repair of all cables in use to prevent any further damage or loss of life.

FY14 Flight			
As of June 30, 2014			
	Fatal	Aircraft Destroyed	Class A Aircraft Damage
1 AF			
9 AF			
12 AF		 	
USAFWC			
ANG (ACC-gained)	 ***		
AFRC (ACC-gained)			

FY14 Ground			
As of June 30, 2014			
	Fatal	Class A	Class B
9 AF	   	4	2
12 AF	   	5	3
USAFWC		0	0
ACC		1	0

FY14 Weapons		
As of June 30, 2014		
	Class A	Class B
9 AF	0	0
12 AF	0	0
AWFC	0	0

Legend

Class A - Fatality; 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

*** Performing SOUTHCOM Mission

 = Fatal

 = Fatal due to misconduct

Flight Notes

Last quarter saw three destroyed aircraft and three aircraft with damage that exceeded the Class A threshold. Three MQ-1s were destroyed (2 x engine failures/1 x servo failure), one MQ-1 was damaged on landing, and an F-15E and F-22 had engine mishaps. With the upcoming weather change and budget constraints, it's imperative that we remain focused on risk management and mishap prevention. On the maintenance side, the next quarter comes with new challenges for all leadership levels. Technical data violations often lead to undesired results and led the last FY as the number one issue. Leadership focus on proper training and "top down" involvement will assist in addressing this issue. FY15 looks to be a great year for flying.

Ground Notes

So far this year ACC has suffered 10 fatalities. Six of the 10 fatalities were caused by speed and/or alcohol. These were willful non-compliance and can/should be prevented! The other four fatalities were very unexpected. The first one was when an Airman was hiking down a canyon, slipped and fell over 400 feet to his death. It was determined the hiking was actually mountain climbing and training should have been taken and climbing equipment should have been used. The second was when an Airman's car hydroplaned, left the roadway and came to a stop. When the Airman got out of his car to check the damage, he was hit by another car that had also hydroplaned and left the roadway in the same spot. The third was when an Airman was snowmobiling, hit a bump, lost control and the snowmobile landed on top of him and he suffocated. The fourth was really strange when an Airman was swimming and decided to go under the pier and scare others standing on the pier. When he jumped up out of the water, he hit his head, sustained a head injury and drowned. Don't speed and/or use alcohol when operating a vehicle and expect the unexpected. Stay safe!

Weapons Notes

Greetings weapons safety community and congratulations on an excellent quarter. During this quarter we experienced only one Class E mishap with no injuries. This mishap is currently still under investigation, but initial indications are the cause of this incident is likely not following technical order guidance. Continue educating yourselves and others that following technical guidance is the best way to prevent mishaps. Use various techniques and mishap prevention tools daily to enhance safety while performing explosive operations. One mishap is too many so take your time and do it right the first time. Thanks for all you do for the ACC Weapons Safety community.

Symbols for Mishap Aircraft



File an ASAP Today!

As the old saying goes ...
A call not acknowledged is a call not made.

Actual ASAP Submission. This event did not result in a mishap, but provides valuable information worthy of sharing.

“Two F-16s flew a standard local training mission and upon return to home station found a very busy traffic pattern with another 2-ship of F-16s and a civilian aircraft formation as well as another 4-ship of F-16s inbound. The lead pilot attempted to inform the tower several times they were “min fuel.” However, the transmissions were stepped on or not received by the tower controller which resulted in a misunderstanding as to the capabilities of the F-16 formation as the F-16s transitioned the airfield. During the airfield recovery, the F-16s flew close to but not in direct conflict with the civilian aircraft formation. Separation between the two formations was ensured by the F-16 pilots via visual, Link, and inter-plane communication. Tower, not realizing the two formations were talking to each other, directed the F-16 formation to immediately break out and climb to 10,000 feet. The F-16 formation did not have sufficient fuel to execute that maneuver so they declared “emergency fuel” and landed.

The flight safety office investigated the incident ... it highlighted a communications issue and human factors issues that can be used to teach pilots throughout the wing to prevent future incidents. Using the ASAP tool can be an effective way of communicating this type of situation beyond our local flying community. Understanding that communications may be imperfect and making the assumption that your call has been received and understood without confirmation could develop into a dangerous situation. Therefore, during our scheduled Quarterly Flight Safety meeting we plan to discuss the situation and present the story from both the pilots' and tower controller's perspective and illustrate this could have resulted in a much more severe outcome.

”

Do you have a lesson learned to share? File an ASAP today!
<http://safety-masap.com>

- ASAP—Aviation Safety Action Program
- It's confidential and quick





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OMG

OVER the
Edge
MAGAZINE

GET THE MESSAGE.

**TEXTING WHILE DRIVING
IS A DEADLY DISTRACTION.**

PAGE 6



DON'T LET TEXTING BLIND YOU

Ad Council **STOP TEXTS STOP WRECKS.ORG** NHTSA Distraction.gov

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OVER the Edge
MAGAZINE

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11th Wing Public Affairs

It didn't have to be This Way

BY MATT MCCALL

Vroom! Vroom! As I revved my engine, I glared at the serviceman in the lane next to me. He glared back and accepted my unspoken challenge. As we waited for the light to change, I envisioned myself a NASCAR driver. The light went green and I pressed my foot to the floor. Full throttle. The last thing I remember was the mile-per-hour gauge passing 90. Apparently, my right rear tire had run off the road and the car went tumbling. I blacked out after the car flipped the first time. On the third flip, I hit another vehicle driven by a mother with her three toddlers. All were instantly killed. But, it didn't have to be this way.

A month before my racing accident, I was out at a friend's house having a late night. My friend insisted that I stay since I could barely keep my eyes open due to the combination of fatigue and one too many beers. But, stubborn as I am, around 3:00 am I decided to leave anyway. I figured, hey, I'd just keep my mind occupied by texting with friends on the way home. Around 3:30 am, just as I was getting close to the barracks, a text came in from a friend. It made me laugh and as I was about to respond, I felt something hit my car. Then that something hit my windshield and the cold panic hit me as I realized that I had run something over. I immediately stopped, got out and ran to the lifeless young woman on the ground, she was dead. Her boyfriend had been clipped by my car and was "lucky" to have escaped with a crushed pelvis and broken back. He would live, but he would never walk again. Another life destroyed by my reckless behavior. And it didn't have to be this way.

Both events described above did happen, but luckily for me and those involved, they happened in the safety of cyberspace. The events above are taken from a Virtual Experience Interactive Learning Simulation (VEILS)—a full-motion, full-video movie where a service member assumes the role of one of the characters in the movie, making his or her decisions and "living out" the consequences; based on the decisions that are made, the movie changes.



A VEIL is the merger of the engagement-power of video games and movies and a powerful, new emerging technology education training genre. These simulations immerse users in video environments and task them to perform under realistic day-to-day stresses. Users participate in real-life situations, make real-life choices, and experience what would be the real-life consequences of their actions—all in a full-motion video landscape. The objective of every VEILS program is to achieve human performance improvement through measurable, positive behavior modification.

Numerous Independent evaluations done by institutions such as Boston University School of Public Health, Walter Reed Army Institute of Research, Army Research Laboratory, United States Naval Academy Stockdale Center for Ethical Leadership and MEDSTAR Health on the effectiveness of VEILS simulations all indicate that VEILS actually improves human performance in real life.

The robustness and flexibility of VEILS software allows players to retrace their steps and explore different choices, building and further reinforcing critical thinking

and decision making skills. These safety simulations also come with a wide array of accountability and assessment options that can be tailored to individual audiences. Any organization with progressive leadership that is concerned with safety and is serious about improving the attitudes and behaviors of its members, particularly in high stress environments, would be wise to incorporate this emerging technology into their training curriculum less they run the risk of being told that "It Didn't Have to Be this Way." ▼

DRIVING WHILE INTEOXICATED

The Dangers of Distracted Driving

BY TECH. SGT. JASON R. BOWERS

Your day is done, you jump in your car, and you get set to leave. It's been a long day and you're ready to get home. You're first instinct is to put on your seatbelt; safety first! It's become second nature, because it's a learned behavior that has been hammered into your subconscious. You're second instinct is to grab that cell phone and make that all important phone call, text message, or that Facebook post. By doing so you have just created a dangerous situation that could ultimately end in death. You've become an *intoxicating* driver!

As Air Force members we have been taught that drinking and driving is unacceptable behavior. We get this lesson at every Commander's Call, safety briefing, and training module. Some Airmen may still take that risk by driving under the influence, but they can't say that they did not know about the consequences of their actions. It's time to bring distracted driving to the forefront of Air Force conversation. Even though trend analysis have not shown distracted driving as a leading cause of fatality in the Air Force does not mean accidents, unreported injuries, and close calls have not occurred due to this reckless behavior.

According to the National Highway Traffic Safety Administration, texting while driving is comparable to consuming four beers. Both actions cause impaired driving, resulting in following too closely, not being able to brake on time, and weaving into oncoming traffic.



Since 2002, drunken driving fatalities have been on the decline while fatal accidents involving distracted drivers are on the rise. With approximately every driving member of a household owning a cell phone, the sheer number of potential distracted drivers is staggering. Most, but not all, intoxicated drivers are 21 or older, whereas distracted drivers can start at age 16. One could pose the argument that distracted driving is as dangerous, if not more dangerous than drinking and driving. **The NHTSA also reported that texting while driving is the leading factor in 1.6 million accidents every year, which is about 25 percent of all driving accidents.** Just to put it into perspective, studies have shown that five seconds is the minimal amount of time your attention is taken away from the road when you're texting and driving. If you travel at 55 mph that equals driving the length of a football field without looking at the road!

Do you think hands-free cell phone use is 100 percent safe? Think again ... distracted driving is not limited to just texting. Distracted driving includes phone conversations, changing a CD or radio station, applying makeup or shaving, eating and drinking, or even yelling at your kids in the back seat. Anything drawing your cognitive attention away from the task of driving is considered a distraction, producing the same outcome as texting while driving. Even hands-free cell phone use, talk to text, or a personal conversation with a passenger can drag your attention away from driving. Some people even go as far as reading a book or surfing the internet while driving! You wouldn't do those things while you were sky diving would you? Then why would we do those distracting activities while performing the most dangerous activity most of us do—driving? Not only do you put yourself in harm's way, but you also put

others at risk. Driving is a privilege not a right, and should be treated as such.

So what is being done to combat distracted driving? Ten states including the District of Columbia have prohibited handheld cell phone use while operating a motor vehicle. Right now, 32 states prohibit drivers from cell phone use altogether while driving and 39 states prohibit all drivers from text messaging and driving. It is important to be aware of each state's laws concerning cell phone use while driving a motor vehicle. The easiest way to ensure compliance with driving laws is to not use your cell phone at all. All over the United States, teens and adults have taken the "No Cell Phones While Driving" pledge. This helps ensure you do not get pulled over and receive a fine, and also ensures attention is kept on the road and not on a text or phone conversation. If you simply cannot put the phone down while driving or the call is too important, pull over. If



you pull off the road onto the shoulder or in a parking lot every time you have to send a text or take a call, then you may realize just how often you are distracted while driving. Chances are you might realize just how trivial and unimportant the call or text truly is. If you think turning the speaker phone on while holding your phone constitutes "hands-free," think again. Furthermore,

if you think holding the cellphone up on the steering wheel while texting is safer and doesn't provide a healthy alternative to distracted driving you're dead wrong!

We have reached a technological age where all of us are connected via cell phones, tablets, and social networks. The ramifications of using these gadgets and apps while driving can be deadly to us and innocent

bystanders. We've seen the commercials and have witnessed the results of the *intoxicated* driver. We've read the statistics and are aware of the ramifications. Hopefully, as a society, we will start treating distracted driving like we treat driving under the influence; maybe then we can stop the negative trend of distracted driving fatalities. 🚗

ON THE ROAD TO RECOVERY

A Wounded Warrior Story

BY AIRMAN 1ST CLASS JOSHUA R. M. DEWBERRY

The cool breeze and darkening night slowly embraced the German landscape. Everything seemed to be perfect and in place. However, events quickly turn tense when all sounds are interrupted by the clash of metal grinding asphalt; the sound of a motorcycle slamming the road.

That sound brought Airman 1st Class Clint Williams to participate in the Air Force Wounded Warrior Adaptive Sports Camp June 26 - 27 at Joint Base Andrews, Md. The camp was designed to help injured, ill and wounded Airmen in their recovery process.

Williams joined the Air Force right after high school in Port O'Conner, Texas, to become part of security forces. After 11 months of service, he incurred potentially fatal injuries after a motorcycle accident July 20, 2012, at Vogelweh Military Complex in Germany.

He was driving his 96' Virago motorcycle when it locked up, and propelled him into a tree. He had full protective gear, but it was no match for the marriage of speed, force and a sudden stop.

"I flipped forward smashing head-first into a tree, causing my helmet to shatter and my body sustaining multiple injuries," Williams said. "I had road rash on my lower back, injured my neck and left arm, broke or fractured every bone in my face and cracked the left side of my skull. I couldn't chew food for three months."

Williams was transported by ambulance to the hospital where doctors removed part of his skull due to cranial swelling. Afterward, he was relocated to Landstuhl Regional Medical Center, Germany, where he lay in a coma for 10 days; seven of those days on life support.

While in his coma, Williams' family visited him and played his favorite

song, "Seize the Day," by Avenged Sevenfold. Hearing his favorite band triggered something in the Airman. Once the music started playing, his fingers, toes and lips twitched. So began his road to recovery.

"They say you can still hear everything in a coma, so maybe I was hearing it and something just clicked," Williams said. "Everyone was saying that's what did it, so I'm not going to take that away. Whatever it was, I'm going to run with it."

Happy to finally be awake, Williams' excitement was short-lived as he began to understand the new set of physical challenges that came to accompany his journey back to normalcy.

"When I woke up, I couldn't see out of my left eye for two

weeks and was in the worst physical condition I've ever been in," Williams said.

Williams was then flown to Ft. Sam Houston, Texas, spending a month recovering before being released. He was required to almost constantly wear a protective helmet while waiting for a plate to be surgically installed in his head.

"I had so much work to do getting back to the health and shape I was in before my accident, and still do, but the Warrior Games gave me good motivation to keep improving," Williams said. "Out of all the physical therapy and support I received, the Wounded Warrior Program and Adaptive Sports Camp helped me the most by pushing me to get stronger every day."

The two-day camp included competitive opportunities in wheelchair basketball, sitting volleyball, archery, swimming, air rifle/pistol and track and field for Williams to take part in.

Williams has forged strong friendships through the Wounded Warrior Program, but has gained the strongest bond with his 13-month-old son, Jesse Aaron, through his recovery process. He now deems family to be more important than ever before, knowing that those moments shared are precious.

On his journey back to a normal lifestyle, Williams has not swayed from his passion for motorcycles. He now owns a 2013 Harley-Davidson and even still has the pants, boots and jacket from the day of the accident.

"That was my first vehicular accident ever, so that definitely was a new experience for me," Williams said. "But I'm eager to get back on a bike. If it was a car wreck, I wouldn't quit driving a car, so why would I quit riding a motorcycle?"

By spending the last 11 months in recovery and training in the Wounded Warriors Program, Williams has been slowly pushing himself to get back into a healthy and fit condition, ready to join security forces once again.

While waiting for his medical clearance to be finalized, Williams volunteers at the Wilford Hall Medical Center at Joint Base San Antonio, Texas. He helps out with anything the hospital needs and tends to his own needs as well.

Williams says he has physical scars from his accident, but one mark that will never truly leave him is the experience of almost losing his life.



Photo by: Airman 1st Class Joshua R. M. Dewberry

"My gear protected me from suffering worse injuries or death," he said. "I wouldn't be standing here if I wasn't covered from head to toe. If you buy safety gear, wear it for protection, not style."

In his spare time, Williams spends most of his time with his family, playing guitar and exercising to get back into fighting shape.

"This whole recovery process has definitely made me a stronger person," Williams said. "I thought the Wounded Warrior Program was for service members who were injured in combat, but it's not. It's for anyone who gets injured anywhere, and it's meant to aid all roads to recovery." ■

Photo by: Airman 1st Class Joshua R. M. Dewberry

