

MAY - JUNE 2010

# Combat Edge

AIR COMBAT COMMAND'S SAFETY MAGAZINE



**ARTICLE ON PAGE 4** **THE GREATEST FLYING STORY NEVER TOLD**



Please remember them this Memorial Day, May 31, 2010

# Combat Edge

Volume 18 Issue 7, ACC SP 91-1

**4 | THE GREATEST FLYING STORY ...**  
by Col J. Alan Marshall, HQ ACC Safety, Langley AFB, Va.

**10 | ACCIDENTAL DISCHARGE**  
by SSgt Jeremy Cole, 3 ASOG, Fort Hood, Texas

**12 | LOSS OF AN AIRMAN**  
by MSgt Donna C. Hustad, 505 CCW/SE, Hurlburt Fld, Fla.

**16 | ARE YOU READY?**  
by HQ ACC Ground Safety, Langley AFB, Va.



## On the Cover

Lt Col Jeff Olesen (photographer and U-2 pilot) also shot most of the photos used in our feature article this issue. He recently completed a command tour and is currently serving at Headquarters STRATCOM.

**20 | MONTHLY AWARDS**

**22 | SAFETY SPOTLIGHT**

**23 | QUARTERLY AWARDS**

**24 | STATS**

**25 | FLEAGLE**

GENERAL WILLIAM M. FRASER III  
COMMANDER

COLONEL ROGER L. WAGNER  
DIRECTOR OF SAFETY

COLONEL J. ALAN MARSHALL  
EDITOR

MRS. BARBARA TAYLOR  
ASSOCIATE EDITOR

MSGT KURT REILLY  
ART DIRECTOR

### THE COMBAT EDGE

(USPS 0531-170) (ISSN 1063-8970) IS PUBLISHED BIMONTHLY BY AIR COMBAT COMMAND, HQ ACC/SEM, 175 SWEENEY BLVD, LANGLEY AFB VA 23665-2700. PERIODICAL POSTAGE PAID AT HAMPTON, VA, 23670 AND ADDITIONAL MAILING OFFICES. POSTMASTER: PLEASE SEND CHANGES OF ADDRESS TO HQ ACC/SEM, 175 SWEENEY BLVD, LANGLEY AFB, VA 23665.

**DISTRIBUTION:** F. 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 ESTABLISH OR CHANGE REQUIREMENTS.

**ANNUAL SUBSCRIPTIONS:** AVAILABLE TO NON-DOD READERS FOR \$51.00 (\$71.40 OUTSIDE THE U.S.) FROM THE SUPERINTENDENT OF DOCUMENTS, PO BOX 371954, PITTSBURGH PA 15250-7954. ALL SUBSCRIPTION SERVICE CORRESPONDENCE SHOULD BE DIRECTED TO THE SUPERINTENDENT, NOT HQ ACC/SEM.

**CONTRIBUTIONS:** PLEASE SEND ARTICLES WITH NAME, RANK, DSN PHONE NUMBER, E-MAIL, COMPLETE MAILING ADDRESS AND COMMENTS TO:

EDITOR, THE COMBAT EDGE  
HQ ACC/SEM  
175 SWEENEY BLVD  
LANGLEY AFB VA 23665-2700

TELEPHONE: (757) 764-8846  
DSN: 574-8846  
FAX: (757) 764-8975  
E-MAIL: ACC.SEM@LANGLEYAF.MIL

THE EDITORS RESERVE THE RIGHT TO EDIT ALL MANUSCRIPTS FOR READABILITY AND GOOD TASTE.

DISCLAIMER: THIS MAGAZINE IS AN AUTHORIZED PUBLICATION FOR MEMBERS OF THE DOD. CONTENTS OF THE COMBAT EDGE ARE NOT NECESSARILY THE OFFICIAL VIEWS OF, OR ENDORSED BY, THE UNITED STATES GOVERNMENT, THE DOD, OR THE UNITED STATES AIR FORCE. INFORMATION CONTAINED IN ANY ARTICLE MAY NOT BE CONSTRUED AS INCRIMINATING UNDER ARTICLE 31, UCMJ.

# ACCent

## ON SAFETY

### What is "Expeditionary" Safety?

Although I am not deployed in a safety-centric billet during my current rotation, I want to share my thoughts and observations on what 'deployed safety' means. With my "sky-box" seat here in the CAOC, it's fascinating to note how our Air Force, sister services, and coalition partners fight the good fight in an effort to win the war against terrorists. I've come to realize that deployed safety is not simply reflective belts, proper hydration, and the standard "anti-headset during PT" campaign that we've all come to know.

From my perspective, Expeditionary Safety has a whole different meaning to the warriors executing in the Forward Operating Bases spread throughout the AOR. Their life-line is as tenuous as a single C-130 air-drop mission on a postage stamp-sized drop zone surrounded by small arms fire from enemy forces. When things heat up, those same warriors often rely on the lethal roar of combat airpower coupled with persistent ISR (intelligence, surveillance and reconnaissance) to seize control of the enemy. At our more enduring airfields, these same airpower assets are often launched under a random but continual mortar and rocket barrage. This lesson really hits home when the all too often "Fallen Warrior" flights transit the base en route to broken families back in the United States. The solemn ceremonies that accompany these heroes offer a moving tribute from a grateful military family but reinforce the danger inherent in our profession.

So what's my point? I know for a fact that the folks in the fight have to fall back on what they learned back home. If they are accustomed to sound decision making and risk management processes back in CONUS, they will naturally depend on those skills when bullets start flying. I believe the key to sound expeditionary operations is built on a foundation of deliberate and methodical thinking. It's frequently reported that in successful conclusions to emergency situations, the folks involved "relied on the training received during non-emergency and training situations" to guide the way. The adage that we should train like we fight really does apply!

So, what better time than around Memorial Day to take a moment to consider what is important in the expeditionary environment? My observation is that safety is rampant throughout the AOR; you just have to look for it! And while you're at it, put a brain cell against your short- and long-range plans for the upcoming Critical Days of Summer — the days between Memorial Day and Labor Day. Manage the risk around your summertime activities to keep you, your family, and your friends safe and happy. And don't forget to wear your disco belt and don't drink and drive! (I didn't want you to forget the standard safety routine you are so used to hearing.)

Chicago Cubs in 2010 — you read it here first!

wags



Col Roger L. Wagner  
CAOC Battle Director

# THE GREATEST FLYING STORY NEVER TOLD

A REAL LIFE EVENT WRITTEN BY COL J. ALAN MARSHALL  
PHOTOS BY LT COL JEFF OLESEN



In March of 2006, Lt Col Kevin Henry sat in the cockpit of his U-2 while flying a combat mission in the AOR. About 3 hours into the mission, Col Henry experienced the first pangs of what would become one of the most serious cases of decompression sickness ever survived in the history of aviation. Airmen that fly at high altitudes risk the same threat of decompression sickness as scuba divers (commonly known as the “bends”). Nitrogen that is carried in the blood at sea level starts to bubble out at extremely high altitudes. The U-2, capable of flying above 70,000 feet, exposes the pilot to approximately 29,000 feet cabin altitude. The “space suit” that the pilot wears does not protect the pilot from the effects of this Mt. Everest-equivalent cabin altitude; however, the suit does provide a pure oxygen environment and protects the pilot from 12-mile high atmosphere in the event of a loss of cabin pressure.

Col Henry's initial decompression symptoms included pains in his ankles and knees. On a scale of 1 to 10, he rated his initial pains at a "5." Over the next few hours, the pain would increase to a "perfect 10," and Col Henry would experience severe headaches, nausea, hot flashes, extreme fatigue, difficulty breathing, seizures, and visual illusions. The visual illusions included the overwhelming sensation that the aircraft was rolling over and large blind spots would appear in his field of view.

During the flight Col Henry's aircraft was monitored by an electronic tether that connected him with controllers at a ground station thousands of miles away at Beale Air Force Base, California. Although the lead controller at the ground station (the Mission Operations Commander or MOC) directs the pilot where to go and what to do during the mission, the pilot is required to fly the aircraft using the autopilot to keep the aircraft stable and on course while cruising at high altitude.

After receiving notification from the pilot that he was feeling sick, the MOC (Capt Shawn South) began witnessing erratic behavior and conversation from Col Henry. Unable to talk Col Henry through the complex programming of the navigational system during the return to base, the MOC instinctively called the Beale Command Post, who then woke the local Beale U-2 Squadron Commander, Lt Col Dave Russell. Col Russell threw on a flight suit and headed to the ground station to find Col Henry making almost unintelligible transmissions. Col Henry reported that the aircraft was "rolling over" and Col Russell could hear the alternating blare of the aircraft

over-speed warning, followed by the stall warning in the background. Evidently, the decompression symptoms had degraded Col Henry's memory of how to program the autopilot to fly home; the autopilot would not engage.

Col Russell knew that hand flying the Dragon Lady at altitude was a challenge even when on top of one's game and that Col Henry was fighting for his life in a struggle to get the aircraft under control. With calm and persistence, Col Russell talked Col Henry through re-engaging basic autopilot; however, the navigation system was no longer operable. The question then became how to get Col Henry, who was still steering the aircraft, back home without flying into denied airspace. Over the next 3 hours, Col Russell gave Col Henry what was most likely the longest no-gyro Precision Approach Radar (PAR) in aviation history, telling him when to bank and when to roll out (a no-gyro PAR is a rare emergency procedure used for approach and landing).

Meanwhile, Col Henry experienced a secondary emergency when his nausea caused him to throw up the chocolate pudding he had eaten at the beginning of the sortie. Throwing up in the U-2 is an emergency in itself because vomit can clog up the oxygen ports in the helmet. Col Henry knew that he only had a minute or so of useful consciousness to open up his visor and scoop the vomit out of his helmet. He barely finished this task and closed his visor as he passed out. He was later awakened by Col Russell, calmly telling him that he needed to make his final turn toward home to keep from traveling so far out over the ocean that he wouldn't have enough fuel to make it home.



After flying within gliding distance of his home base, Col Henry attempted to follow Col Russell's instructions on how to get the gear down (required for the U-2 to descend at a reasonable rate). Complicating this task was the fact that a blind spot had developed in his vision, and he could not see the gear handle nor many of the other cockpit switches and displays. From muscle memory, Col Henry found the gear handle, performed the checklist steps required for descent, and trimmed the aircraft for a gradual descent.

Meanwhile, an unusually thick cloud layer had developed over the home base, and Col Henry passed out as he entered the weather in his descent. Not hearing further responses from him, Col Russell notified the deployed U-2 squadron operations officer (Capt Jeremy Potvin) that Col Henry had gone quiet and that the deployed squadron would need to coordinate host nation helicopter support for either medical treatment or search and rescue. At the same time, the U-2 Supervisor of Flying (Capt Ralph Shoukry) coordinated with wing leadership and the host nation to scramble two host nation fighters to intercept the U-2. This resulted in a remarkable radar intercept of a U-2 that was in a slow spiral descent in the weather, requiring the fighters to perform the intercept with gear and flaps down; flying slow enough to match the U-2's slower airspeed.

The skilled host nation pilots found Col Henry slumped over in the cockpit and unresponsive to radio calls. After attempting to awaken him, by flying dangerously close to the U-2 cockpit while lighting their afterburners, the fighter pilots passed this information back to the U-2 SOF. The SOF then passed the information back to Col Russell on the other side of the planet. Col Russell repeatedly raised his voice loud enough to awaken Col Henry, and tell him to "follow the fighters." Col Henry recalled that he awoke to the popular country song "Jesus, Take the Wheel" playing in his mind, and he then followed the fighters to his home base as directed.

The ordeal was not yet over. Unable to control the difficult aircraft in his semi-conscious state, Col Henry made several low passes at the runway coming within feet of the ground and flight line buildings on several occasions (Col Henry still has no recollection of this 45-minute "air show"). On the ground, the mobile pilot (Capt Alex Castro), and the Wing Chief of Safety (Maj Kurt Stallings), positioned their U-2 Camaro chase cars on opposite ends of the runway to chase Col Henry on the numerous unpredictable low approaches he made. Lt Col Henry could not understand why his mobile pilot and Chief of Safety were screaming "Bailout" over the radio. He also could not comprehend Lt Col Russell calmly attempting to convince him that his options were running out and that he might have to "get out."



Col Henry remembers “waking up” with the aircraft in a full stall, merely feet from the ground while pointed at an aircraft bunker. As he experienced “ground rush” he executed a traffic pattern stall recovery and climbed away from the ground. This experience, coupled with the words of his fellow U-2 pilots, caused him to gather his wits enough to line up on final approach and land the aircraft with a textbook landing.

Rushing to the aircraft, Col Henry’s Mobile Pilot and Chief of Safety opened his canopy and shut off his engine, only to find him unconscious, with his eyes “rolled back in his head.” With the Flight Surgeons (Col James Little and Capt Christina Millhouse) believing that cardiac arrest was imminent, Col Henry was flown from the runway in a pre-arranged helicopter to a dive chamber, where he received lifesaving hypobaric treatment administered by the Flight Surgeons and the host nation medical team over the next several days.

After initial recovery, it was discovered Col Henry had suffered significant neurological damage to the right front lobe of his brain. Although able to live a normal life, he was later disqualified from flying due to his injuries. He attributes his survival to a team of Airmen that did everything just right at just the right time -- from the MOC, to the calm stateside squadron commander, to the heroic fighter pilots of an allied nation, to a deployed operations officer, SOF, mobile pilot, and pair of flight surgeons. A team of Airmen joined together across the globe to get him home alive with a combat asset saved for another day.

One final note: All this happened without me, the deployed squadron commander. I was TDY the day that this happened, and I returned to base a few hours later. Every person acted heroically and exactly the way they

were trained, without me being around to supervise. This fact is a tribute to their professionalism and an example of what Airmen do every day autonomously. In my humble opinion, their performance was one of the proudest moments I had as a commander and makes this The Greatest Flying Story Never Told!



Lt Col Kevin Henry

Where are they now? Lt Col Henry has since retired and works in the U-2 program as a contractor. Lt Col Russell (the Beale squadron commander) completed his command and is currently working at Headquarters EUCOM. Major Shawn South (the MOC) is currently deployed to the AOR. Maj Ralph Shoukry (the SOF), Maj Jeremy

Potvin (the deployed Director of Operations), and Maj Christina Millhouse (Flight Surgeon) serve in the U-2 program at Beale AFB. Lt Col Kurt Stallings (the deployed Chief of Safety) is currently deployed as a U-2 Squadron Commander. Maj Alex Castro (the mobile pilot) is the Director of Operations at a deployed U-2 squadron. Col James Little (Flight Surgeon) is now the 78 MDG/CC at Robins, AFB. ▶

*Some of the information for this article was gleaned from “Redefining Flight,” the dissertation of Colonel Timothy Schultz, Ph.D., USAF, who is a former U-2 pilot and currently serves as the Commandant and Dean of the Air Force’s School of Advanced Air and Space Studies.*

Photo by: SrA Jenifer H. Calhoun



# ACCIDENTAL



# DISCHARGE

A REAL LIFE STORY BY SSGT JEREMY COLE

**A**ll too often we hear about it in the news, safety reports, or even just storytelling with family and friends. Everyone always assumes it won't happen to them, but accidental weapon discharge does happen. Unfortunately, I learned the hard way that being complacent can catch up to you no matter how hard you try to stay aware.

My family was visiting my parents for Christmas, and the evening started out like your normal family Christmas -- opening gifts, watching kids play with toys, and good food. My father asked if I had any experience with aiming lasers on firearms. Because I am a combat arms instructor, I deal with this kind of situation all the time. Dad told me that he and my uncle had tried to adjust the laser to zero it in but had not been able to get it to adjust. The weapon was a .22 caliber semi-automatic pistol with a laser attached. I saw him eject the magazine when my 6-year-old son walked in the room. I told my son to stay back, taking my eyes off of what my father was doing for only a few seconds.

My father was a Marine who completed two tours in Vietnam and taught me everything I know about weapons since I was 5 years old, so I assumed everything was safe. We looked at the laser, and my dad pointed the weapon into the corner of the wall away from everyone to show me how the laser marked the target. My son, trying

to see what was going on, tried to walk around me to get a better look. This would have put him right in the line of sight where the weapon was being pointed. Before he even got close, I stopped him and told him to never walk in front of a gun and to move back behind me where he was safe.

My dad continued to show me how the laser marked the target, and then ... **BANG!** The weapon fired into the wall. Out of reaction, I instantly turned and covered my son who was still behind me out of harms way and asked if everyone was okay. Luckily, the round went through the wall and outside. After making sure everyone was alright, I asked my dad, "What happened?" My uncle and dad were looking at the weapon earlier that day and had emptied/cleared the weapon. However, when my father left the room, my uncle put the magazine in the weapon before releasing the slide forward and placed a round in the chamber. My father had kept the magazine in his weapon; but since he hadn't loaded a round in the chamber, he just assumed it was empty.

The biggest error on our part was complacency. We all "just assumed" without really checking the gun, and it only took a split second for it to discharge. Thankfully, nobody was hurt but others aren't always so lucky. According to the CDC/National Center for Health Statistics, firearm injuries are the second leading cause

of injury/death in the United States and have killed more than 28,000 Americans every year since 1972. In 2002, there were 30,242 firearm-related deaths in the United States including 17,108 (57%) suicides, 12,129 (40%) homicides (including 300 deaths due to legal intervention/war), and 1,005 (3%) undetermined/unintentional firearm deaths. In order to prevent accidents like this from happening, there are steps that can be taken every time you handle a weapon.

- Never assume. Always check to make sure the weapon is unloaded/cleared
- Never play, joke, or jest with weapons
- Keep weapons locked and out of reach of children
- Keep weapons and ammo stored and locked separately
- Don't keep loaded weapons in your home
- Make sure everyone is trained on weapons including children

Accidental deaths and injuries can be prevented but only if we remember not to let our guard down and to always follow safety instructions. My son and I were extremely lucky. Bottom line: practice safety both at work and at home, even if you've had a lifetime of experience with firearms. If not, you may be gambling with your life and the lives of others. 🎯

# LOSS OF AN AIRMAN

BY MSGT DONNA C. HUSTAD

**Y**ou could have received an email first thing this morning informing you of a death of a member in our wing. The email could have told you how we lost a precious Airman in a vehicle mishap and how a family is mourning that loss as well. How sad would that have made you feel? Maybe it would have possibly made you start counting your own blessings that you and your family members were safe.

What if you found out this member died as a result of driving while under the influence of alcohol? What if you discovered this Airman's actions resulted in another family mourning the death of their loved ones who were also taken in this mishap? How would you feel knowing a member of our team chose to drive after drinking, ran a red light, and ran into another vehicle killing both family members inside? In the vehicle, a husband and wife on their way to pick up their two younger children from the babysitter while their two teenagers waited for them at home. How are your feelings now? Any change? Still a feeling of sadness for the loss of our Airman; but aren't you a little angry that one of our own was so careless and thoughtless to do something that resulted in such a tragedy?



You should be mad, very mad! We spend so much time telling folks not to drink and drive. We drill into all Airmen the Wingman concept and taking Personal Risk Management steps to reduce the risks associated with any task at hand. We let them know how much we need them and care about their well-being, and then something like this happens.

Who is at fault? Do you start thinking about your last interactions with this person? Could you have made a difference by reiterating just one more time the importance of not drinking and driving? Could you have ensured the Airman had a Wingman card and knew to call you if they needed a ride home from anywhere at anytime? Do you start running all the “what ifs” around in your head until you start to feel that somehow you just didn’t do enough? These are my feelings every time there is a fatality within my wing.

As a ground safety person, I consider myself responsible for the safety of all wing members, on and off duty. It is my responsibility to ensure all members know wearing a seat belt could save their life one day and that drinking and driving kills. So where have I failed when we have a fatality as a result of someone not following down the path I am trying to

lead them? Did that person not receive all the safety messages released? Was that person absent for their commander’s call when the commander stressed the importance of taking care of each other and ourselves and never, ever drink and drive? Was this the best Airman ever and there was just a temporary lapse in judgment that caused this person to think they could drive themselves home after drinking a couple of drinks at a local bar?

So, does that mean no one is at fault and we are all off the hook? I don’t get the feeling of being off the hook. I still get the feeling of guilt that my efforts were inadequate and that more should have been done to stress the importance of taking care of ourselves and each other.

You never forget the fatality investigations you conduct as the mishap investigator. You remember the scene, the photos, the interviews and the end result. You know a Line of Duty determination will be initiated and some family members somewhere are going to miss out on their entitlements; and there is not a thing you can do about it. Ultimately, folks are responsible for their own actions, but it is our job to influence those actions as much as we possibly can. Enough so that we can sleep at night!

Luckily, our wing does not have to go through this type of mourning, not today anyway. Instead of being reactive, make it a point to be proactive when it comes to safety and reiterating it to your folks and those around you.

These tips are to take care of yourself, your Wingman, your coworkers and fellow Airmen, and your family members:

- Don’t drink and drive! This is the most obvious but the most necessary advice. Even two drinks can cause the average 120-pound female to be over the legal limit.
- Buckle up! It is prudent to buckle your seat belt at all times. Studies routinely prove this is the safest way to travel. More citations are given for seat belt infractions than for DUI during the holiday season. With dangerous road conditions, the extra caution is necessary.
- Always carry your driver’s license. DUI checkpoints result in hundreds of tickets each year for “driving without a valid license.” It’s a simple step to take, so always carry your license, insurance information, and registration with you when you travel.

• Maintain your vehicle. Broken headlights and taillights are against the law. You will get pulled over if an officer sees this issue, and you WILL receive a ticket.

• Practice roadway safety. Avoid aggressive drivers and stay away from the roads in the late night hours. If you do have car trouble due to snow or ice, do not stand beside your car on the road or attempt to change a tire at night.

• Avoid texting while driving. We are all forced to multi-task; however, studies show texting while driving is as dangerous as driving drunk. Pull to the side of the road if you must send a text.

These are just a few safety tips to keep in mind when traveling the highways and local roads in our communities. And remember – no matter how safe your practices are you must ALWAYS watch out for the other guy! Be safe out there, and be a good Wingman! ▶





# ARE YOU READY?

BY HQ ACC GROUND SAFETY

If you've been in the Air Force for even a short period of time, you probably know that Memorial Day marks the start of the "Critical Days of Summer" season and offers opportunities for fun in the sun, travel and spending time with family and friends. Air Force safety statistics continues to show that this time of increased risk and exposure results in more injuries and fatalities. Unfortunately, last summer was not one of the better summer campaigns. The Air Force lost 22 Airmen over the course of the campaign; four of which were from Air Combat Command. Motor vehicle incidents were responsible for 18 fatalities (ACC 3); the remainder involved sports/recreation (ACC 1 swimming) and miscellaneous activities common to normal summer events. In the weeks ahead, we must continue to pursue innovative and creative ways to reduce these numbers and prevent tragic and preventable loss of life.

We must ensure Airmen at all levels understand the importance of Personal Risk Management, being good Wingmen, and how poor decisions impact our mission, friends, and family. Good Wingman must recognize and have the courage to take action when fellow Airman are about to make a decision that could potentially have everlasting impact. For example, after several hours of drinking, a coworkers says "hold my beer and watch this," now is the perfect time for fellow Wingman and coworkers to step in and call "knock it off," "time out," or whatever saying you choose to indicate immediate action or intervention. ACC Airmen are a key ingredient in the execution of our mission and we can't afford to lose a single Airman due to self-defeating behaviors.

The key to success during this year's Critical Days of Summer is to ensure every Airman is involved in the campaign and understands their safety role. Safety is every Airman's business and we can't succeed without your support. Be a good Wingman and let's make these Critical Days of Summer the safest yet. We've listed a few summer safety tips for use your use below. Can you spot the poor risk management and/or Wingman concept in these photos?



**Driving:**

- DON'T text while driving!
- Get plenty of rest prior to taking a long trip
- Plan your trip to include unexpected delays such as road construction and weather
- Take frequent rest breaks while driving
- Wear your seat belt
- Obey speed limits
- If you drive, don't drink. If you drink, don't drive



**Motorcycles:**

*(I won't even go into what's wrong in this picture.)*

- Possess a valid motorcycle driver's license
- Complete the basic/experienced rider's course
- Know your bike, environment and adjust accordingly
- Always wear: A helmet, impact resistant goggles or full-face shield, brightly colored vest (reflective at night), long-sleeved shirt and pants, full-fingered gloves, and sturdy footwear



**Swimming:**

- Find out about the area you intend to swim in and any hazards that may exist there *(I'm guessing he didn't!)*
- Never swim alone
- Know your physical limits
- Find out what's in the water before diving in
- Be aware of underwater currents
- If you get caught in a rip tide swim with the current and angle towards the shore ... don't panic



**Boating:**

- Identify water hazards before you start boating *(These folks obviously skipped this step.)*
- Don't overload or over power your boat
- Ensure you have all required Coast Guard equipment
- Wear an approved Personal Floatation Device
- Follow established Coast Guard boating safety
- Do not operate your boat under the influence of alcohol
- Let someone know your intended route



**Personal Watercraft:**

- (Which way is up?)*
- Wear an approved Personal Floatation Device
  - Wear goggles to protect your eyes
  - A lanyard-emergency shut-off must be attached to the operators and to the vessel
  - Wear gloves to help maintain grip in wet situations
  - Wear a wet suit to protect you from cold water temperatures



**Biking:**

- (Nice form ... but I'm guessing this may hurt a little.)*
- Wear approved safety equipment (Bike Helmet)
  - Always ride on the right hand side of the road
  - Obey traffic signals, signs and lane markings
  - Signal in advance of a turn and yield to pedestrians
  - At night have a light attached to the bike for visibility
  - Wear brightly colored clothing
  - Never wear headphones while cycling

## Aircrew Safety



**CAPT'S ANDREW KREBS, CARLOS PINEDO, BENJAMIN BERGREN, AND ANTHONY BARES, 9 BS, 7 BW, DYESS AFB TX.** During transition from low level to high level cruise, the pilots noticed an illuminated Fuel Center of Gravity Management System 2 light on their B-1's master caution panel. They immediately confirmed the center of gravity and ran the emergency checklist. After then experiencing unusual gear indications, a subsequent low approach was flown; the SOF confirmed all three gears were down and locked. Capt Krebs landed the aircraft uneventfully, saving a \$280 million critical coalition asset. (Feb 10)

**MAJ BENJAMIN W. HESLIN AND COL RICHARD A. COE, 17 WPS, 57 WG, TYNDALL AFB FL.** Immediately after departure on an F-15E continuation BFM sortie, after rotation at 165 knots and 100' above ground level, they felt symptoms of fumes in the cockpit. While dumping fuel, Col Coe coordinated with the SOF while Maj Heslin directed his Wingman to battle damage check and assist in verifying checklist procedures. Despite feeling the affects of unidentified fumes, Col Coe and Maj Heslin worked together in order to safely recover the aircraft. Their quick action and airmanship allowed the safe recovery of a \$55 million Air Force asset within 10 minutes of takeoff. (Mar 10)

## Crew Chief Safety



**SSGT JOSHUA R. WINCHELL, 23 AMXS, 23 WG, MOODY AFB GA.** During a Basic Post-flight inspection on an A-10 aircraft, SSgt Winchell noticed the right deceleron (acts as a speed brake on the A-10) had approximately 6 inches of delamination coming from the forward right-hand corner. If he hadn't noticed the delamination and taken action to have the surface removed for back shop repair, the aircraft would have flown the next day's three scheduled sorties and possibly come apart during takeoff or landing. SSgt Winchell's actions saved the aircraft, the Air Force, and his pilot from a catastrophic event. (Feb 10)

**SSGT CALVIN E. HARRIS, 552 MXS, 552 ACW, TINKER AFB OK.** SSgt Harris was completing an operational check on an E-3 main landing gear following a repair action when another member of his maintenance team stated he was unable to remove the additional left main landing gear safety pin. SSgt Harris, upon determining the extent of the issue, informed the distressed maintenance troop to discontinue attempting to remove the pin. He then engaged the down lock, assuring the safety of the landing gear, aircraft, and maintenance team members, preserving a \$330M E-3 AWACS. (Mar 10)

## Flight Line Safety



**TSGT JAMES R. REEVES JR., 23 AMXS, 23 WG, MOODY AFB GA.** A pilot declared an IFE and returned to base after receiving a GUN UNSAFE light in his A-10. TSgt Reeves installed the gun safety pin, but upon closer inspection he discovered that live rounds were in a firing position inside the gun. He supervised the removal, by hand, of nearly 1,000 rounds of ammunition from the damaged system ensuring the task was performed safely and without incident. This safety-first approach ensured the safety of personnel present during safing procedures and prevented additional damage to a \$320,000 gun system. (Feb 10)

## Ground Safety



**SSGT'S DONNIE GOBERN, DAVID DAWSON, AND CASEY BODE, 379 EAMXS, 379 AEW.** SSgt Govern noticed the #5 brake glowing, indicating a hot brake situation on an RC-135 after it taxied back into its parking space. While the fire was being extinguished, safe egress of 24 crew members from the aircraft was being expedited. It was later revealed that a leaking brake hydraulic line had sprayed hydraulic fluid on the #5 brake, thus causing the brake fire. The quick actions of SSgt's Govern, Dawson and Bode prevented a potentially catastrophic situation, further damage to the LS/HD asset and loss of life. (Feb 10)

**TSGT DANIEL L. PAXTON, 347 OSS, 23 WG, MOODY AFB GA.** During EOD clearing of high explosive targets on the range, one of the vehicles inadvertently ran over submerged high-explosive ordnance that detonated high order. The blast knocked the driver from the vehicle and sent shrapnel into an EOD tech 50 feet away. Assigned as medical support, TSgt Paxton was 150 feet away when the shell exploded and rapidly responded, finding two Airmen injured. He covered the open wounds, inserted an IV and reinforced the occlusive dressings to stabilize and ready the patient for transport. His preparation and rapid response undoubtedly saved a life. (Mar 10)

## Pilot Safety



**CAPT SCOTT BOATRIGHT, 357 FS, 355 FW, DAVIS-MONTHAN AFB AZ.** While on his first Air combat Basic Training Mission, during a defensive break turn in his A-10, Capt Boatright felt an unusual yaw, looked at the engine instruments, and noticed compressor stall indications of high engine temperature and engine RPM rolling back on the left engine. He rolled out, input right rudder, called "knock-it-off" and increased the left throttle. Capt Boatright's systems knowledge enabled him to safely recover the aircraft. (Feb 10)

**MAJ CHRIS M. BERGTHOLDT, 94 FS, 1 FW, LANGLEY AFB VA.** While flying an F-22 Raptor at FL430, en route to Scott AFB, Maj Bergtholdt got an Integrated Note Warning and Caution message (Master Caution light) indicating a right engine AMAD oil pressure malfunction. Now invisible to ATC, single engine, and using the aux radio, Maj Bergtholdt reset his avionics and CNI and received vectors to his divert where he circled to make a single engine landing in his degraded F-22. His expert airmanship allowed him to stay steps in front of the situation, minimizing the effects of a complex emergency, allowing him to safely recover his aircraft. (Mar 10)

## Unit Safety



**355TH AIRCRAFT MAINTENANCE SQUADRON, 355 FW, DAVIS-MONTHAN AFB AZ.** The AMXS team's attention to detail helped identify 14 sunshades that needed repair. Of the 14 structures, three required urgent attention due to safety concerns. Three parking spots were closed down without delay until repairs were accomplished. A Notice of Hazard was initiated, coordinated, and posted within 24 hours. The team's efforts significantly mitigated the hazard of falling objects from sunshades. (Feb 10)

**380TH EXPEDITIONARY MAINTENANCE SQUADRON, EXTENDER AMU, 380 AEW, AL DHAFRA AB.** A KC-10 returned from a combat mission for high speed buffet that occurred during an A/R emergency breakaway. Upon landing, visual inspection revealed both left and right outboard elevators were rippled at the tips. Dangling wires were discovered from the ceiling of the fuselage. The aircraft was immediately impounded. Fourteen days of steadfast maintenance and compliance led to rock-solid results returning a KC-10 safely back to flying combat missions in support of OEF, OIF and the CJTF-HOA in record time. (Mar 10)

## Weapons Safety



**MSGT ERIC A. OIAN AND TSGT ANTHONY D. MOORE, 451 AEW.** Sgt's Oian and Moore contributed to over 10 Explosive Site Plans, increasing safe combat aircraft parking 200 percent. They provided North Atlantic Treaty Organization Ammunition Storage Point planners with critical explosive expertise that resulted in cost savings of \$35 million. They also volunteered to help Task Force Paladin with an Explosive Ordnance disposal site survey resulting in a new parking location for combat loaded vehicles. (Feb 10)

**TSGT BRACK R. MILLER, 66 RQS, NELLIS AFB NV.** After firing 1,000 rounds from his GAU-2 7.62 caliber mini-gun, TSgt Miller's weapon malfunctioned and jammed. After clearing and rearming his weapon, it malfunctioned again, but this time with an unusual muzzle flash. He ceased fire and requested the pilots land. After landing, it was discovered that a round had become jammed in the barrel. Had he not ceased fire, the weapon could have ruptured causing catastrophic damage to the aircraft. His expertise and sound decision making saved the aircraft and all five souls on board. (Mar 10)

**Congratulations  
to all winners!**





## Safety Spotlight

**MSgt Alan L. Andrews and MSgt Michael J. Wingler** displayed superior duty performance as it relates to safety at Al Udeid Air Base, Qatar, on 18 January 2010. MSgts Andrews and Wingler responded to a B-1B aircraft that had lost number two and three hydraulic system pressure upon landing. They responded to the aircraft as it taxied off the main runway. Once on scene they witnessed the left main landing gear burst into flames. Hydraulic fluid from the failed hydraulic systems was pouring onto the extremely hot aircraft brakes which were feeding the fire. They approached the aircraft as MSgt Andrews called the aircrew via the UHF radio and told them to shutdown and immediately egress the aircraft. MSgt Wingler notified the Maintenance Operations Center and requested fire department response. As the flames intensified on the aircraft fully loaded with live munitions, they sprinted over 50 yards and retrieved two 150-pound Halon fire extinguishers and fought the fire as the aircrew egressed the aircraft. Both fire extinguishers were depleted to completely extinguish the fire. Upon arrival of the fire department, Sergeants Wingler and Andrews continued to assist by coordinating safety and maintenance personnel on the scene until relieved to seek medical attention for Halon ingestion. Their quick and decisive actions ensured the safety of four aircrew members, and averted significant damage to the B-1B. The courage and heroism displayed by Sergeant's Winger and Andrews were an awesome display of flight line safety. *(Flight Line Safety Award of Distinction Mar 10)*

## Weapons Safety

**SSGT MICHAEL I. MURPHY JR., 9 RW, BEALE AFB CA.** SSgt Murphy provided first class mishap prevention guidance to 29 ADWSRs throughout the 9 RW, resulting in ZERO weapons mishaps 12 months running. His extraordinary efforts were instrumental in the 9th Munitions Squadron being awarded the 8 AF Explosives Safety Plaque for FY09. Making mishap prevention a top priority was evident in his support of the HAF directed EOD Safety Day. He provided mishap statistics and coordinated detailed discussions on explosives safety standards. SSgt Murphy's technical expertise ensured the completion of two explosives site plans, which increased the wing's storage capability by 735K LBS of net explosive weight. His efforts enabled commencement of the ACOMAC's new Small Diameter bomb training curriculum. In addition to this, he also performed risk assessments on 58 projects located in MRAs which ensured the safety of construction and environmental personnel. He coordinated mitigation procedures to reduce exposure to explosives hazards and helped prevent any UXO/MEC related incidents. His stalwart efforts in support of the 940th WG yielded ZERO safety discrepancies during the unit's UCI. He provided crucial explosives safety guidance and mishap prevention procedures as a wing EET member during wing Phase II exercises, resulting in an OUTSTANDING rating during the wing's ORI. *(FY 10/1)*

## Flight Safety

**CAPT WILLIAM J. POGUE, 13 BS, 509 BW, WHITEMAN AFB MO.** During the ACC Safety PME of 509BW, the ACC Flight and Ground Inspectors individually recognized Capt Pogue as a superior performer and awarded the wing an overall excellent rating. The 509 BW/SE office is on record for stating that "the 13th has the best safety program on base." This assessment was validated by the 13th BS flight safety program's flawless annual inspection for 2009. Capt Pogue's leadership in the flight safety arena has yielded an unprecedented number of safety awards earned by 13th BS individuals. The Reapers have dominated flight safety awards at all levels while deployed and at home: Aircrew awards of distinction: Wing level: 5x monthly awards, 3x quarterly, NAF level: 3, MAJCOM level: 1, AF level: AF Level Well Done Award. Capt Pogue represented the 509th BW at the T-38 SSG and FMRC. During that conference, he contributed relevant SEF issues and implemented 28 changes and additions to the T-38 tech order and checklist to improve T-38 safety AF wide. During the 509 BW NORI Capt Pogue was pivotal in developing the Aircraft Servicing Training program. He created a syllabus and training program of all Combat Mission Ready aircrew for the NORI. Capt Pogue was also hand selected to fly as the Aircraft Commander of the inspection's only Nuclear Employment Evaluation WST. His exceptional performance resulted in an outstanding rating for the Nuclear WST by NORI Inspection Team. *(FY 10/1)*

## Ground Safety

**TSgt TAWANNA D. SELLARS, 5 BW, MINOT AFB ND.** TSgt Sellars is an outstanding NCO and team leader whose vital safety knowledge was crucial to zero Class A or B mishaps this quarter. As a safety inspector she expertly accomplished six comprehensive annual ground safety program assessment and facilities inspections, focused on key program discrepancies and hazards, and took immediate actions towards hazard abatement. As the Minot AFB primary safety instructor, she conducted four supervisor safety classes where she emphasized the 5 BW/CC's safety vision and shared her incredible knowledge and experience as she trained 88 newly assigned supervisors. In addition, she trained 93 newly assigned Airmen Intermediate Driver Training, a vital mitigation not only to the mission, but surviving North Dakota brutal winters as well. TSgt Sellars manages an unrelenting occupant restraint program -- 1355 vehicles surveyed this quarter while ensuring a solid 99 percent compliance rate. As an unequalled mishap investigator, she was assigned by 5 BW/CC as the single investigating officer for a Class C mishap (B-52 aircraft engine fire), where she quickly resolved problems that impacted over \$66K in AF resources. TSgt Sellars proactive and innovative use of safety resources and common sense approached added to the continued improvement to the bases local conditions brief focusing on specific local hazards, including photographing two local area blizzards during -50 degree temperatures enhancing "real world" scenarios. TSgt Sellars is the driving force behind ACC's best Ground Safety Program! *(FY 10/1)*

## FY10 Flight As of March 31, 2010

	Fatal	Aircraft Destroyed	Aircraft Damaged
1 AF			
8 AF			
9 AF	1	1	1
12 AF		1x4	
USAFWC			
ANG (ACC-gained)			
AFRC (ACC-gained)			

## FY10 Ground As of March 31, 2010

	Fatal	Class A	Class B
8 AF		0	0
9 AF	2	2	0
12 AF	1	1	0
DRU's	1	1	0

## FY10 Weapons As of March 31, 2010

	Class A	Class B
8 AF	0	0
9 AF	0	0
12 AF	0	0
AWFC	0	0

### Legend

Class A - Permanent Total Disability; Property Damage \$2,000,000 or more  
 Class B - Permanent Partial Disability; Property Damage between \$500,000 and \$2,000,000  
 Class C - Lost Workday; Property Damage between \$50,000 and \$500,000  
 (Class Description Effective October 1, 2009)

\*\* Non-rate Producing \* Fatality

= Fatal = Fatal due to misconduct

## Flight Notes

ACC experienced two MQ-1 Class A mishaps. One in February that crashed just after takeoff and one in March that crash landed. We have continued with record-low mishap rates and have no doubt we will continue to improve. The safety success we have experienced is because of the hard work and dedication of everyone involved in what we do every day. Our continued success is dependent on our drive to be the best and do everything safely.

## Ground Notes

Currently, ACC has experienced three PMV mishaps. Although there is not a discernable common cause, they all highlight the fact we need to pay attention in our off-duty environment. This is particularly true while conducting activities near traffic environments, riding in or operating a motor vehicle. We are entering the time of year where there will be an increase of traffic on our nation's roadways. Be vigilant to your surroundings and watch out for each other.

## Weapons Notes

We have experienced several mishaps over the past several months involving chaff and flare mods falling out of the transportation modules tied down to munitions trailers. The ACC/A4W community has taken steps involving redesigning the transportation mods and associated locking devices to address these mishaps. It's clear that the cause of every one of the mishaps was simply not following technical data. As we've stated many times before following technical data is our best defense against a mishap and not following it, is the best way to ensure one will occur. Stay vigilant and perform some spot inspections on crews transporting chaff and flare to reverse this negative trend. Thanks for all your contributions to the weapons safety community.

### Symbols for Mishap Aircraft





LOOKING  
COOL IN THE  
AIR FORCE;  
PRICELESS

HAIRCUT:  
\$10  
GLASSES:  
\$50

Photo by: SSGT Mike Meares

THE COMBAT EDGE | OVER THE EDGE MAY / JUNE 2010 | 7



There's no  
place like home,  
there's no place like  
home, there's no  
place like  
home!

Photo by: Ann Rebecca Montez

https://afkm.wpafb.af.mil/CombatEdge 6



Don't make me  
turn this bus around ...  
put your seat  
belt on!



Alright guys ...  
time to put on our  
reflective belts



Summer's coming ... **ARE YOU READY?**

# Bridge

OVER the



I sure hope  
this water is  
as deep as I  
thought!

