Winter 2020 nand's Safety Magazine

Year In Review

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The Air Combat Command Safety Directorate would like to recognize and congratulate the command's 2019 Air Force Chief of Safety annual award winners:

Air Force Chief of Safety Special Achievement Award: Tyndall Air Force Base Support Agency Team, Tyndall Air Force Base, Florida

Safety Senior Noncommissioned Officer of the Year Award: Senior Master Sgt. Jacob Q. Kurtz, 480th ISR Wing, Joint Base Langley-Eustis, Virginia



Combat Edge

How DID WE DO? ACC SAFETY by Col. Steven G. Owen ACC/SE, JB Langley-Eustis, VA

How DID WE DO? FLIGHT SAFETY by ACC Flight Safety Division ACC/SEF, JB Langley-Eustis, VA

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GEN. JAMES M. HOLMES COMMANDER

Col. Steven G. Owen DIRECTOR OF SAFETY

> AMY ROBINSON EDITOR

> > KURT REILLY ART DIRECTOR

Volume 28 Issue 1. ACC SP 91-1

THE COMBAT EDGE

TO HO ACC/SEM 220 SWEENEY BLVD BLDG 669 RM 203. JOINT BASE LANGLEY-EUSTIS, VA 23665-2714.

OPR: HQ ACC/SEM. DISTRIBUTION IS BASED ON A RATIO OF ONE COPY PER 10 PERSONS ASSIGNED. AIR FORCE UNITS SHOULD CONTACT THE COMBAT EDGE STAFF TO

ANNUAL SUBSCRIPTIONS: AVAILABLE TO NON-DOD READERS FOR \$51.00 (\$71.40 OUTSIDE THE SUBSCRIPTION SERVICE CORRESPONDENCE

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COVER PHOTO BY MASTER SGT. RUSS SCALE

Looking Forward

Welcome to the Winter 2020 edition of The Combat Edge! In the last issue, we provided a quick overview of fiscal year 2019's overall mishap numbers. In this issue, we'll dig a little bit deeper into these numbers and provide some thoughts on where we can continue to improve.

Over the last five years, ACC mishap numbers have steadily decreased despite a continuous demand for combat air power in the Middle East and around the globe. A majority of the heavy lifting for this accomplishment occurred at the squadron level with superb squadron leadership, outstanding daily risk management by frontline supervisors and sound safety culture throughout the command.



Col. Steven G. Owen **Director of Safety**

Here at ACC Safety, our occupational professionals have partnered with the Occupational Safety and Health Administration's Safe and Sound campaign, producing multiple videos and safety grams for nationwide use. We have also been working with Headquarters Air Force to continue funding for motorcycle safety training and execute our Fall Restraint campaign. For weapons, we have developed and implemented a new Explosives Siting System curriculum within our Weapons Safety Manager course to bring all of our weapons safety managers up to speed and increase explosives siting proficiency in support of deployed operations. In aviation safety, we have expanded our Military Flight Operations Quality Assurance, or MFOQA programs to multiple weapons systems such as the MQ-9, F-16, HC-130, HH-60 and RC-135s. We have also completed the first two Line Operations Safety Audits, or LOSAs, in the history of ACC. These audits not only helped us identify potential hazards within the MQ-9 and command, control, intelligence, surveillance and reconnaissance communities, but also helped us develop recommendations to prevent future mishaps before they even occur.

So how did we do in FY19, and what should we focus on for FY20 and beyond? Starting on page 4, you'll see a series of articles by ACC's flight, occupational and weapons safety divisions that provide some detailed statistics on where we're at right now. In flight safety, our overall numbers for FY19 went up slightly after an incredible year in FY18. In occupational safety, we experienced a slight increase in on-duty mishaps and began to see an increasing trend in off-duty mishaps. For weapons safety, we saw another decrease in overall numbers from the previous year. In other words, our Airmen across the command are exercising sound daily risk management and our numbers are low. However, we can always improve. For FY20 and beyond, ACC Safety will continue to advocate for expanding proactive safety initiatives such as MFOQA and LOSA. We'll also continue to work with our partners at the Air Force Safety Center to provide more automated solutions for data gathering and analysis, enabling focused trend analysis for commanders and better training for safety personnel across the command.

As you take a look at the numbers in the following articles, take a moment to reflect and ask yourself how you as an individual and how your squadron have contributed to maintaining a proactive safety culture that minimizes unnecessary risks while mitigating the risks that we actually DO have to take.

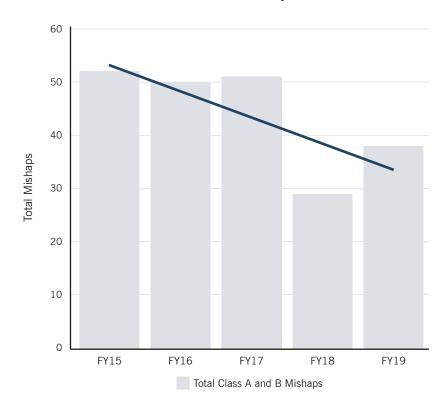
Fly Safe! – Grit

ACC Safety

How Did We Do?

The chart below depicts a snapshot of the total number of Class A and B mishaps throughout Air Combat Command from fiscal year 2015 to 2019. Although there have been increases and decreases in totals, mishaps in each category have trended downward from 2015 to 2019.

ACC Mishaps





BY COL. STEVEN G. OWEN

hen I was student in college, I majored in engineering. As you might imagine, there was a lot of math that went into that degree. For me, the math itself wasn't all that interesting. In fact, if you were to look at my grades for the last two Calculus courses I took, you probably would have advised me to pursue

a different major. What was fascinating, however, was how math could be used to develop creative solutions to a multitude of complex engineering problems.

In the next few pages, you're going to see a lot of raw data and numbers; not exactly riveting or entertaining stuff. However, before you deposit this copy of The Combat Edge back onto the coffee table, I would ask you to stop for a moment and ask yourself one

question: How does statistical analysis and reflection help ACC to meet our readiness goals?

The short answer to that question is pretty simple. Taking the time to periodically review safety performance numbers provides leadership at every level with valuable insights on current safety trends, the risks associated with those trends, and how they might shape policy or allocate resources to mitigate those risks.

It also provides our Airmen with valuable feedback on how their safety initiatives are making a difference.

As you browse through the following pages, take a minute to ask yourself what this data means to you. Where do you fit in the bigger picture? How does your daily risk management and decision-making contribute to maintaining ACC's readiness?

– Grit

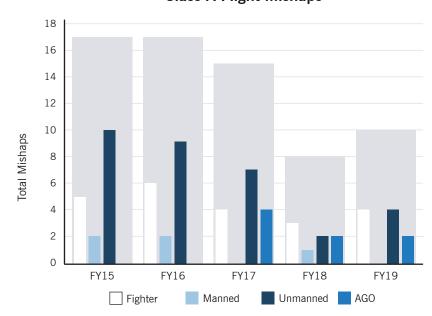
Flight Safety

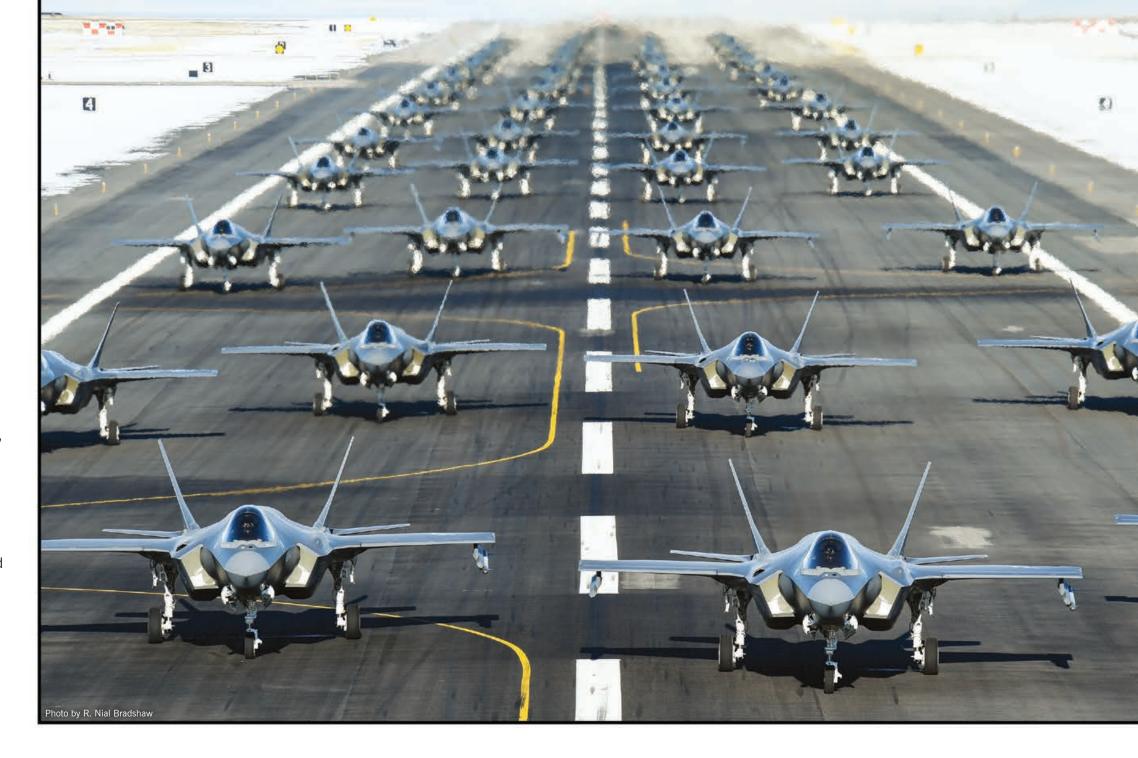
How Did We Do?

BY ACC FLIGHT SAFETY DIVISION

n fiscal year 2019, Air Combat Command Flight Safety, or SEF, managed an extensive portfolio of aviation mishap prevention programs in support of four Numbered Air Forces, 35 wings, 21 weapons systems and over 200 locations across the command. The command's flight safety division also provided direct support to 10 Class A safety investigation boards, or SIBs, while maintaining major command oversight for 11 Class B SIBs. Additional SEF duties included direct support to three ACC Inspector General inspections, tracking an array of Air Force Materiel Command system safety groups, oversight of 26 safety-related Air and Space Expeditionary Force deployments for ACC personnel, command-level management of ACC personnel attending 43 classes across nine safety courses and four roadshow training events, coordinating for allocations of Military Personnel Appropriation man-days to ensure total force support of Safety Investigation Boards, management of

Class A Flight Mishaps





approximately 700 open SIB recommendations, development of ACC's semiannual Hazard Review Board, and providing command oversight of ACC's proactive safety programs.

Class A Flight Mishaps

ACC experienced 10 Class A aviation mishaps in FY19. This represented a 41% reduction from FY16 to FY19, and an increase of two Class A mishaps when

compared to the eight Class A mishaps reported for FY18 (which was a new record low for ACC Class A aviation mishaps). Aviation mishaps involve an aircraft or remotely piloted aircraft/unmanned aerial system, while flight mishaps specifically include any mishap where there is intent for flight and reportable damage to a Department of Defense aircraft while being operated on Air Force missions. The following charts will compare and contrast

ACC aviation mishaps across four primary categories: fighter aircraft, other manned ACC aircraft, unmanned aircraft and air-ground operations, or AGO.

Class A Fighter Flight Mishaps

ACC's fighter enterprise experienced four Class A mishaps in FY19, a decrease from six Class A mishaps in FY16, but one more than last year's three mishaps. In FY19, the A-10, F-15 and F-35

communities experienced zero Class A aviation mishaps. Our F-16 and F-22 aircraft experienced two Class A mishaps each. One F-16 aircraft departed the prepared surface on landing, resulting in significant damage to the aircraft; the other F-16 was destroyed in a crash after the pilot ejected during a significant emergency while on final approach to the runway. Both F-22 mishaps resulted from foreign object damage to internal engine components.

Class A Manned. Non-Fighter Flight Mishaps

For ACC, 2014 was a benchmark vear with zero Class A mishaps. FY15 and FY16 each experienced two Class A's in this category before returning again to zero in FY17. For FY18, ACC experienced a single, but tragic, HH-60 mishap that claimed the lives of seven Airmen. In FY19, ACC again had zero manned, non-fighter Class A mishaps.

Class A **Manned Aviation Fatalities**

After a stellar FY17 with zero aviation fatalities, ACC experienced two FY18 mishaps that resulted in one or more fatalities. In FY18, we lost one Airman. Thunderbird 4, following a G-force-induced loss of consciousness during training; we also lost seven highly capable and highly trained combat Airmen when their HH-60, flying in support of Operation Inherent Resolve, contacted power lines and subsequently crashed. In FY19. ACC returned to another benchmark year with zero aviation fatalities.

Class A **Unmanned Flight Mishaps**

For our unmanned community, ACC experienced four Class A mishaps in FY19: a two-fold total increase from the two mishaps reported in FY18. This total. although higher than last year, still represents a significant reduction when compared to FY15, FY16. and FY17 statistics (ten, nine and seven Class A's, respectively). Although the sunset of the MQ-1 in FY17 contributed significantly to the overall reduction in total mishaps over the past two years. the RQ-4 community continued a positive downward trend with zero Class A mishaps in FY19.

Class A **Air-Ground Operations**

This category includes all Class A mishaps that involved ACC fighter, manned or unmanned aircraft but did not occur during flight operations. Following two spectacular years in FY15 and FY16 without a single Class A airground operations mishap, ACC experienced a spike in Class A AGOs with four reported mishaps in FY17. In FY18. ACC reduced mishaps in this category to two Class A AGOs; one was the result of a weather event where multiple sunshades collapsed, damaging several deployed F-16s: the other AGO occurred during E-8C aircraft maintenance operations as the result of a catastrophic failure during an engine run. In FY19. the ACC trend line leveled. with another two Class A AGO mishaps. Both of the FY19 mishaps occurred on the F-35, and both are attributed to internal engine damage from foreign object debris.

Class A **Destroyed Aircraft**

ACC saw a reduction in destroyed aircraft from FY18 (four aircraft) to FY19 (three aircraft). One F-16 and two MQ-9 aircraft were destroyed in FY19: the F-16 was the previously mentioned aircraft that was destroyed in a posteiection crash, and the two MQ-9 aircraft destroyed were due to loss of thrust for one aircraft, and a lost link with the pilot's control station for the other aircraft.

Class B **Aviation Mishaps**

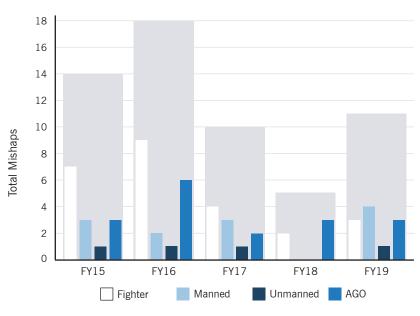
For FY19. ACC reversed our previous downward trend in the overall number of Class B mishaps with a total of eleven Class B's, compared to a low of five in FY18. This represents a 120% increase from those five mishaps in FY18 and to the eleven reported Class B mishaps in FY19. For comparison, FY17 saw ten Class B mishaps. FY16 saw eighteen, and FY15 saw fourteen.

Class B **Fighter Flight Mishaps**

For FY19, ACC experienced three fighter Class B mishaps; a 50% increase from two mishaps in FY18; however, the three mishaps in FY19 is lower than the four Class B mishaps reported in FY17. and significantly lower than the seven and nine mishaps reported in FY15 and FY16, respectively. The F-15 and F-16 communities both experienced zero Class B mishaps. The A-10 community experienced two Class B aviation mishaps: one as a result of an engine seizure, and the other as a result of an engine fire inflight*. The F-22 community experienced an inflight lightning strike that resulted in Class B damages. It is worth mentioning that the F-35 does not have any recorded Class B mishaps in ACC over the past five fiscal years, and is therefore omitted from further Class B discussions here.

*Of note, the referenced engine fire in flight mishap was subsequently downgraded to a Class C incident after the end of the fiscal year.

Class B Flight Mishaps



Class B Manned. Non-Fighter Flight Mishaps

For non-fighter manned aircraft, ACC experienced four Class B aviation mishaps in FY19, a fiveyear high when compared to three in FYs 15 and 17, two in FY16, and zero in FY18. Two of the Class B manned aviation (nonfighter) mishaps are attributable to the E-3 (one with an engine compressor stall on takeoff, the other with an engine fire during a touch-and-go*), one to the T-38 when the landing gear collapsed on landing, and one to a parachuting mishap where the iumper was injured.

*Of note, the referenced engine fire in flight mishap was subsequently downgraded to a Class C incident after the end of the fiscal year.

Class B **Unmanned Flight Mishaps**

For FY19, ACC experienced one unmanned Class B mishap, up from a banner year with zero mishaps in FY18. An MQ-9 aborted a takeoff, and the landing gear subsequently collapsed.

Class B **Air-Ground Operations**

In FY19, ACC experienced three Class B air-ground operation mishaps: a level trend from FY18. but 50% less than the five-year high of six mishaps in FY16. An RQ-4 sustained landing gear damage when the aircraft departed the prepared surface during a taxi operation. An F-15 aircraft aborted a taxi operation due to high engine temperatures. Additionally, an F-22 sustained damage during a gun system download operation.

Flight Mishap **Recommendation Management**

ACC's Hazard Review Board. or HRB, addressed the status of open recommendations and RACS from all disciplines and all mishap classes. Aviation SIB recommendations are addressed here in more detail.

In FY19. SEF led two HRBs: one in October 2018 and one in April 2019. These HRBs provided the commander of ACC with a total of 138 recommendations for either closure or risk acceptance. Across the two HRBs, all but five of the 138 recommendations were closed with either ACC commander risk acceptance or acceptance of an alternate risk mitigation solution. The remaining five were kept open, pending additional guidance or requests for additional information.

Proactive Safety

In FY19, SEF managed the Military Flight Operations Quality Assurance, or MFOQA, program for five mission design systems: the RC-135, F-16C, MQ-9, HC-130J and HH-60G. The HH-60G was added to the ACC repertoire of MFOQA products during FY19.

For the Airman Safety Action Program, SEF tracked 149 submissions: this represents an approximate 50% increase from FY18's numbers of just over one hundred submissions. Of the 149 submissions, 38 were duplicate submissions, and 104 were transferred into investigation status for further action.

Lastly, SEF completed a simultaneous multi-aircraft Line Operations Safety Audit. or LOSA. This was the second LOSA ever accomplished in ACC and studied the E-3, E-8 and RC-135 aircraft for insights into operations and threat and error management by aircrews. It is noteworthy to mention that the flight observations, data analysis and generation of recommendations for the ACC commander's consideration happened simultaneously for all three aircraft, and these efforts are a testament to the capabilities and unwavering dedication to service of all involved in the audit across the command.

Occupational Safety

How Did We Do?

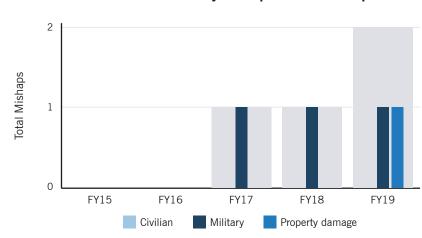
BY ACC OCCUPATIONAL SAFETY DIVISION

verall, the 2019 ACC Occupational Safety Mishap Prevention Program conformance and performance under the systemic processes of the Air Force Safety Management System was "Met and Effective." Our safety programs continue to be strong across the board. Air Combat Command conducted safety program evaluations in accordance with Air Force Instruction 90-201. The Air Force Inspection System and AFI 91-202, The US Air Force Mishap Prevention Program. ACC Safety recorded 52 deficiencies during the 19 Inspector General Capstone and Safety Program Evaluations.

Although we continued to make great strides in our mishap prevention efforts, the command did experience one on-duty fatality in each of the last three years; lack of compliance with training and established procedures were cited as significant contributing factors. Complacency and the absence of situational awareness were also trends.

Workers must step back and look at the processes; if they do not look right, report them to leadership. Although fatal on-duty mishaps are infrequent, commanders and supervisors must encourage

Class A On-Duty Occupational Mishaps



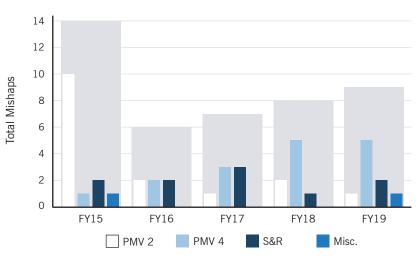
a proactive safety culture. Individuals must use sound risk management, adhere to and enforce established guidance while encouraging Airmen to take care of one another in an effort to maximize mishap reduction.

In the area of off-duty fatal mishaps, we saw a rise by one each of the past four years. As a team, it is imperative to stress the importance of practicing sound risk management in the off-duty arena. To better target off-duty

activities, commanders and such and the Check 3 – Gear, Plan, Skills process. Additionally, leaders and supervisors should technical order guidance, paving a job safety analysis. Another effective mishap prevention technique is to involve both supervisors and employees in workplace inspections.

supervisors should emphasis realtime risk management techniques stress the importance of following attention to detail and performing

Class A Off-Duty Occupational Mishaps





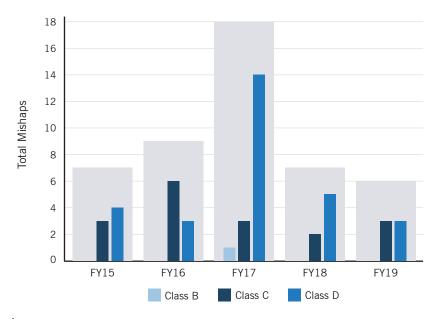
Weapons Safety

How Did We Do?

BY ACC WEAPONS SAFETY DIVISION

he majority of ACC weapons mishaps and incidents continue to result from dropped or damaged missiles, to include Small Diameter Bombs. They result from factors such as failure to correct unsafe situations, not following technical data, and complacency. In FY19, the ACC weapons safety community experienced its lowest number of total mishaps and Class E events over the last five years. Furthermore, the total number of mishaps in the Class A through D range total just six; that's the lowest number since FY12. The 2W community of loaders and munitions technicians handle munitions on a daily basis and account for the majority of weapons mishaps in ACC. Incidents involving small arms accidental discharges were the leading category of incidents outside of the 2W community.

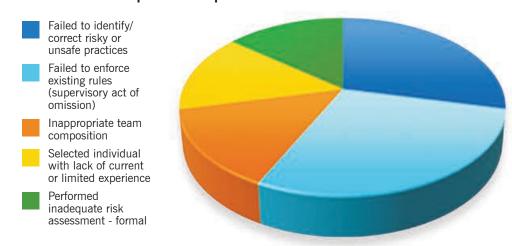
Weapons Mishaps





ACC weapons mishaps have remained relatively flat over the last five years. Class C and D mishaps average 3.5 and 6 incidents per year respectively. In FY17, there was a spike in Class D mishaps resulting from dropped and damaged munitions. Increased emphasis of negative trends has fostered a downward trend of Class D mishaps over the past two years. The one Class B weapons mishap in FY17 was the result of injury from active shooter training and the first Class B since FY09.

Top Five Weapons Human Factor Causes



Human factors contribute to many weapons mishaps and incidents. As stated earlier, the majority of weapons mishaps in ACC are caused by failure to follow procedures and complacency. Those factors are further analyzed in this chart from the Air Force Safety Automated System.



The skydivers were in freefall, traveling at about 120 mph vertically, when a pair of F-15s, flying under Instrument Flight Rules in Visual Meteorological Conditions in receipt of air traffic service from Lakenheath Air Base, passed directly under them at about 345 mph. The U.K. government report shows that the jumpers were carrying out the jump over Chatteris Airfield, about 90 miles north of London.

"Once the parachutists had seen the F-15s, there was very little they could do to avoid the situation, having no control over their speed or direction whilst in free-fall," the UK Airprox Board report found.

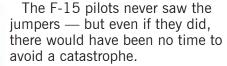
The pilots were not warned about skydivers in the area, the report concluded. The F-15s had been passed off from Royal Air Force Coningsby to Lakenheath air traffic control and during the handover, a turn and climb from FL100 to FL110 was given to the F-15s to keep them clear of a KC-135 that was on a collision course with the formation. "Completion of the handover" came "at a busy time," leading to the miscommunication, according to the report. The F-15 lead was not aware that Chatteris Airfield had skydiver activity, and this information was not mentioned by either air



traffic control agency. However. the Lakenheath controller was aware of the position of Chatteris Airfield, and the board was told that each morning, Chatteris Airfield called air traffic control to advise when there would be active parachute operations. Still, the pilots should have known skydiving is a regular activity in that area, and "they should have questioned" air traffic control or just avoided that air space, the UKAB found. The board members also thought that the F-15 crews should have known about their position and nearby activities as part of their normal

briefing routine and "should either have questioned ATC on whether it was active before overflying it, or avoided it anyway until they could determine its status."

The UK AIP Enroute paras 1.1, 5.5.4.1 and 5.5.4.3 states: Drop Zone activity information may be available from certain Air Traffic Service Units (ATSUs) but pilots are advised to assume a Drop Zone is active if no information can be obtained. Pilots are strongly advised to give a wide berth to all such Drop Zones where parachuting may be taking place.



"As they overflew the drop site, it was unlikely that the pilots would have been able to see the parachutists and take avoiding action, and in this case they were unaware that they had flown beneath them," according to the report.

The board did not specifically determine how close this near miss was, but their report indicated there was "Go-Pro footage filmed from the helmet of one of the parachutists" that showed the "F-15s were clearly distinguishable in some detail."

The report further revealed that proactive measures have been taken "to remind all the crews of the need to avoid Chatteris parachuting site."

So all is good since the F-15 crews at Lakenheath were reminded to avoid the area during parachuting operations, right?

Wrong!

As soon as it became apparent to the F-15 crews that a safety risk had been identified, they should have filed an Airman Safety Action, or ASAP* report so there would not be a repeat situation with potentially tragic consequences.



As one of the Air Force Safety Center's proactive safety programs, ASAP is intended to prevent mishaps from occurring by enhancing and supplementing safety programs and hazard reporting through an identityprotected, voluntary self-reporting system designed to encourage voluntary reporting of issues that increase risk to flight operations.

To supplement the Safety Center's efforts, Air Mobility Command is not only pushing ASAP reporting at all their flight training units, but in collaboration with AMC, the safety center is also addressing proactive safety with every pilot that attends the Global Reach Aircraft Commander's Course, all instructors that attend the Trend Review and Action Committee Orientation course, and all wing and group commanders going through command orientation. Air **Education and Training Command** has been asked to promote ASAP use at initial pilot training. Air Force Special Operations Command, Air Force Global Strike Command, Pacific Air Forces and U.S. Air Forces in Europe and Air Forces Africa have all benefitted from proactive safety ASAP reports. Air Combat Command, as the lead command for Combat Air Forces, has been pushing ASAP reporting as a tool Airmen need to use to improve safety. Air Combat Command's Flight Safety division will continue to hammer home the point that pilots and crews, maintainers, and all other Airmen need to report safety issues so others can all learn from their experiences.

The skydiving incident is exactly what ASAP was designed for.

To make it even easier for Airmen to report safety issues, the Safety Center released the mobile version of ASAP reporting, the Airman Safety App. The app enables Airmen at installations Air Force-wide to voluntarily report safety issues using their mobile devices – or electronic flight bags when loaded with the mobile app. The ASAP app can be used without a live network connection, and individuals can submit the reports once connectivity is available. For more information, visit https://www.safety.af.mil/News/Article-Display/Article/1691626/af-safety-goes-mobile/.

From a tactical aviator's perspective, think of ASAP as a "virtual bar napkin" – minus the spilled beverage – that allows Airmen to capture lessons learned across multiple mission design systems and major commands. As the Director of ACC Safety Col. Steven Owen shared, "There is an old adage that many of the best lessons learned in the Air Force were discussed during a social gathering and scribbled down on a bar napkin. The only problem with the old bar napkin is that it usually rips when you write on it, it's tough to share with the entire community – especially if you spill your beverage on it, and it usually gets thrown away at the end of the evening."

A common denominator for many of these "undocumented" lessons learned is that they rarely reach outside of the squadron heritage room or the local squadron picnic. What if you had the capability to actually share those stories with your entire MDS community and the rest of the U.S. Air Force aviation community at large? What if your entire MDS community had a means to share their lessons learned with you? Well you do, and so do they! File an ASAP report today about a lesson learned – either through the ASAP app or online at https:// asap.safety.af.mil/my.policy.

For our maintenance professionals, keep in mind that ASAP doesn't just apply to aviators. There are plenty of opportunities to identify threats on the flight line – or in the backshop, weapons storage

areas, or fuels pits – and get the word out when things don't look right.

By leveraging the technology of ASAP, we can keep safety information flowing throughout our respective communities and identify hazards before they develop into mishaps.

The ASAP program can also provide fellow crews with reallife examples of mistakes and the events that led to the errors, arming them with knowledge and tools to help them avoid similar errors of omission or commission like those faced by the F-15 crews at Lakenheath in April 2019.

The potential power of ASAP is incredible, and the Air Force is just now scratching the surface. A recent enhancement is the incorporation of ASAP into the Air Force Safety Automated System, allowing individuals to search both the mishap and ASAP databases to accomplish a more comprehensive trend analysis.

The future of ASAP within the Combat Air Forces is getting stronger every day, and the CAF relies on not just crews and maintainers to highlight safety issues and errors, but every Airman to identify hazards whenever and wherever they are discovered. The benefits mentioned in this article are just a small sample of why Airmen should ensure that the ASAP report that wasn't ... actually was submitted. The safety of today's and tomorrow's force depends on you.

*ASAP is not a substitute for appropriate leadership involvement, but instead augments existing safety reporting programs by capturing issues and events not normally disclosed by traditional hazard reporting and mishap prevention programs. This program involves leaders and Airmen in the aviation mishap reduction process by capturing self-reported issues and events, analyzing resulting information for trends, educating personnel, and developing and implementing risk reduction or mitigation strategies.

ASAP allows decision makers to address MDS issues and understand system-wide problems across the Air Force



A "Scoreboard" is hosted on a secure website for Airmen to check any remedial actions taken on identified hazards



https://asap.safety.af.mil

3rd Quarter FY19 Awards

4th Quarter FY19 Awards



Crew Chief SafetyTech. Sgt. Spencer R. Presnell
380th Expeditionary Maintenance Squadron
Al Dhafra AB, United Arab Emirates



Flight Line Safety Tech. Sgt. Cassandra D. Nagy93d Air Ground Operations Wing
Moody AFB, Georgia



Flight Safety
Maj. Chad B. Vanderhorst
95th Reconnaissance Squadron
Offutt AFB, Nebraska



Explosives SafetyTech. Sgt. Jacob Maldonado
4th Aircraft Maintenance Squadron
Seymour Johnson AFB, North Carolina

Aircrew Safety

Capt. Eric Schreck

Capt. Bradly Schneider

Capt. Joel Paul

1st Lt. Nicole Gardner

Capt. Jonathan Jordan

Staff Sgt. John Aliberti

960th Airborne Air Control

Squadron, Tinker AFB, Oklahoma

Unit Safety

Bioenvironmental Engineering Flight

55th Aerospace Medicine Squadron

Offutt AFB, Nebraska



Safety Career Professional
Staff Sgt. Donecio O. Burnell-Chester
355th Wing Occupational Safety
Davis-Monthan AFB, Arizona



Unit Safety RepresentativeTech. Sgt. Adam J. Filer
552d Maintenance Group
Tinker AFB, Oklahoma



Weapons Safety
Master Sgt. Philip G. Gebler
20th Fighter Wing Safety Office
Shaw AFB, South Carolina



Pilot SafetyMaj. Cody M. Brown
5th Reconnaissance Squadron
Osan AB, South Korea



Crew Chief Safety
Tech. Sgt. Jason Haight
Staff Sgt. Charles Lewis
Staff Sgt. Gabriel Lucero
Airman 1st Class Preston Lovely
23d Maintenance Squadron
Moody AFB, Georgia



Aircrew Safety
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Lt. Col. Nathan T. Dennen Senior
Airman Alec R. Wilkes
66th Rescue Squadron
Nellis AFB, Nevada



Explosives Safety
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Senior Airman Derrick Schindler
Capt. Thomas Vogel
Master Sgt. Tobin Bryant
355th Civil Engineer Squadron
Davis-Monthan AFB, Arizona



Flight Line Safety
Tech. Sgt. Michael Paul
Senior Airman Maxwell Lange
Senior Airman Luke Erickson
Senior Airman Trent Kershey
552d Aircraft Maintenance Squadron
Tinker AFB, Oklahoma



Flight Safety

Master Sgt. Justin D. Parsons

53d Wing Flight Safety Division

Eglin AFB, Florida

Unit Safety Representative
Staff Sgt. Brittany M. Boehme
4th Equipment Maintenance Squadron
Seymour Johnson AFB, North Carolina



Safety Career Professional
Master Sgt. Jason R. Bowers
4th Fighter Wing Occupational Safety
Seymour Johnson AFB, North Carolina

Weapons Safety

Tech. Sgt. Tremayne A. Huddleston

355th Wing Occupational Safety

Davis-Monthan AFB, Arizona



Pilot SafetyMaj. Eric F. Prechtl

99th Reconnaissance Squadron
Beale AFB, California

Congratulations

ACC Outstanding Airmanship Award*

Maj. Eric F. Prechtl 99th Reconnaissance Squadron Beale Air Force Base, California

ACC Safety Special Achievement Award**

Tyndall Air Force Base Support Agency Team 325th Safety Office Tyndall Air Force Base, Florida

ACC Safety NCO of the Year Award*

Staff Sqt. Rachel A. Graf 55th Wing Safety Office Offutt Air Force Base, Nebraska

ACC Safety SNCO of the Year Award**

Senior Master Sqt. Jakob Q. Kurtz 480th ISR Wing Safety Office Joint Base Langley-Eustis, Virginia

ACC Outstanding Achievement Award for Weapons Safety*

Master Sqt. Joshua M. Gurchiek 388th Fighter Wing Safety Office Hill Air Force Base. Utah

ACC Outstanding Achievement Award for Occupational Safety, Category II*

633d Air Base Wing Safety Office Joint Base Langley-Eustis, Virginia

ACC Outstanding Aircrew Award*

Royal 34, 34th Weapons Squadron Nellis Air Force Base, Nevada

ACC Aviation Maintenance Safety Award*

334th Aircraft Maintenance Unit Tactical Aircraft Maintenance Section Seymour Johnson Air Force Base, North Carolina

ACC Commander's Award for Safety

16th Air Force Joint Base San Antonio-Lackland, Texas

ACC Wing Safety Program of the Year

455th Air Expeditionary Wing Safety Office Bagram Airfield, Afghanistan

ACC Wing Chief of Safety of the Year Award

Lt. Col. Patrick B. Lysaght 325th Fighter Wing Safety Office Tyndall Air Force Base, Florida

ACC Crew Chief Safety Outstanding Achievement Award

Staff Sgt. Shane M. Ginther 334th Aircraft Maintenance Unit Seymour Johnson Air Force Base, North Carolina

ACC Flight Safety Officer of the Year Award

Capt. Rvan P Schleiden 461st Air Control Wing Safety Office Robins Air Force Base, Georgia

ACC Flight Safety NCO of the Year Award

Master Sqt. Douglas P. Johnson 461st Air Control Wing Safety Office Robins Air Force Base, Georgia

ACC Flight Line Safety

Outstanding Achievement Award Tech. Sqt. Cassandra D. Nagy 93d Air Ground Operations Wing Moody Air Force Base, Georgia

ACC Occupational Safety Special Achievement Award

Staff Sqt. Justin A. Lawson 9th Reconnaissance Wing Safety Office Beale Air Force Base, California

ACC Occupational Unit Safety Representative of the Year Award

Tech. Sqt. Jacqueline R. Molyneaux 855th Aircraft Maintenance Squadron Nellis Air Force Base, Nevada

ACC Cyber Safety Award

27th Intelligence Squadron Joint Base Langley-Eustis, Virginia

* These winners also represented ACC at the Air Force-level safety awards competition.

** These nomineess also won at the Air Force-level competition.



As of 31 Dec 2019 **FY20 Flight** Aircraft Class A Destroyed Aircraft Damage 1 AF 9 AF 12 AF 25 AF USAFWO ANG ACC-gained **AFRC**

FY20 Occupational				
	Class A Fatal	Class A Non-Fatal	Class B	
AFCENT		0	0	
USAFWC		0	0	
9 AF	İ	0	0	
12 AF		0	0	
24 AF		0	0	
25 AF		0	0	

FY20 Weapons As of 31 Dec 2019			
	Class A	Class B	
ACC	0	0	

Legend

Class A - Fatality; permanent total disability; property damage \$2.5 million or more Class B - Permanent partial disability; property damage between \$600,000 and \$2.5 million Class C - Lost workday; property damage between \$60,000 and \$600,000 (Class description effective Oct. 1, 2019)

** Non-rate producing *** Performing SOUTHCOM mission

Flight Notes

During the first quarter of fiscal year 2020, ACC experienced zero Class A flight mishaps. When was the last time the command went without a single Class A mishap for the first guarter of the fiscal year? Was it A. FY97, B. FY07 or C. FY17? Send us an email at thecombatedge@ us.af.mil, and the first three readers to answer correctly will receive a token of appreciation from The Combat Edge and ACC Safety!

Occupational Notes

The opening quarter of FY20 yielded one fatal mishap involving an Airman who lost control of his motorcycle in a parking lot and hit a fixed object. The mishap is currently under investigation; however, we can't stress enough the importance of proper licensing, motorcycle safety training and wearing the proper personal protective equipment.

Why training? Motorcycle training assists in making riders vigilant and develops presence of mind during operation. Additionally, it promotes proactivity, visual alertness, safe rider behavior and defensive driving techniques. Additionally, commanders and supervisors must ensure riders receive initial and annual motorcycle safety briefings that outline rider responsibilities and requirements. Finally, all the training in the world means nothing if it's not implemented and riders never leave the threat zone. Good judgement and risk management is imperative in all traffic environments.

Weapons Notes

Congratulations on an outstanding beginning to FY20. Our mishap rates have decreased since the last quarter of FY19, and we are heading in the right direction. As we continue to support our individual missions – whether storing explosives, loading explosives or maintaining our systems, safety is still paramount. Complacency and improper handling procedures are the repeating factors we see in mishap reports. We continue to look for and identify ways we can help you mitigate and reduce mishaps, and we want to thank you for your support. As the new year begins, let's strive to minimize negative factors and instill our explosive safety professional mindsets.







THIRD TIME'S THE CHARM

PAGE 8





THE HOOKUP by Rodney Robinson ACC/SEG, JB Langley-Eustis, VA

THIRD TIME'S THE CHARM

by Master Sgt. John F. Gilliam 497 ISR GP/XP, JB Langley-Eustis, VA

Not Cool, Calm or Collected

by Master Sgt. Adam McGhee 355 AMXS/354 AMU, Davis-Monthan AFB, AZ

PROTECT YOURSELF AGAINST CORONAVIRUS

by the Military Health System Communications Office

Our mission at The Combat Edge is to preserve combat power. We do this by preventing mishaps through education and insight rather than from painful personal experience or the pages of a mishap report, but we can't do it without your help.

Share your experiences

In order to provide you with the best magazine possible, we need your input. We need you to share your stories and feedback on safetyrelated issues. Your contributions are what make the magazine insightful, educational and even entertaining at times. Without you, there is no

Below, you'll find some tips to make the writing and submission process go as smoothly as possible. And don't worry – we're here to help! Please don't hesitate to call or email using the information at the end of the article. Writing your story should be an enjoyable experience that not only leads to you being a published author, but also helps us keep the force safe.

Ah, the details ...

Provide a rank, name, unit, base, phone number and email address so we can contact you if we have any questions. Without this information, we won't be able to consider the article for publication.

Although fonts or point sizes aren't critical, you can stick with 12-point font, Times New Roman, double-spaced if that helps.

There also isn't a required length, but you want to make sure you get to tell your story, without losing your audience. A good target is about 500 words, which is about 2-2.5 pages at 12-point font, Times New Roman, double-spaced. One double-spaced page is probably the minimum; however, as far as a maximum length - write until you're finished. Don't drag it out, but do tell your

Where do I start?

Take a shot at writing a headline – have fun with it, but be appropriate. If you're drawing a blank – no worries – just move on to writing your story. If you don't know where to start, try thinking of it as if you're telling a family member or friend – face to face – and go from there. Writing in first person is okay in the magazine. And if you absolutely cannot seem to get it down on paper, just give us a call!

Have a "safety lesson" that goes along with your story. What did you do that made the situation better/worse? What could you have done differently? How did you feel about it? What did you learn? How could this help others?

We want to make sure a variety of audiences can understand and learn from your story, so we recommend keeping the ABC's of writing in mind: accuracy, brevity and clarity.

Accuracy – Are you using the right words? Do you have sources or subject matter experts to back up your factual statements?

Brevity – Are you drawing it out or getting right to the point? You don't have to write just to fill a page; write to tell your story and make your point. Clarity – Are you making sense? This includes spelling out acronyms and explaining unfamiliar terms on first reference.

Finally finished!

Not so fast. Take a break, and then read your story again. Have someone else read your story too - does it make sense to them?

Extra credit, anyone?

Additional information is always welcome, but not required. For example, if you're writing a story about a distracted driving incident, you could provide National Highway Traffic Safety Administration statistics or tips on avoiding distractions.

Photos are also encouraged; however, we can't guarantee their use. Feel free to send highresolution .jpg files as separate attachments from the article; please don't embed the photos. Additionally, we can't use copyrighted photos without written permission. Please include the photographer's name so we can give proper credit.

The final product

Once the magazine is published, we will send you an author's certificate, letter of appreciation from our director and two copies of the magazine. We truly appreciate your help in keeping the command - and the Air Force - safe. By sharing your experiences, you can prevent others from making the same mistakes and prevent future mishaps.

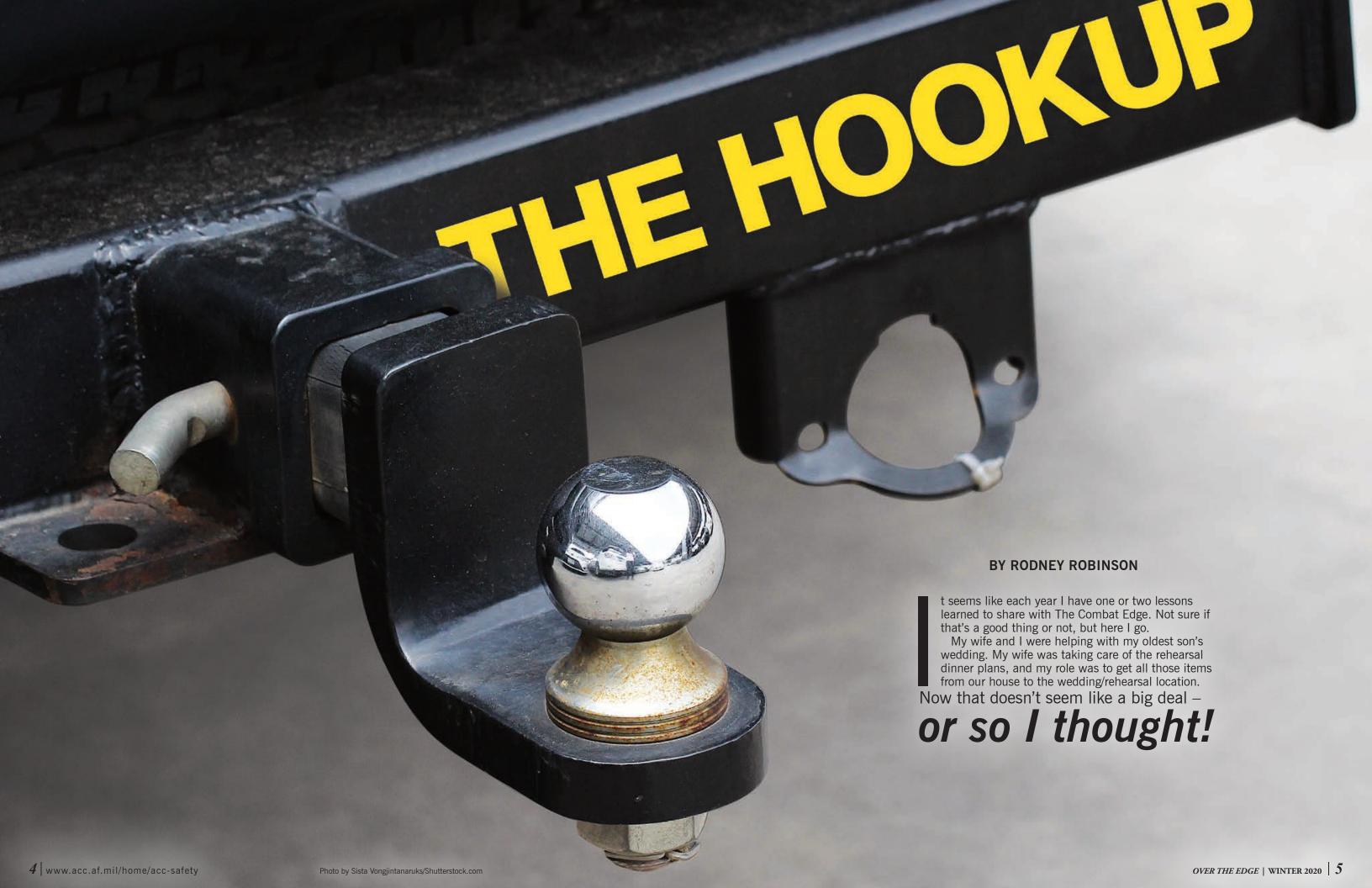
Still have questions?

If you have any questions, please don't hesitate to call the editor at 757-764-8846 (DSN 574) or email thecombatedge@us.af.mil.

Best of luck, and we look forward to hearing

YOUR story!

2 | www.acc.af.mil/home/acc-safety Cover photo by BoJack/Shutterstock.com



For starters, I don't own a truck, so I routinely borrow a friend's truck. I use it about once a month and tow with it on a routine basis. Item number two. I do not have a trailer and for this event. I would need a trailer to get all the items - mainly liquor, beer, soda, water and tables - out to the venue. Not to worry as my neighbor has a trailer that I also borrow on a routine basis. I know – I should buy a truck and a trailer, but I subscribe to the adage that the next best thing to owning something is knowing someone who owns it.

Anyway, the day of the rehearsal, I had the truck in my driveway and I rolled my neighbor's trailer over and attached it to the hitch on the truck, or so I thought. I put in the cotter pin in to secure the hitch to the ball, connected the tow chains - but didn't cross them, and connected the wiring harness for the lights on the trailer. I then loaded the items in the trailer and truck bed. After a short break. I called my soon to be daughter-inlaw and headed to her house so I could follow her to the wedding venue. As I pulled out of our subdivision and came up to the stop sign, I heard a thump. I didn't think much about it with the exception of. I had never heard that sound before when I towed something. That should have been a clue for me get out and check the tow connection, but I didn't. As I drove to my daughter-in-law's place, every time I came to a stop, I heard the same noise. After meeting up, we hit the road heading up I-64 toward Richmond.

For those who are familiar with the Hampton Roads area, you know this can be a very congested road – especially in the summertime, and today's traffic was bumper-to-bumper. I was in heavy traffic just minding my own business, but traffic was flowing nicely and the road was smooth.

However, at the exit just past Busch Gardens - Route 199 there's heavy construction where they're expanding lanes. This means lots of debris, potholes, concrete barriers and those orange construction cones.

Well just as I passed the Route 199 exit, I hit rough road and off came the trailer from the hitch on the truck. From my rearview mirror, I could see the trailer was now down in the front and under the truck a bit. I could also see the trailer moving from right to left behind the truck. Now keep in mind all this happened at about 70 mph in heavy traffic. Fortunately, vehicles

around me saw what happened and were able to slow down. Another good thing was that I did not drive over a pothole while the trailer was off the hitch. If so, the tongue of the trailer could have went into the pothole, causing the too. I should have pulled on the trailer to flip up toward the truck. Thankfully, I was able to get the truck and trailer under control and finally stopped. Keep in mind that I was in a construction zone with concrete barriers to my far left and cones blocking me from pulling on the shoulder to my right, so I ended up stopping in the right hand lane of I-64 ... not a good thing on a Friday around

Luckily, a Virginia Department of Transportation truck pulled up behind me and put on his flashers. I got out of the truck and was able to assess the situation quickly – no damage to the truck and minor damage to the trailer. I was able to lift the trailer up and reseat it on the truck hitch. Although I couldn't find the cotter pin that keeps the hitch on the ball, the lock on the hitch still worked properly. After looking at both the truck and trailer, I determined that I'd be able to drive the truck and trailer to the next exit and take a better look, which I did with no issues. To my surprise all was good, but I still didn't have a cotter pin to ensure the hitch stayed on ball. Since I was now off the main road. I decided to drive to the nearest store, about 3 miles away, and get a pin. Lucky for me, they had a locking pin for the hitch and I was able to put it on. This time, I actually pulled on the trailer hitch to make sure the hitch was seated properly on the ball ... and it was! The rest of the day was uneventful and the wedding went on with without a hitch (no pun intended.)

I learned a valuable lesson that day. I've always heard the saying, "measure twice and cut once." I think that applies to this story hitch the first time, making sure the hitch was firmly positioned on the ball. I know I got lucky here in many ways – especially since the truck and trailer weren't mine ... You can bet next time I'll "check it twice."

Stay safe, my friends!

IT IS FAIRLY **IMPORTANT THAT A** TRAILER STAY SECURELY **CONNECTED TO A TOW** VEHICLE WHILE BEING **PULLED DOWN A HIGHWAY**

THRD TIME'S THE CHARM

BY MASTER SGT. JOHN F. GILLIAM

here's nothing like that new car smell and pulling off the lot in a brand new sports car with less

than 5 miles on the odometer. That was the case for me in the summer of 2010. My wife had just purchased an orange 2010 Camaro, and I couldn't let her

Photo by Offscreen/Shutterstock.com

have all the fun, so two months later, I got an even better Camaro - in "Victory Red" with black racing stripes! With our new cars in tow, we headed to my next

duty assignment at Lackland Air Within the first month of living Force Base in San Antonio, Texas. in the great state of Texas, I was Until this point, I had not gotten pulled over and clocked at 88 a traffic ticket in 12 consecutive mph in a 65 mph zone. Not only years ... a proud feat for any did I get a violation for speeding, American, I'd say. Well, with that but a second bonus violation for new car came the need for speed reckless driving. That citation was and looking cool, right?

You would think I had learned my lesson, but no, I had not. A week later, I was pulled over on the same highway for exceeding

> This was now an even bigger problem. Since my driver's license was issued in

Illinois, that state has the authority to suspend driving privileges for one year if you have three or more violations in a 12-month period. The third time was not the charm for me, and I was in panic mode. I spent a solid hour drafting what I was going to say to the judge in an attempt to sway pity on me for being foolish.

the dreaded court day came. I sat impatiently, practicing my lines in my head. After an hour had passed, my name was finally called. I stood, prepared to plead my case with hopes the judge would have mercy on me. Before I could utter a word, the judge asked, "How does defensive driving class sound?"

Visibly surprised, I replied, "Sounds good, Your Honor."

I was extremely fortunate to be offered the opportunity to keep my driving privileges. Those situations could have ended badly – in a number of ways: causing an accident, injuring myself or others, having to rely on co-workers for transportation, or possibly even death. I must say that I'm grateful that those officers pulled me over. Ever since then, I look at driving in a different light. I no longer speed excessively, and I think about the potential consequences and how my actions could affect myself and those around me. This has undoubtedly helped keep me grounded and safe.

I no longer have the Camaro ... I have a 2017 Mustang! But for those who may be wondering, my record has been clean. So the next time you think about speeding, whether it's in a Camaro or a minivan, think of my story. It could save you some money, stress and most importantly, your life.



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BY MASTER SGT. ADAM MCGHEE

s a unit motorcycle safety representative and motorcycle rider, I like to share my experiences with other riders - both new and experienced. I share my close calls, lessons learned, areas in town that are the most dangerous, and so on.

One example is warning newer riders not to go hauling tail up and down a nearby two-lane mountain road on the outskirts of Tucson, Arizona. The posted speed limit is 35 mph all the way up the roughly 21-mile trip to the top. Law enforcement typically catches motorcyclists and even the occasional sports car enthusiast who digs into the turns at high speed. It's also not unusual, sadly, to hear of reports of vehicle or motorcycle accidents on the mountain road where excessive speed was a factor.

OVER THE EDGE | WINTER 2020 | 13

On a Saturday morning in May, right before Mother's Day and prior to my departure for the weeklong Occupational Safety Program Management course at Dyess Air Force Base, Texas, my wife was eager to go for a short bike ride up the mountain. After all, who was I to argue? Six months prior, my 2009 SV-650 had a small air leak in the rear tire, so I had parked it until I was able to get around to changing the tire out, mainly out of caution. Just a week before that, I finally got around to changing both tires and replacing the rear brake pads, and I was looking forward to riding regularly again. I conducted a quick inspection on the bike, looking for any safety defects; nothing unusual or unsafe. My wife and I donned our riding jackets, helmets, gloves and all the required gear and started our trip toward the mountain.

After a quick stop for gas, we made it to the bottom of the mountain highway and started our leisurely ride up the mountain. Nothing crazy, just a little cruise if you will. Traffic was fairly light at the time, but then again it was barely 10 a.m. on a Saturday morning. We continued on for about 9 miles with no issues before pulling off to an observation area for a quick break and walk around. After about 30 minutes, we decided to head down and choose where to eat lunch. We waited for traffic to pass and merged back onto the road rage that highway behind two motorcyclists.

As we entered the first couple of turns, a sedan in front of the two riders started slowing down to about 25 mph. No hazards or indication of an issue, just driving 10 miles under the speed limit for what seemed to be no apparent reason. Even as we passed multiple turn outs, the sedan remained 5 to 10 miles an hour under the speed limit. Frustrated, the motorcyclists in front of us passed the sedan at high speed over a double yellow line heading into a turn and darted out of sight. I remember shaking my head and thinking, "Idiots." About another mile or two of following the sedan, I started to get a little frustrated as well. I checked my mirrors and saw three or four vehicles following closely behind us, and I can only assume they shared the frustration. Finally, the sedan signaled that it was going to turn onto a parking turn out, and as it did, I started to get on the throttle to get back up to speed. Just then, another sedan was pulling on to the highway in front of us. Did they see us? Were they going to stop? The answer was "No!"

After a bit of hesitation on my part in deciding whether to stop or slow down, I applied the brakes and came to an almost complete stop and hit the horn. At that same moment, the driver of the SUV behind us was blowing the horn, and as I looked in the right mirror, I saw the SUV's driver-side headlight just to the right of us. This could have ended badly right then and there, but luckily it didn't. The sedan that pulled out in front of us sped off, and for some reason this really annoyed me. I downshifted and applied the throttle to catch up to the sedan. After about a mile or so, I noticed I was moving at a pretty good speed and the sedan was gaining distance. I looked at my speedometer, and I was well over the speed limit. At that moment, I took a quick mental time out, calmed down and focused on my responsibilities as a rider, choosing

As a motorcycle safety representative, I realized

that I spent time focusing on the required training

and the physical elements that can impact safe

motorcycle riding, yet, I never reminded riders to remain cool, calm and collected. A sudden spike of aggravation could easily cloud judgment with even the safest of motorists or motorcycle riders. We see it on the news – stressful driving situations turned to end badly. While this wasn't road rage, rather a minor irritation, the outcome of a few seconds of anger could have resulted in heavy consequences. I could have been ticketed for speeding, or I could have misjudged a turn and lost the bike, severely injuring myself of my wife, who was riding on the back. At the end of the day, the individual who nearly caused an accident by not taking an extra second to

check for traffic prior to merging

onto the highway continued on – as

did we, and the rest of the day went

not to let emotion dictate my riding.

on as planned and fairly uneventful – except for a similar incident of a car pulling out in front of us about a block away from our house. That was a sign for me to park it for the day.

Moral of the story: While yes, there are some riders on both sides of the base fence who take unnecessary risks when it comes to riding motorcycles, there are also those who follow the rules by applying sound risk management and wearing the required gear. However, even the safest of riders – and drivers – can have a temporary moment of frustration that impairs good judgment, which could lead to poor decision-making.

This is not an example of "do as I say not as I do," but rather an example of how even on our best days when we

attempt to do the right thing and be safe, it can only take a second of bad judgment or losing control of your emotions – over something relatively petty in comparison to other outcomes – to change the outcome of everything. I share this story to remind riders and drivers to try to stay cool, calm and collected - it could save your life.



ith news of the contagious and potentially deadly illness known as novel coronavirus grabbing headlines worldwide, military health officials say that an informed, common sense approach minimizes the chances

of getting sick.

Many forms of coronavirus exist among both humans and animals, but this new strain's lethality has triggered considerable alarm. Believed to have originated at an animal market in Wuhan City, China, novel coronavirus has sickened more than 90,000 and killed nearly 3,200 globally. It has since spread to other parts of Asia. The first case of novel coronavirus in the U.S. was reported Jan. 22 in Washington State.

Anyone contracting a respiratory illness shouldn't assume it's novel coronavirus; it is far more likely to be a more common malady.

BY THE MILITARY HEALTH SYSTEM COMMUNICATIONS OFFICE

"For example, right now in the U.S., influenza, with 35 million cases last season, is far more commonplace than novel coronavirus, said U.S. Public Health Service Commissioned Corps Dr. (Lt. Cmdr.) David Shih, a preventive medicine physician and epidemiologist with the Clinical Support Division, Defense Health Agency. He added that those experiencing symptoms of respiratory illness – like coughing, sneezing, shortness of breath and fever – should avoid contact with others and making them sick.

"Don't think you're being super dedicated by showing up to work when ill," Shih said. "Likewise, if

you're a duty supervisor, please don't compel your workers to show up when they're sick. In the short run, you might get a bit of a productivity boost. In the long run, that person could transmit a respiratory illness to co-workers, and pretty soon you lose way more productivity because your entire office is sick."

Shih said he understands that service members stationed in areas of strategic importance and elevated states of readiness are not necessarily in the position to call in sick.

In such instances, sick personnel still can take steps to practice effective cough hygiene and use whatever hygienic services they can find to avert hindering readiness by making their battle buddies sick. Frequent and thorough handwashing, for instance, is a cornerstone of respiratory disease prevention.

"You may not have plumbing for washing hands, but hand sanitizer can become your best friend and keep you healthy," Shih said.

Regarding novel coronavirus, Shih recommends following Centers for Disease Control and Prevention travel notices. First, avoid all nonessential travel to Wuhan, China, the outbreak's epicenter. Second, patients who traveled to China in the past 14 days with fever, cough, or difficulty breathing, should seek medical care right away; calling the doctor's office or emergency room in advance to report travel and symptoms, and otherwise avoid 1) contact with others and 2) travel while sick.

The CDC also has guidance for health care professionals, who should evaluate patients with fever and respiratory illness by taking a careful travel history to identify patients under investigation, or PUIs, who include those with 1) fever, 2) lower respiratory illness symptoms, and 3) travel history to Wuhan, China, within 14 days prior to symptom onset.

PUIs should wear a surgical mask as soon as they are identified and be evaluated in a ideally an airborne infection isolation room if available. Workers caring for PUIs should wear gloves, gowns, masks, eve protection, and respiratory protection. Perhaps most importantly, care providers who

believe they may be treating a novel coronavirus patient should immediately notify infection control and public health authorities (the installation preventive medicine or public health department at military treatment facilities).

Because novel coronavirus is new, as its name suggests, there is as yet no immunization nor specific treatment. Care providers are instead treating the symptoms - acetaminophen to reduce fever, lozenges to soothe sore throats, and, for severe cases, ventilators to help patients breathe.

"Lacking specific treatment," Shih said, "we must be extra vigilant about basic prevention measures: frequent handwashing, effective cough and sneeze hygiene, avoiding sick individuals, and self-isolating when sick."

private room with the door closed,

