

THE

MOBILITY FORUM

Air Mobility Command's Magazine

July/August 2001



- 1st Helicopter Squadron Celebrates New Safety Record



THE MOBILITY FORUM

July/August 2001

Volume 10 No. 4

Outstanding Achievements

- 4 **1st Helicopter Squadron Earns Award For 200,000 Accident-Free Flying Hours!**
- 22 **Jill 83 Crew: Examples Of Effective CRM**
Excellence In Airmanship

Mission Safety

- 18 **Bird Strike -**
"I thought birds only flew during the day"
- 20 **Beating The Heat**

Recreational Safety

- 10 **Fireworks Safety -**
More Than Just A "Big Bang"

Special Features

- 8 **2000 Annual Weather Awards**
- 24 **Writing Contest Winners**
- 25 **Writing Contest First Place Winner -**
General And Operational Air Traffic In Europe: A Primer For Mobility Crews

About The Cover...



Vice President Richard Cheney speaking to members of the 1st Helicopter Squadron during a ceremony held March 30, 2001. The ceremony was held to acknowledge the squadron's 200,000 hours of accident-free safe flying.

Photo by Bobby Jones, Capital Flyer.

— REGULAR FEATURES —

- 3 Director's Corner
- 17 Photo Contest
- 29 C.R. Terror
- 33 Flying Hours
- 38 Quickstoppers
- BC Pope's Puns

COMMANDER IN CHIEF USTRANSCOM

Gen Charles T. Robertson, Jr.



COMMANDER AIR MOBILITY COMMAND



DIRECTOR OF SAFETY

Col David R. Ziegler
david.ziegler@scott.af.mil

EDITORS

Sherrie Schatz
Sheree Lewis
schatzpub@aol.com

Graphic Designer
Ebbly Rexwinkle

The Mobility Forum (TMF) is published six times a year by the Director of Safety, Air Mobility Command, Scott AFB, Illinois. The contents are informative and not regulatory or directive. Viewpoints expressed are those of the authors and do not necessarily reflect the policy of AMC, USAF, or any DOD agency.

Contributions. Readers may call 1-580-628-4607, or fax 1-580-628-2011, or write: **Schatz Publishing, 11950 W. Highland Ave., Blackwell, OK 74631.** The editors reserve the right to make editorial changes to manuscripts.

Subscriptions. For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 USAF Active and Air Reserve Component units should establish magazine requirements through HQ AMC/SER.

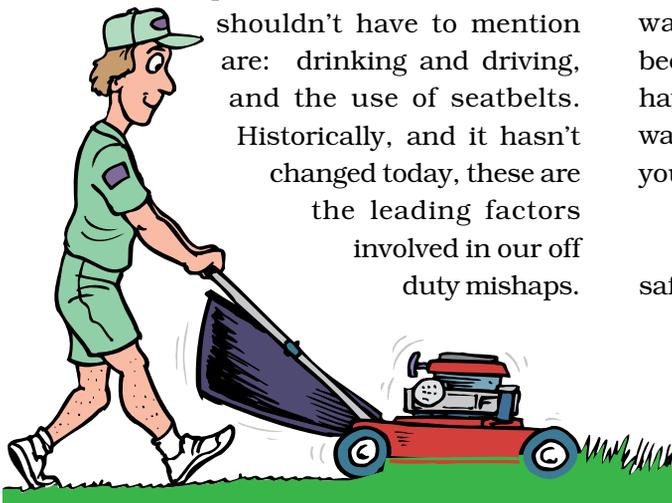
Distribution. *TMF* is published at an approximate ratio of one magazine for every seven AMC personnel.
AMC RP 91-2. Dist: X



DIRECTOR'S CORNER

Well, we're 30 plus days into "101 Critical Days of Summer" and things are going pretty good. However, the months of July and August are the primary months for summer vacations so that means we still have a lot of ground ahead of us.

As you plan your summer activities and vacations, please add ORM to your planning process. It only takes a few seconds to think about the possible results of your actions if your activities don't go as planned. Identifying these "hazards" before being confronted by them makes it possible for you to do something to prevent them from happening. I don't mean that you need to cancel your planned activities or events, but you can probably mitigate some or all the risk involved with some simple precautions. Two areas I shouldn't have to mention



are: drinking and driving, and the use of seatbelts. Historically, and it hasn't changed today, these are the leading factors involved in our off duty mishaps.

The other ones that come immediately to mind include: the use of life preservers for all boating/jet ski activities; the use of helmets and other protective gear for motorcycle and bicycle activities; and (in my case) the use of the proper tools and fire protection equipment for outdoor barbeques.



I'm hoping each and every one of you has a safe and wonderful summer. The last thing I want to see is your summer activities becoming part of the safety message traffic I have to sort through. Worse yet, I wouldn't want for your summer fun to be the last thing you do in your lifetime.

Please be careful. Godspeed and have a safe summer.

- Col Dave Ziegler



1st Helicopter Squadron Award 2000, Accidents Flying



On March 30, 2001 a special celebration was held to honor and pay tribute to the men and women of the 1st Helicopter Squadron for their commitment and excellence. Among those attending the event were Brigadier General James A. Hawkins; Mr. Dean Borgman, President, Sikorsky Aircraft Corporation; Mr. Gerald E. Daniels, President and CEO, Military Aircraft and Missile Systems Group, Boeing Aircraft Company; Mr. Terry Stinson, Chairman and CEO, Bell Helicopter TEXTRON; General Charles T. "Tony" Robertson, Jr., Commander-in-Chief, United States

Helicopter Squadron Earns Record For 5,200 Flight-Free Hours!



Transportation Command and Commander, Air Mobility Command; and the Honorable Richard B. Cheney, Vice President of the United States.

The Department of Defense rotary-wing record encompasses 44 years of flight operations utilizing six different helicopters. The accomplishment of the 1st Helicopter Squadron is a tribute to the dedication, professionalism and pride exhibited by generations of aircrew members, maintainers and support personnel.

The record set by the squadron began in 1957. The primary mission of the 1st Helicopter Squadron is to provide immediate airlift for the White House, Cabinet members, Congressional members and DoD officials as well as maintain maximum readiness to support national security and continuity of operations. Under the present command of Lt Col

Tracy W. Colburn, the squadron is estimated to average more than 21 hours per day of flight time, or 5,200 hours per year.

Since 1955, over 25,000 DVs have been flown by the squadron, including: President of the United States, Vice President of the United States, Secretary of State, Secretary of Defense, Chairman-Joint Chiefs of Staff, numerous US Senators, members of the House of Representatives, and various foreign, military, and government officials.

Although the squadron's primary focus is to provide the needs of DVs, they have also flown over 600 medical evac missions since 1966.

The six different models which have been utilized in flight operations by the squadron include:

- CH-21 from 1955-1971 (*Boeing-Vertol*)
- H-19 from 1955-1967 (*Sikorsky*)

- CH-3E from 1970-1988
(Sikorsky)
- UH-13 from 1962-1967
(Bell)
- UH-1F from 1967-1971
(Bell)
- UH-1N from 1971 to present
(Bell) "Twin Huey"

In 1955 the unit operated under the direction of the Military Air Transport Service (MATs), was manned by 12 officers and 18 airmen and was equipped with two Piasecki/Boeing-Vertol CH-21s



and four Sikorsky H-19 aircraft. In 1957, officials decided that the President was also in need of these specialized services, and under the 1254th Air Transport Group, MATS established a new helicopter operation at Washington National Airport. July 12, 1957 was the squadron's inaugural flight, in which they provided services for the President of the United States. They flew in and landed on the White House lawn picking up President Eisenhower and members of his staff.

Reorganization provided the squadron with many changes included the addition of four CH-21s and two UH-13Js in March 1962. The number of personnel assigned to the unit grew as well, bringing the total complement to 20 officers and 77 airmen. The following spring the unit received the first of many accolades — the Air Force Flying Safety Award for 10,000 Accident-Free Flying Hours.

In February of 1967 the unit received their first Outstanding Unit Award, after the arrival of their first turbine-powered aircraft — the Bell UH-1F "Huey."

Over the years numerous changes continued to take place and



consecutive years.

Currently, the 1st Helicopter Squadron is staffed with 45 officers and 140 enlisted personnel, who continue to carry on the unit's impeccable record. Their latest achievement — which also sets a new record for a military helicopter unit — of 200,000 accident-free flying hours is one that deserves White House recognition.

*Photos provided by
Bobby Jones, Capital Flyer.*

the squadron continued their record of excellence, chalking up their fourth Flying Safety award in September 1975.

The 1980s ushered in a new era of record-breaking history, and personnel within the squadron jumped to 34 officers and 116 enlisted. Even though massive changes had taken place throughout the years, the squadron continued to maintain one of the safest and most professional flying operations in the world. On September 30, 1980, the unit surpassed the 100,000 accident-free flying hours mark, and in June 1983 they received the Military Airlift Command's 25-Year Flying Safety Award.

As the squadron entered the 1990s, they did so equipped with 10 UH-1N "Twin Huey" helicopters. During the first years of the decade, 1991, they once again were honored for their outstanding flying record and dedication to safety as they surpassed the 150,000 accident-free mark. As a testament to the squadron's ability and dedication to safety, they were awarded the Air Mobility Command Maintenance Effectiveness Award for six



2000 Annual



*SCR-658 radio direction finder used to track radiosonde balloons. Woman observer indicates WWII or just after war time frame. WWII expanded the opportunities for women in the Weather Bureau.
—Historic NWS Collection*

Weather Awards

Fawbush-Miller Award

For

Outstanding
Air Force Operational
Weather Squadron
of the Year

15th Operational Weather Squadron

Scott AFB, Illinois

The 15th Operational Weather Squadron is the recipient of the United States Air Force Fawbush-Miller Award recognizing the Outstanding Operational Weather Squadron performing the most outstanding weather support, operations, and training. During 2000, the squadron pioneered the use of database and web technologies to produce and disseminate over 3 million forecasts for 126 Air Force and Army active duty, guard and reserve flying units in a 22-state area of responsibility. Their total integration with mission planners re-routing weather restricted C-5 and C-17 missions ensured pinpoint selection of favorable air refueling tracks and airfields resulting in cost avoidance in excess of \$12M.

The 15th Operational Weather Squadron was formed as part of the Chief of Staff of the Air Force's weather reengineering effort and commenced operations on 19 February 1999. The 125-person regional forecast center reaches full operating capability in June 2001 and provides direct meteorological support to the Tanker Airlift Control Center and total force flying missions in the northeast United States.

SCR-658 radio direction finder used to track radiosonde balloons termed "bedsprings" antenna. Photo is dated 1945-1946.

—Historic NWS Collection



**Outstanding AMC Weather Operations Support
AMC Company Grade Officer Of The Year**

Capt Jeffrey C. Jarry
15th Operational Weather Squadron
Scott AFB Illinois

**Outstanding AMC Weather Operations Support
Senior NCO Of The Year**

MSgt Scott C. Copeland
319th Air Refueling Wing
Grand Forks AFB North Dakota

**Outstanding AMC Weather Operations Support
NCO Of The Year**

SSgt Valerie A. Smith
92nd Air Refueling Wing, Fairchild AFB Washington

**Outstanding AMC Weather Operations Support
Airman Of The Year**

A1C Mark E. Sterling
89th Airlift Wing
Andrews AFB Maryland

**Outstanding AMC Weather Operations Support
Civilian Of The Year**

Mr. Michael S. Fietek
92nd Air Refueling Wing
Fairchild AFB Washington

**Outstanding AMC Weather Operations Support
Weather Station Of The Year**

89th Operational Support Squadron
89th Airlift Wing
Andrews AFB Maryland

**Outstanding AMC Weather Staff Support
Officer Of The Year**

Capt Jimmie L. Trigg
15th Operational Weather Squadron
Scott AFB Illinois

**Outstanding AMC Weather Staff Support
NCO Of The Year**

SMSgt Paul A. Rano
15th Operational Weather Squadron
Scott AFB Illinois

Best Award For Outstanding Air Force Weather Staff Support NCO of the Year



Senior Master Sergeant Paul A. Rano

Superintendent, Weather Operations
15th Operational Weather Squadron
Scott AFB, Illinois

Senior Master Sergeant Paul A. Rano, Superintendent, Weather Operations, 15th Operational Weather Squadron, is recipient of the United States Air Force Best Award recognizing individual excellence by a member providing staff weather or space environmental support. Sergeant Rano was a key player in developing an automated flight weather briefing scheduling system that was adopted as the Air Force standard. The resulting increases in efficiency allowed the Air Force's Operational Weather Squadrons to more effectively manage workloads and ensure more timely delivery of flight weather briefings to aviation customers around the world.

Sergeant Rano entered the Air Force in September 1980 and began his career as a Weather Observer at Fort Deavens, Massachusetts. During his 21-year career he has completed duty assignments in the Philippines, Korea, Germany, and various CONUS locations. He assumed his current position in January 1999.

Mr. William A. Jenner Award For Outstanding Air Force Weather Civilian of the Year



Mr. Michael S. Fietek

Weather Forecaster
92nd Air Refueling Wing
Fairchild AFB, Washington

Mr. Michael S. Fietek, Weather Forecaster, is the recipient of the United States Air Force Mr. William A. Jenner Award individual leadership and excellence by a civilian performing Aerospace Weather Operations. Mr. Fietek provided superb weather support to the 92d Air Refueling Wing with outstanding weather warning and mission weather verification rates, as well as product error-free rates. His outstanding rapport with 92d Air refueling Wing aircrews set the highest standards for customer satisfaction.

Mr. Michael S. Fietek hails from Flensburg, Minnesota. He began his weather career as an Observer at Fairchild AFB WA in 1956. During his 28+ year career he completed duty assignments in Guam, Germany, Thailand, and various CONUS locations. He retired as a SMSgt and Chief of Weather Station Operations at Fairchild AFB in 1984. Following his retirement, Mr. Fietek was hired as a civilian forecaster.



Fireworks

Safety

More Than Just A “Big Bang”

*By John Schatz
Safety Management Consultant*

Every July 4th we celebrate Independence Day, that day in 1776 when the Continental Congress adopted the final draft of the Declaration of Independence. Our forefathers would celebrate by having great banquets and parades. The celebration would be accented with the firing of guns, ringing of bells and watching of grand fireworks displays. Today the celebration of our independence continues with some of the same traditions, with families and friends joining together to watch parades, have picnics and observe grand fireworks displays.

Watching trained professionals conduct a fireworks show is fun and even conducting your own “backyard display” can be a blast (excuse the pun) but the latter does give rise to accidents with injury. Statistics reveal that in 1998 (most recent available figures), 13 people were killed and 10,500 people were treated in hospital emergency rooms for fireworks-related injuries. More than 40 percent of these injuries happened to children 15 and younger.

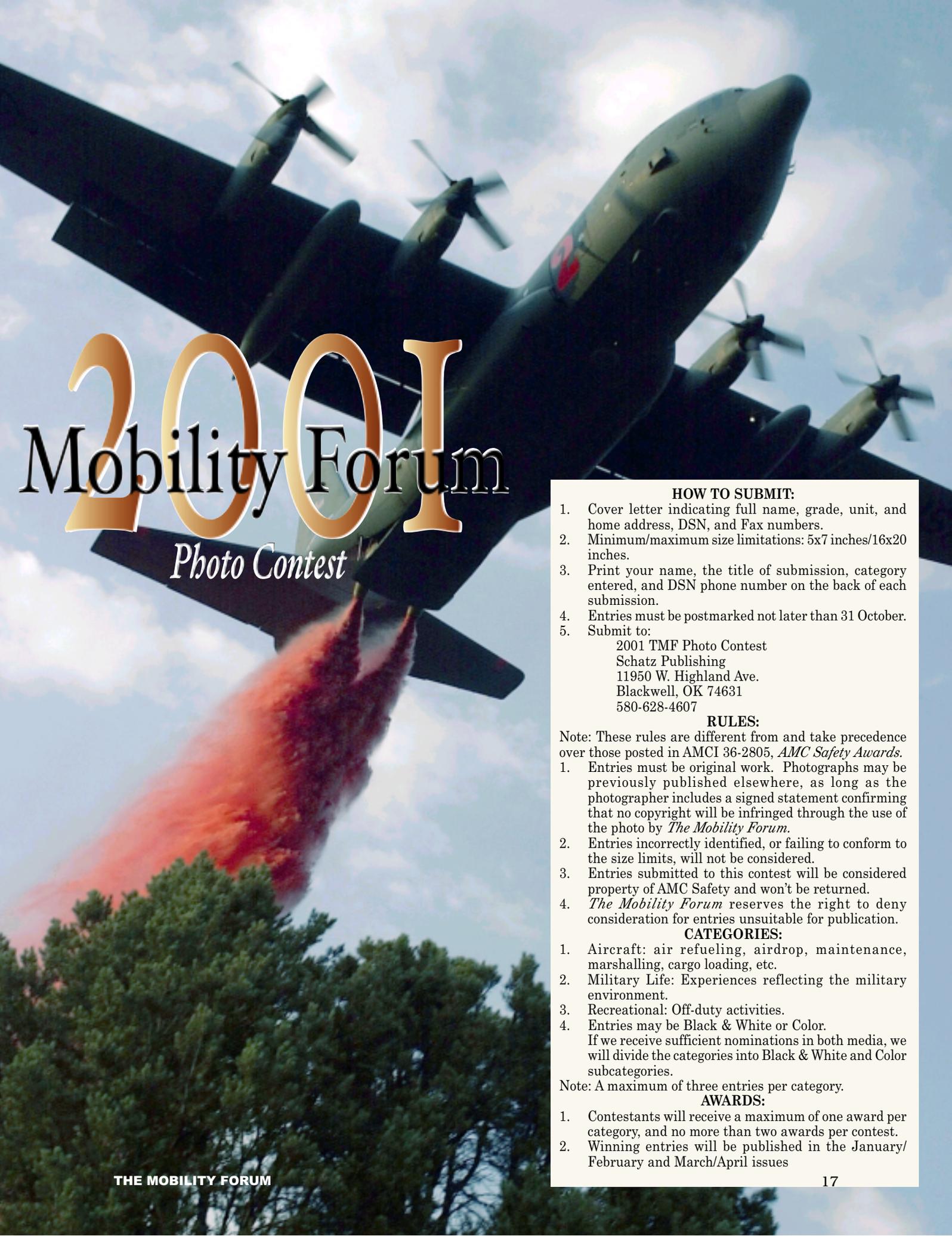
Most injuries are the result of misuse when handling fireworks. Many eye injuries have occurred from incorrectly launched bottle rockets. Many burns, fractures and lacerations have occurred from holding a lit firecracker too long. Even sparklers, which seem harmless enough, create a temperature of 1800 degrees Fahrenheit and have left some with disfiguring scars from burns.

So what can you do to lessen your chance of becoming injured? Probably first and foremost is to not purchase fireworks in the first

place: go to your community's fireworks display and watch trained professionals provide an entertaining show. If you feel you must have your own home display, then make sure the fireworks you buy are legal in your state or community. After purchasing the fireworks, take them home and familiarize yourself with any written instructions or warnings on the labels, check out where the primary fuse is located and follow the safety guidelines below.

Remember it is far safer to be a passive participant in a community fireworks display than an active member in your own. If you must provide your own display, then make sure you take the fireworks you have seriously by taking all appropriate precautions. Following these few guidelines can light the way to a fun celebration and keep it from turning into a burning crisis.

- Never allow young children to play with or ignite fireworks.
- Older children should use fireworks only under close adult supervision.
- Invest in and wear a pair of safety glasses.
- Always light fireworks outdoors in a clear area away from houses and flammable/combustible materials such as dry leaves or gasoline.
- Light one product at a time; maintain a safe distance after lighting the fuse.
- Never try to re-light fireworks that have not fully functioned. Keep a bucket of water handy in case of a malfunction or a fire.
- Never ignite devices in a container.
- Never try to alter or change fireworks.
- Always store fireworks in a dry, cool place and avoid rough handling that might damage the fuse or handles.
- Should a burn occur, cool water should be applied to it. If a person suffers a serious injury, get immediate medical assistance.



2001 Mobility Forum Photo Contest

HOW TO SUBMIT:

1. Cover letter indicating full name, grade, unit, and home address, DSN, and Fax numbers.
2. Minimum/maximum size limitations: 5x7 inches/16x20 inches.
3. Print your name, the title of submission, category entered, and DSN phone number on the back of each submission.
4. Entries must be postmarked not later than 31 October.
5. Submit to:
2001 TMF Photo Contest
Schatz Publishing
11950 W. Highland Ave.
Blackwell, OK 74631
580-628-4607

RULES:

Note: These rules are different from and take precedence over those posted in AMCI 36-2805, *AMC Safety Awards*.

1. Entries must be original work. Photographs may be previously published elsewhere, as long as the photographer includes a signed statement confirming that no copyright will be infringed through the use of the photo by *The Mobility Forum*.
2. Entries incorrectly identified, or failing to conform to the size limits, will not be considered.
3. Entries submitted to this contest will be considered property of AMC Safety and won't be returned.
4. *The Mobility Forum* reserves the right to deny consideration for entries unsuitable for publication.

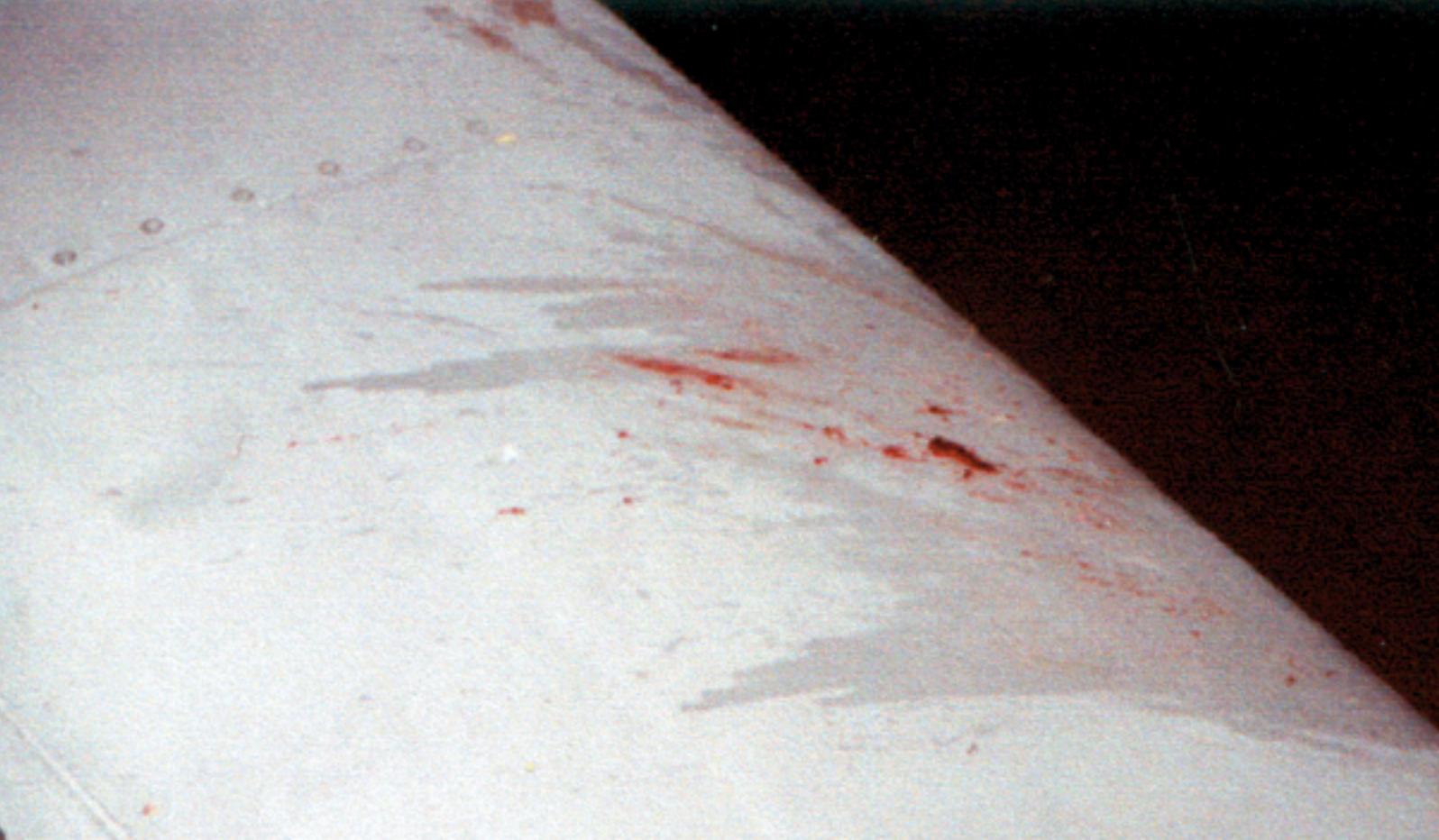
CATEGORIES:

1. Aircraft: air refueling, airdrop, maintenance, marshalling, cargo loading, etc.
2. Military Life: Experiences reflecting the military environment.
3. Recreational: Off-duty activities.
4. Entries may be Black & White or Color.
If we receive sufficient nominations in both media, we will divide the categories into Black & White and Color subcategories.

Note: A maximum of three entries per category.

AWARDS:

1. Contestants will receive a maximum of one award per category, and no more than two awards per contest.
2. Winning entries will be published in the January/February and March/April issues



Bird STRIKE

"I thought birds only flew during the day"

By Major John D. Biegger
Chief of Flight Safety
Altus Air Force Base, Okla.

As a wing safety officer assigned to the 97th Air Mobility Wing for the last year and a half, I've seen my share of bird strikes, but I've never seen anything that compares to the bird strike incident that happened here Jan. 9.

This mission, a KC-135 sortie, call sign Gassr 86, was briefed and flown as an instructor student upgrade mission. The mission was planned for transition work at Altus AFB followed by an air refueling on track 116 east. The bird watch

condition was low; sky conditions were clear. The student instructor occupied the copilot seat and the aircraft commander, a CCTS instructor, occupied the pilot seat during the sortie.

At about 6:30 pm, 45 minutes after sunset, Gassr 86 flew an approach for landing on runway 17R at Altus AFB. At 800 feet AGL and 155 knots the aircraft struck a large flock of birds. The aircraft was approximately three miles from the end of the runway. The birds were not visible until they entered the beam of the nose gear landing light. They hit the number one and number two engines and the leading edge of the left wing.

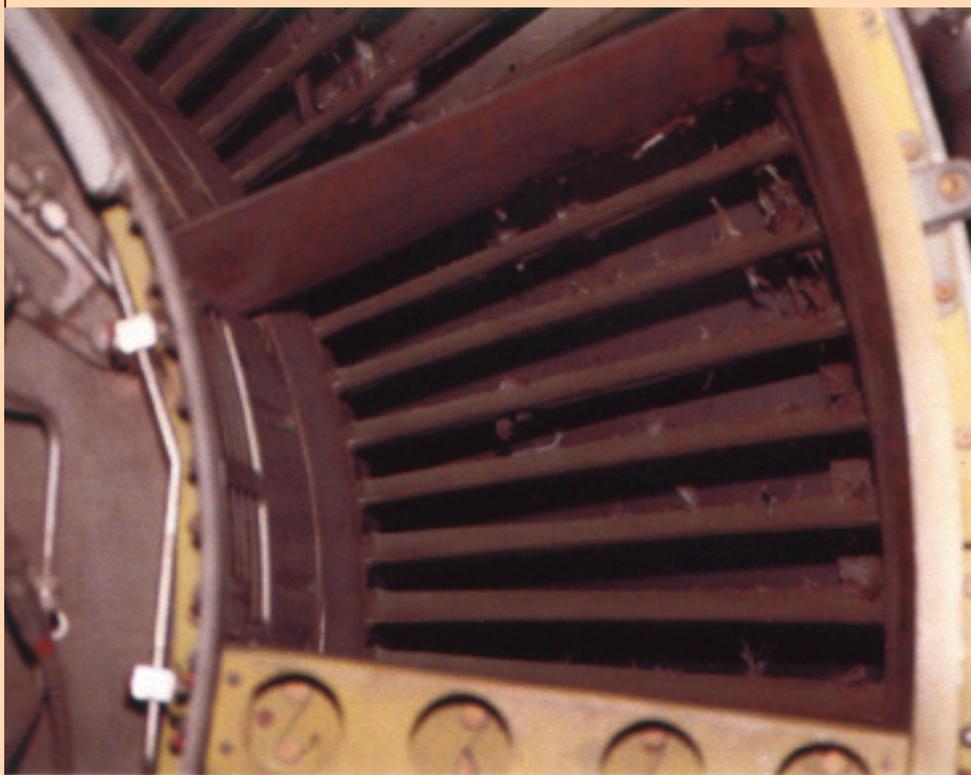
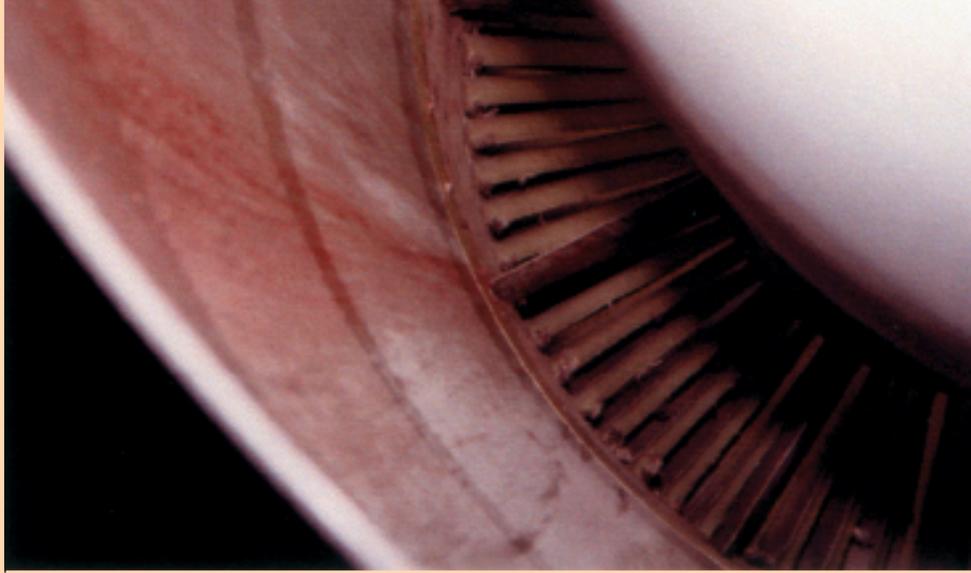
The copilot, who was flying the aircraft at the time, pulled the nose up just as the birds hit, and the crew heard at least seven loud thumps. The pilot scanned the engine instruments and saw no abnormal indications.

Then, about 10 seconds later, the pilot noticed that the number one engine fuel flow had dropped to 1,000 pounds per hour, while the other three engines were indicating about 2,500 pounds per hour.

Both pilots then felt a slight yaw to the left. The pilot in coordination with the copilot pulled back the number four engine in accordance with Dash one procedure to compensate for the yaw, and the copilot landed the aircraft safely.

Maintenance people inspected the aircraft and found four impact marks on the leading edge of the wing, and it appeared that the number one and two engines had ingested several birds. The bird remains were sent to the Smithsonian, and we learned the crew's extremely close encounter had been with a formation of Canadian Geese.

The damage to the number two engine consisted of ten first stage fan blades as well as numerous gouges to the abradable cartridge between the first and second stages. The damage to the number one engine was confined to the abradable cartridge between the first and second stage fan blades. Technicians borescoped both engines and found no internal damage, which speaks very highly for the General Electric F108 engine. Although the damage did not exceed \$10,000 or reach Class C criteria, it could have been a lot worse. This just goes to prove that birds do fly at night!



Beating The Heat

By John Schatz
Safety Management Consultant

The human body works best in a temperature range of 68-72 degrees Fahrenheit with a humidity level of 20 to 40 %. Unfortunately, not all of us are lucky enough to work in this ideal environment. Many of us work either outdoors or in buildings that don't have HVAC systems installed. This time of year the concern is heat as we watch the mercury rise a little bit further each day. This article provides information on how our bodies react to the rise in temperature, illnesses and what we can do to help ourselves.

Our bodies are always trying to maintain an internal temperature range of 98 degrees to 102 degrees F (37 degrees to 39 degrees C). One of the main ways our bodies accomplish this task is by cooling itself through sweating and subsequent evaporation. It is the evaporation of the sweat that removes the heat from our bodies. That is why humidity plays a big role in our ability to cool ourselves. If the humidity is too high, the evaporation does not take place and the heat is not

Heat Related Illnesses

When our thermo-regulatory system breaks down and our bodies can no longer effectively get rid of the heat, a number of heat-related illnesses can occur. They are:

Heat Cramps

Heat cramps are muscle spasms, which usually affect the arms, legs, or stomach. Frequently they don't occur until sometime later after work, at night, or when relaxing. Heat cramps are caused by heavy sweating, especially when water is replaced by drinking liquids that do not contain salt or potassium. Although heat cramps can be quite painful, they usually don't result in permanent damage. To prevent them, drink electrolyte solutions such as Gatorade during the day and try eating more fruits like bananas.

Heat Exhaustion

Heat exhaustion is more serious than heat cramps. It occurs when the body's internal air-conditioning system is overworked, but hasn't completely shut down. In heat exhaustion, the surface blood vessels and capillaries, which originally enlarged to cool the blood, collapse from loss of body fluids and necessary minerals. This happens when you don't drink enough fluids to replace what you're sweating away.

The symptoms of heat exhaustion include: headache, heavy sweating, intense thirst, dizziness, fatigue, loss of coordination, nausea, impaired judgment, loss of appetite, hyperventilation, tingling in hands or feet, anxiety, cool

moist skin, weak and rapid pulse (120-200), and lower than normal blood pressure.

A person suffering these symptoms should be moved to a cool location such as a shaded area or air-conditioned building. Have them lie down with their feet slightly elevated. Loosen their clothing, apply cool, wet cloths or fan them. Have them drink water or electrolyte drinks. Try to cool them down, and have them checked by medical personnel. Victims of heat exhaustion should avoid strenuous activity for at least a day, and they should continue

Heat Index Chart

The First Column On The Left Is The Air Temperature And The Top Line Is The Relative Humidity.

Temp.	Relative Humidity													
	35%	40%	45%	50%	55%	60%	65%	70%	75%	80%	85%	90%	95%	
115	143	151												
110	130	137	143	150										
105	118	123	129	135	142	149								
100	107	110	115	120	126	132	138	144						
95	98	101	104	107	110	114	119	124	130	136				
90	91	93	95	96	98	100	102	106	109	113	117	122		
85	85	86	87	88	89	90	91	93	95	97	99	102	105	
80	79	79	80	81	81	82	83	85	86	86	87	88	89	
75	73	74	74	75	75	76	76	77	77	78	78	79	79	
70	67	68	68	69	69	70	70	70	70	71	71	71	71	

displaced. You may have heard a weather forecaster give actual and heat index temperatures when reporting the weather. The Heat Index (see below) takes into account the amount of humidity in the air vs. actual ambient air temperature and shows the temperature that our body perceives it to be.

Besides the external factors, perhaps most important to the level of stress an individual faces are personal characteristics such as age, weight, fitness, medical condition and acclimatization to the heat.



to drink water to replace lost body fluids.

Heat Stroke

Heat stroke is a life threatening illness with a high death rate. It occurs when the body has depleted its supply of water and salt, and the victim's body temperature rises to deadly levels. A heat stroke victim may first suffer heat cramps and/or the heat exhaustion before progressing into the heat stroke stage, but this is not always the case. It should be noted that, on the job, heat stroke is sometimes mistaken for a heart attack. It is therefore very important to be able to recognize the signs and symptoms of heat stroke - and to check for them anytime an employee collapses while working in a hot environment.

The early symptoms of heat stroke include a high body temperature (103 degrees F); a distinct absence of sweating (usually); hot red or flushed dry skin; rapid pulse; difficulty breathing;

constricted pupils; any/all the signs or symptoms of heat exhaustion such as dizziness, headache, nausea, vomiting, or confusion, but more severe; bizarre behavior; and high blood pressure. Advance symptoms may include seizure or convulsions, collapse, loss of consciousness, and a body temperature of over 108° F.

It is vital to lower a heat stroke victim's body temperature. Seconds count. Pour water on them, fan them, or apply cold packs. Call emergency medical personnel and get an ambulance on the way as soon as possible.

Anyone can suffer a heat illness, but by taking a few simple precautions (below), they can be prevented.

Once again, by taking a few precautions and being aware of heat-related illness symptoms and actions to take, we can reduce our risk of injury and illness and actually "beat the heat".

- Condition yourself for working in hot environments - start slowly then build up to more physical work. Allow your body to adjust over a few days.
- Drink lots of liquids. Don't wait until you're thirsty; by then, there's a good chance you're already on your way to being dehydrated. Electrolyte drinks are good for replacing both water and minerals lost through sweating. Never drink alcohol, and avoid beverages with caffeine like coffee and pop.
- Take a break if you notice you're getting a headache or you start feeling overheated. Cool off for a few minutes before going back to work.
- Wear lightweight, light colored clothing when working out in the sun.
- Take advantage of fans and air-conditioners.
- Get enough sleep at night.

Jill 83 Crew: Examples Of Effective CRM



The crew of Jill 83 will receive AMC's Excellence In Airmanship Award for their expertise and cooperate efforts exhibited recently during a training exercise at Pope AFB. From left to right - front row: A1C Hamre, SSgt Lyons. Back row: Capt Nisco, 1Lt Norris, Capt Fisher, and Capt D' Andrea. Not pictured is 2LT Eavenson and SSgt Holland.

As reported on AF form 1206. Lt Col John John F. Newell commanding.

Jill 83 was part of the "Large Package" exercise at Pope AFB, NC, which involved five C-130s, two C-141s and five C-17s. Two of the aircraft were from the 41 AS at Pope and three 317AG aircraft were based out of Dyess. The fourth day of an eight day JA/AAT mission — the third night of flying the "Large Package" mission supporting the 82nd Airborne became a day of critical decisions for the crew of Jill 83.

The C-130 formation was scheduled for heavy

equipment airdrops at night. These drops were to be followed by the heavy airplanes with TOTs five minutes in trail.

Four aircraft from the Jill 80 flight took off enroute to the DZ. Jill 83 flew as the second element lead with sequential HMMVs as its heavy equipment airdrop load which weighed approximately 20,000 pounds. The mission was uneventful until the airdrop phase.

During the airdrop the extraction chute

Excellence In Airmanship



deployed outside the aircraft but failed to inflate. The crew began a right hand racetrack maneuver at drop altitude and airspeed, (1100 feet AGL, 140 KIAS). Jill 84 remained on Jill 83's wing throughout the emergency and return to Pope AFB. During the racetracks, loadmasters secured the forward load with four 10,000 pound chains, the aft load with two chains and were attempting to retrieve more when the extraction chute outside the aircraft inflated, breaking two chains and pulling the aft HMMV out of the aircraft.

The load landed normally on Sicily DZ, and was reported as undamaged. However, the extraction of the read load caused the extraction chute of the forward load to deploy and fully inflate outside the aircraft. The forward load was still held securely in the aircraft by four 10,000 pound chains.

The pilot felt an instant drag decreasing airspeed from 140 to 132KIAS. Applying full power the pilot used maximum allowable torque to hold the airspeed at 140 KIAS while towing the 22-foot extraction chute. Loadmasters quickly cut the extraction chute away from the aircraft, while the pilot turned right for a third racetrack.

The two aircraft returned to Pope AFB for a visual straight-in approach to runway 23. Pope JAI, safety personnel, and the crew chief inspected the aircraft and determined that there was only minor damage to the aircraft — a bent 10,000 pound tie down ring used to secure the aft load.

• **Capt Frank C. Nesco** provided essential leadership while flying the aircraft throughout the airdrop emergency. He directed the crew to perform separate mission essential tasks and provide time critical information. Nesco maintained situational awareness while flying the aircraft during the compound emergency. He made immediate flight control inputs to maintain control of the aircraft after the extraction chute deployed. Nesco is directly responsible for the safe recovery and return of the aircraft, no injuries to personnel, and only minor damage to equipment. He ensured the safety of all his crew members as well as the aircraft while effecting timely radio communications.

• **Capt Shawn D. Fisher** provided crucial leadership to two inexperienced navigators and oversaw the crew's execution of emergency checklists to safely recover the aircraft, and

avoiding damage to equipment or injury to personnel on the ground.

• **Capt Ryan J. D' Andrea** maintained clear, concise radio communication with their wingman, range control, the DZCO, and the two other inbound formations. He avoided dangerous conflict between their emergency situation and other formations in the range. D' Andrea expertly maintained clearance of inhabited areas and avoided any loss of life or damage.

• **1Lt Daril L. Norris and 2Lt George E. Evenson** navigated the aircraft precisely, providing exact headings and altitudes to the aircraft commander ensuring that the aircraft remained clear of inhabited areas. They avoided loss of life by maintaining flawless night visual navigation, and called for and executed post airdrop checklists after emergency checklists were complete to guarantee a safe aircraft configuration for the successful recovery to Pope AFB.

• **SSgt Keith D. Holland** was instrumental in maintaining as stable an aircraft as possible, allowing the loadmasters to safely and quickly execute their airdrop emergency checklists. He ensured precise altitudes, headings, and airspeeds were flown to maximize the safety of the crew and personnel on the ground. Holland vigilantly monitored engine instruments and provided accurate and timely information to the crew. He was central in maintaining the crew's situational awareness, and ensuring the expeditious completion of emergency and tactical checklists.

• **SSgt Jamie R. Lyons and A1C Phillip G. Hamre** were instrumental in preventing damage to the aircraft and equipment. Their swift actions and professional execution of emergency procedures ensured the safety of the aircraft and crew. Lyons and Hamre worked through difficult conditions at night, a low level flight environment, and were able to quickly secure the forward load, partially secure the aft load and immediately cut away the second extraction parachute when it inflated outside the aircraft. The duo's timely actions were instrumental in ensuring the aircraft's ability to maintain stable, level flight. Experience, skill and professionalism were the keys to Lyons and Hamre successfully and safely managing an extremely difficult in-flight emergency.

The entire crew of Jill 83, managed an extremely dangerous situation with skill and precision, and are examples of effective Cockpit Resource Management — saving lives and resources.

Writing Contest

Winners

FIRST PLACE

General And Operational Air Traffic In Europe:

A Primer For Mobility Crews

By Capt Michael Wood
60 Operations Group/OGT
Chief of KC-10 Training
Travis AFB, CA

SECOND PLACE

Little, But Bites Hard

By Mr. Frederick M. Robinson
Civilian, USAFR Employee
Gen Mitchell IAP ARS, Wisc.

THIRD PLACE

Excellence In All We Do

By Lt Jay Irani
61st Airlift Squadron
Little Rock, AR

HONORABLE MENTION

Distraction Vs. Diversion

By Lt Col J. Noman Komich (Retired)
Beverly, MA

General And Operational

1st Place
Winner

Air Traffic In Europe:

1st Place
Winner

A Primer For Mobility Crews

by Capt Michael Wood

One of the many challenges we face as mobility crews is the dizzying array of regional procedures, standards and rules in effect throughout the aviation world. As professional aviators, we are forced to understand the nuances of each air traffic system we operate in, which becomes a challenging task since the entire world is in our “area of operations!” Since we’re likely to find ourselves in the Pacific theater at the beginning of the month and enroute to the Middle East via Europe by the end of the month, we have to keep our nose in the books to learn and stay abreast of the ever-changing operating procedures and practices for multiple regions.

One of the most complex regions to operate in is Europe, because the area is so diverse and there are so many different national procedures to comply with. In addition, the organization of European airspace is just different enough from what we are used to in the States that it takes a bit of effort to learn how to operate in this region.

One of the more striking differences between European airspace and U.S. airspace is the European concept of General and Operational Air Traffic (GAT and OAT, respectively). Since there is no parallel to this system in the Continental U.S. (CONUS), our mobility crews often lack a proper understanding of these concepts. A solid understanding of these concepts is vital to the success of our European mobility operations. This is even more important than it was in the past, because the proper use of the OAT system is one of the key elements of the Air Force’s strategy to combat FM Immunity-related restrictions that were implemented in the European region on the first of this year.

As such, this article will discuss the General Air Traffic and Operational Air Traffic systems in the European region, with a special emphasis on the kind of practical knowledge that would be most helpful to a mobility aircrew operating in this region. So, push your seat back, let the copilot take the radios for a bit, and let’s begin....

Control of European Airspace

As many of you know from experience, the organization of European airspace can sometimes be a little chaotic. This is the natural result of the diverse and crowded nature of this region. The situation would be no different here in the CONUS if we allowed each of our 48 states to draft their own policies and

procedures on how to handle air traffic, especially if most of those 48 states spoke a different language (maybe this scenarios isn’t fictional after all – go to Boston and you’ll see what I mean).

One of the reasons why European airspace can be a little difficult to figure out for us Yanks is because many of the nations have a different concept of how to control military and civilian air traffic. In the U.S., enroute military and civilian IFR traffic is typically handled by the same controllers, who transmit to both types of traffic on the same frequency. In many parts of Europe, however, the airspace is designed such that military and civilian traffic is controlled by separate groups of controllers, operating on discrete frequencies. In this model, a military aircraft may be controlled by a military-only controller, operating on a military-only frequency, during enroute navigation.

In many parts of Europe where this division of labor is used, the military controller is collocated with the controllers in charge of civil traffic—they may be in the same room, sitting right next to each other. In other locations, the military controller works out of a facility that is physically separate from where his civil counterparts work. In either case, the military and civil controllers work behind the scenes with each other to deconflict the two types of traffic.

OAT and GAT

This division of labor is the root of the OAT and GAT “systems” which are found in parts of Europe. Simply put, the GAT system is designed to accommodate civil IFR traffic or military IFR traffic that chooses to abide by the procedures established for civil IFR traffic. This GAT system is managed by a network of civil controllers, and is also where we spend most of our time as mobility crews. In contrast, the OAT system is designed to accommodate military traffic only and is managed by a network of military controllers using discrete frequencies.

It is important to emphasize that suitably equipped military aircraft are given the option of filing as either OAT or GAT, but civil aircraft are not allowed this same option as they are required to file as GAT.

The IFPS and GAT

A great many nations in Europe are participants in the Integrated Initial Flight Plan Processing System (IFPS), better known to most pilots as “flow control” or “Eurocontrol.” (Incidentally, while the terms are often used interchangeably, their meanings are

slightly different — “flow control” is merely the end result of the IFPS that is managed by “Eurocontrol”.) The DoD Flight Information Publication (FLIP) AP/2 lists some 37 IFPS participants in Chapter 1, to include “all the usual suspects” such as Portugal, Spain, Germany, France, the U.K., Italy, Austria and so forth.

According to DoD FLIP AP/2, the IFPS is designed to “receive, process, and distribute IFR/GAT flight plan data within the area covered by the participating states, known as the IFPS Zone (IFPZ).” As we noted previously, the whole purpose of the drill is to regulate the flow of traffic within the IFPZ to avoid bottlenecks - “flow control.”

It’s important to point out, however, that the IFPS is designed to perform this function for GAT traffic only. While it is true that the GAT portions of mixed GAT/OAT flight plans are processed via the IFPS within the IFPZ, the IFPS does not process the OAT portion of a mixed flight plan or OAT-only flight plans. This is actually one of the advantages of the OAT system: you can file an OAT-only flight plan through a separate channel in many countries and totally bypass the IFPS and all the annoying “flow control” restrictions (such as “slot times”) that are associated with it.

On a humorous note, several years ago many of the air traffic controllers in Europe went on strike, bringing the GAT system to a grinding halt. As the commercial carriers wrestled with delays and bottlenecks, the Military Airlift Command crews simply filed OAT flight plans and went on their merry way with the help of military air traffic control. Again, there are advantages to using the OAT system!

As mentioned earlier, the GAT system is where we spend most of our time in the mobility world. We file our flight plans through the IFPS and we fly as GAT, using VHF radios for communication and VOR receivers for navigation (RNAV is technically considered a “supplemental” means of navigation in Europe — the primary equipment is the VOR receiver). In fact, those VHF radios and VOR receivers are what the entire GAT system is predicated on, as outlined in the ICAO Standards and Recommended Practices. If you don’t possess this kind of equipment, then you are not allowed to operate as IFR/GAT, which is the whole reason we in Air Mobility Command have been struggling with 8.33 kHz VHF radio upgrades and FM Immune VOR/ILS receiver upgrades over the last year or two.

The OAT System

In contrast to the GAT system, the OAT system is predicated on the use of TACAN for navigation and UHF radios for communication. Why? Because this kind of equipment is standard on the military aircraft

for which this system was designed.

I can hear the response now: “But we’ve got VHF radios and VOR in addition to UHF radios and TACAN!” That’s true. Most of our mobility assets do have this equipment. The problem is that many of the tactical aircraft which operate in Europe (U.S. and NATO) do not have this capability. These aircraft rely on TACAN and UHF, and the OAT system has been designed to accommodate them.

In truth, the OAT system is really designed for these small aircraft anyhow. While it is certainly appropriate for a tanker or an airlifter to fly as OAT, the OAT system is really designed to accommodate these tactical aircraft and the communication and navigation receivers with which they are typically equipped. I should note that some OAT controllers will have VHF radio capability (just as some GAT controllers will have limited UHF capability), but the standard for OAT control is the UHF radio.

OAT flight plans are frequently filed by tactical aircraft which remain relatively close to the point of departure. Low-level flight training, weapons training, air defense exercises, round-robin navigation legs and similar activities are all naturals for an OAT flight plan. In many cases (such as certain operations in the U.K.), the host-nation may not even require the aircraft commander to file a flight plan for these kinds of activities, as long as the entire flight is to be conducted under OAT, similar to the way VFR flights are conducted in uncontrolled airspace here in the CONUS.

Because each individual nation determines how OAT flights will be conducted within their own borders, procedures vary from country to country. As I mentioned earlier, some countries will not require you to file a flight plan for OAT flights conducted within the country, while others may. Of course, our flights typically traverse several countries, so if you plan on flying OAT, you will need to file a flight plan (besides, you are required to by Air Force instructions).

Keep in mind that some countries may specify entry and exit fixes for OAT flights. So if you plan on flying OAT from France into Germany, for example, you will be required to enter the Rhein UIR at HERBI, which is southwest of Stuttgart (see DoD FLIP AP/2, Germany, Flight Planning). Similarly, some countries may require you to obtain radio contact with their nation’s military/OAT controllers before you are allowed entry into their airspace (see DoD FLIP AP/2, Belgium, Route and Area Restrictions for an example).

In some places in Europe, a number of states which border each other may establish standard, TACAN-based OAT routes that connect the nations in the interest of simplicity. These routes may not

be adequately defined in DoD FLIP AP/2, but a quick look at the DoD High Enroute Charts should help you to locate them. For instance, if you start at Ramstein AB on the DoD H6 chart, you can trace route TB6 through Germany, the Netherlands and the United Kingdom. Similarly, starting at Ramstein AB again, you can trace routes TL6, TG1 and TL4 through Germany, Luxembourg, Belgium and the United Kingdom.

As you may have noticed, the TACAN-based routes in this region all had “T” prefixes. I should note that the “T” prefix is also used for some RNAV-based routes too and once you get outside of this group of countries, the TACAN-based routes may use other prefixes (such as in Italy). A quick glance at the charts which cover Germany, Belgium, Luxembourg, the Netherlands, France and the United Kingdom, however, shows that 90 percent of the time you see a “T” prefix, the route is TACAN-based. Put that one in your bag of tricks!

In some locations in Europe, if you file as OAT, you may receive a different level of radar service compared to the GAT traffic operating in the same area. Sometimes DoD FLIP AP/2 can tell you what to expect (see DoD FLIP AP/2, United Kingdom, Additional Information, for an example).

A critical point to remember is that OAT procedures differ country by country, so you need to read AP/2 and do your homework if you plan on flying as OAT, especially if you are planning to overfly multiple countries. Sometimes those subtle differences between countries can bite you if you're not prepared.

Flight Planning As OAT

OAT flights are typically required to avoid civil Air Traffic System (ATS) routes (all the GAT traffic), so you may find that an OAT flight plan from “A to B” is quite different from the GAT routing from “A to B.” Additionally, you may be required to avoid certain airspace as an OAT aircraft. As a result, if you choose to fly as OAT, you may require a different fuel load than you would if you flew as GAT.

The Flight Planning cell at TACC will often be able to help you determine the appropriate OAT routing between two points, but you still need to ensure that the flight plan they create is valid and doesn't violate any of the restrictions listed in DoD FLIP AP/2.

OAT routes of flight may consist of established airways that are defined by TACAN, or they may consist of point-to-point routings. With the advent of RNAV capability we have a lot more flexibility in selecting routes, but you may discover a situation where your desired RNAV point-to-point route cannot be supported by the network of OAT radars and

controllers within a country. In this case, you will have to stick to the established OAT airways. Similarly, there may be times when your desired point-to-point route conflicts with the flow of GAT traffic in the region, resulting in changes to your approved route.

Here's an interesting tidbit about OAT flight planning: how many of you knew about the 16 AF/DO recommendation to fly OAT anytime you're operating in the Barcelona and Madrid FIRs/UIRs? This guidance has been in DoD FLIP AP/2 for almost three years now. It changes location within DoD FLIP AP/2 once in a while, but the information is still there. Check out DoD FLIP AP/2, Chapter 1, Section A, Flight Planning and Air Traffic Flow Management Procedures, for details.

Filing OAT On The Flight Plan

As I mentioned previously, the IFPS does not process the OAT portions of your flight plan (DD Form 1801, International Flight Plan), because the IFPS is designed for the management of GAT traffic. However, there is important information that must be entered on the Form 1801 when you are filing a mixed GAT/OAT flight plan to ensure that the flight plan is processed properly.

The most important thing to realize is that IFPS needs to be told when you are going to transition from GAT to OAT and vice versa. This is done by inserting “/OAT” or “/GAT,” as appropriate, after the published “civil” point where the change will occur.

For example, assume that you are departing Frankfurt airport as GAT with the intent of switching to an OAT routing at Norvenich (NOR). Your route of flight on the Form 1801 would look something like “(previous points) NOR/OAT (following points).”

Similarly, if you were departing Frankfurt airport as OAT with the intent of switching to GAT at Koksy (KOK), your route of flight on the Form 1801 would look something like “(previous points) KOK/GAT (following points).”

Please note that the IFPS assumes you will start as GAT and that your entire route of flight will be flown as GAT unless otherwise noted. This means that the entire route of flight prior to the first “/OAT” will be treated as a GAT routing! Keep this in mind if your intent is to depart as OAT.

Remember that some nations will expect you to place OAT-related remarks in the Remarks section (Block 18) of the Form 1801. As an example, if you are filing OAT in Spain, you are directed by DoD FLIP AP/2 to file the following remark:

“IX-OAT in Spanish Airspace.”

What does it mean? Normally, when you fill our Block 8 (Flight Rules and Type of Flight) on the Form 1801 you insert “I” in the first box for IFR flight

rules and “M” in the second box to denote a military flight. You may not be aware of this, but some countries use a symbol other than “M” to denote a military flight, or require something other than “M” in the second box to more clearly define the type of flight.

In Spain, the convention is to file “IX” in Block 8 when you are filing IFR as a military aircraft (“X” denotes a military flight in Spain, instead of the usual “M”). If we were going to conduct a flight entirely within Spain, this is what we would want to do. However, if we were going to overfly other countries too, we wouldn’t want to use “X” in the second box because it is likely to have a different meaning in all the other countries. Instead, we use “M” in the second box (because this is the standard entry to denote military flights on the Form 1801) and we make a remark in Block 18 to address the non-standard Spanish symbology.

A similar situation exists in Germany, which uses the letter “O” in the second character position to denote OAT flights. Again, if we were going to conduct an OAT flight entirely within Germany, we could file “IO” in Block 8 of the Form 1801 (just like “IX” in Spain), but since we are usually operating in additional countries too, we don’t want to do that. So, the fix, according to DoD FLIP AP/2, is to file “IM” in Block 8 (which makes most everyone happy) and to place a remark in Block 18 that looks like this:

“RMK/ OAT in Germany”

Here’s another example of OAT-related remarks for you. In the United Kingdom, when you enter the LJAO airspace (London Joint Area Organization—see DoD FLIP AP/2 for a picture that shows the boundaries of this airspace) as OAT and then plan to become GAT, you are required to make a Block 18 remark which identifies the change, the location of the change and the radios to be used after the change.

For example, if you were going to change from OAT to GAT at Clacton (CLC) and you planned on using VHF radios for ATC communications after that, your Block 18 remark would look like this:

“RMK/OAT/GAT (VHF) CLC”

Additionally, when entering the LJAO as OAT, DoD FLIP AP/2 requires you to note the estimated point and time of entry in a specific format:

“RMK/ OAT EST LJAO CLC 350010 1045”

This remark indicates that you plan on entering the LJAO as OAT at an estimated time of 1045Z at a point that is defined by the Clacton 350 degrees at 10 DME.

We could go on for hours presenting examples like this, but the critical thing to note is that you really need to read up on the DoD FLIP AP/2 guidance that is appropriate for your route of flight!

OAT Equipment

It should be evident by now, but you need to have TACAN and UHF capability to operate in most environments. As we mentioned previously, you might be able to use VHF in some areas, but the standard for OAT operations is UHF radio.

Similarly, you may be able to use your RNAV capabilities for navigation, but you are technically required to have an operable TACAN receiver, since most OAT routes and fixes are defined using TACAN and your RNAV system is considered a supplemental means of navigation.

Contact Who?

Sometimes you will find that ATC units within various countries have agreements with each other about whether or not aircraft departing certain airports will be handled as OAT or GAT, regardless of how they file. For example, at a military airport in a dense traffic environment, it may be standard for all departing and/or arriving aircraft to be handled by OAT controllers, in an effort to reduce the burden on the GAT controllers in the area.

A great example of this is Mildenhall AB. Think about the last time you departed out of Mildenhall — who were you directed to contact on climbout? Chances are you were directed to contact “London Milltree” (that’s British for London military) or simply “London Mil” (using “Mil” helps to avoid confusion for us Yanks). As you have probably figured out, “London Mil” controllers are OAT controllers that work alongside their GAT (“London”) counterparts. The same relationship exists for “Scottish Mil” and “Scottish” controllers.

Summary

The European OAT/GAT model of air traffic control is an effective remedy to the unique problems of European airspace. However, because there is no equivalent to European OAT operations in the CONUS, many of our mobility crews are unfamiliar with how to operate in this unique environment. This lack of familiarity with the OAT/GAT system has the potential to negatively impact our mobility operations in Europe and should therefore be corrected.

As with many things in aviation, the real difficulty associated with OAT operations lies in the planning, rather than the execution. I cannot emphasize strongly enough that the success of your next OAT mission depends upon the studying you do now. Bone up on your DoD FLIP AP/2 reading and talk to your fellow aircrews that have experience operating in Europe, so that you can continue to extend the global reach of Air Mobility Command.

C.R. TERROR



reprinted from the MAC Flyer Jan 1984

Okay, Major. You can open your eyes now. My masterpiece is complete.” The rumpled owner of the establishment, Gene “Buss Job” Skalpem, handed the Portly Patron a hand mirror and stepped

back to watch the reaction.

Slowly, ever so slowly, the Trembling Titan raised his eyes to the large mirror in front of him. Suddenly, and to everyone’s surprise, he launched

himself out of the chair. “Whoopee! I can’t believe it. Why didn’t I think of this sooner? Is it really me?”

“Yep, it’s really you, C.R.,” interjected the delighted barber, founder and solo stylist of Jolly Gene’s Clip Job, Hair Restoration and Rug Shop. “What do you think, Francette?”

Cracking her double fruit gum and peering through her oversized glasses, the curly-haired manicurist did a perfect double take. “Wow, C.R.! You look 20 years younger. Far out!” She resumed

filing her already razor-sharp fingernails as C.R. Terror, once again the Hirsute Honcho, beamed.

“Gene, m’lad, I just don’t know how to thank you. Why this rug...er, hairpiece looks as real as my very own hair. You even got it to swirl just like my hair used to—when I had some, this is.” C.R. ran his fingers gingerly through his curls. “Tassels just won’t believe it.”

Actually, Tassels screamed! Partly out of surprise and partly out of a *strong* desire not to laugh in the face of the Bewigged Buffoon. Quickly



recovering, though, she stared at C.R. and his curly locks. "Looks real good, C.R.," she finally stammered. "Sorry I screamed, but you just surprised me. Why didn't you warn me you were going to stop washing all that forehead and start combing it?" Tassels stuck out a shapely hand and gave C.R.'s hairpiece a tentative pat. Both jumped, however, when the hairpiece neatly rotated about 30 degrees to the left.

"I told ol' Gene that he needed more glue," C.R. blustered as he reached into his jacket pocket and extracted a tube of ACME Combination Hairpiece Glue and Gasket Cement. "I'll be back as soon as I get this beautiful head of hair properly restrained," he cheerfully informed Tassels as he rushed into her powder room, glue in hand.

Alone at last, Tassels covered her face with a soft pillow and laughed until she cried. How could she tell the Legendary Lothario that his hairpiece was at least two shades darker than his meager natural hair and that it looked like a leftover from a kid's Halloween costume?

It was at exactly 0500 the next day that C.R. vaulted out of bed and began dressing in preparation for his CT-39 mission later that morning. Showered and shaved, he gently lifted his beloved hairpiece from its styrofoam support and prepared to once again cover his oversized bald spot. Liberally applying the hairpiece glue to his head, he squirted on a large dose of super glue, just to make sure the hairpiece stayed put. Minutes later, he finished combing his hair for the fourth time, and stepped back to admire himself. "Boy, that ought to impress the boys on the lieutenant colonels' board," he muttered. "Makes me look so young I should be below-the-zone material."

Noting the time, he quickly donned his new blue flight coveralls and headed to his trusty green Jag for the trip to the base. "Told Sammy I'd meet him at base ops at 0730, so I'd better hurry," he said, conversing with himself. "I'll bet he won't even recognize me."

"Morning Boss," Sammy managed to croak before he turned away from the Furtopped Flyboy in a futile attempt to regain his composure. "Er...ad... I got the flight plan all done and filed us for a 0930 takeoff... if that's OK with you...ah Boss?" The Competent Copilot literally tossed the flight plan at the Befuddled Major and dashed off to the latrine. Soon the unmistakable sounds of uproarious laughter echoed throughout the building.

Ignoring the strange antics of his second-in-

command, the Perplexed Pilot signed the flight plan and handed it to the red-faced base ops dispatcher. As he pocketed his copy, the Moody Major turned back to the quivering civilian behind the desk. "Why is everybody acting so strange this morning? You'd think I'd forgotten my pants." Feigning a severe coughing spell, the dispatcher turned away from the Agitated Aviator and gave a universally understood shrug of his shoulders. He was unable to talk.

"Bus is here, Boss," Sammy called across the room. "I've already got our bags loaded."

"Right you are there, copilot," the Sultan of SAAMs exclaimed as he headed for the bus. "Let's get a move on. We gotta be ready when our DV-3s arrive."

Soon the dynamic duo were busily at work readying their shiny Sabreliner for flight. Much to Sammy's disappointment though, C.R. kept his flight cap firmly pulled down over his hair, frustrating the younger pilot's curiosity. Finally Sam could stand it no longer.

"Uh, Boss, I couldn't help but noticing. Is that... uh, a hairpiece you're wearing? I mean it looks real natural."

C.R. beamed with pride. "Glad you noticed, Sammy m'lad. It's the latest in tonsorial topwear from Jolly Gene's. He guarantees it for 15 years."

Nervously, Sammy continued. "Not to be a spoilsport Boss, but don't Air Force regs mention something about not wearing wigs or hairpieces during flight?" The faithful copilot was obviously concerned.

"Not to worry! Not to worry!" The Mop-Top Major quickly retorted. "Besides, Sammy, this 'piece of art' is carefully and thoroughly affixed to my trusty scalp. It wouldn't come off with a crowbar. Whoops, here come our DVs. Standard plan, Sammy. You do the grip and grin routine whilst I get the motors turning on our miniliner."

Realizing the absolute futility of continuing the discussion, Sammy bounded out of the right seat to greet the approaching DVs, while C.R. busied himself with the switches and gauges. After seating the DVs and their party, Sammy quickly returned to the cockpit and assisted the Muddled Major in completing the checklists.

Engines running and chocks removed, the miniliner was ready for departure. It was at precisely that time, however, that C.R. noticed the fire bottle tucked under the left wing of the aircraft. "Copilot's aircraft," he barked, already halfway out



of his seat. "I'm going to get our marshaller to move that fire bottle. All we need to do is taxi over with a pair of four-stars on board."

For once, Sammy wholeheartedly agreed with the Maladroit Major and was relieved to hear the door open as C.R. exited the aircraft. Then it happened.

First came a series of ear piercing screams. "Oh no! My hairpiece! Argh! No!"

Then, in rapid succession, came the flash of the left engine's fire light and the unmistakable rumble and shudder of a self-destructing engine. As usual, calm in any crisis, Sammy deftly T-handled the affected engine, called the fire

department, shut down the other engine and the aircraft systems and supervised the evacuation of the now smoke-filled aircraft.

As Sammy emerged from the miniliner, he noticed C.R. sprawled on the concrete in a dead faint. Quickly, the conscientious copilot checked the motionless major's pulse and was relieved to find it strong and steady. Then it hit him! A panicked glance at the Feeble Flyboy's once-again bald head and at the hair-covered engine nacelle confirmed the worst!

The investigation of this foddred engine incident would be one of the hairiest in history.

Flying Hour Milestones

10,000 Hours

**Presidential Airlift Group,
Andrews AFB, MD**
Lt Col John C. Bly

126 ARW Scott AFB, IL
SMS Theodore A. Inwood

130 AW Charleston, WV
Col Russell E. Altizer

8,500 Hours

126 ARW Scott AFB, IL
Lt Col Michael F. Seymour

130 AW Charleston, WV
CMSgt James S. Cavendish

314 ARS Beale AFB, CA
Lt Col Edward C. Whalen
CMSgt James A. Welborn

940 ARW Beale AFB, CA
Col Vik C. Malling

7,500 Hours

**Presidential Airlift Group,
Andrews AFB, MD**
CMSgt Anthony Alvarez

58th AS/SE Altus AFB, OK
TSgt Patrick G. McCarty

130 AW Charleston, WV
MSgt David W. Anderson

183 AS Jackson, MS
CMSgt Jeremiah F. Hammond
SMSgt James W. Taylor

314 ARS Beale AFB, CA
Lt Col James M. Degner
Lt Col Ernest L. Wells

914 AW Niagara Falls, NY
Col Wallace Farris

6,500 Hours

**Presidential Airlift Group,
Andrews AFB, MD**
Lt Col Mark W. Tillman

18 ARS McConnell AFB, KS
Chief Donald L. Askren
MSgt Paul D. Morgan

58th AS/SE Altus AFB, OK
SMSgt Kevin P. Kulig
MSgt Ronald W. Lindner

95 AS Milwaukee, WI
MSgt Rhett I. Bartz
MSgt SunWing T. Leung

142 AS New Castle, DE
Maj Vincent P. Gambal

183 AS Jackson, MS
MSgt Robert M. Dent

313 AS McChord AFB, WA
MSgt William E. Sherburne

314 ARS Beale AFB, CA
Maj George J. Mack
MSgt Brian J. O'Rourke

940 ARW Beale AFB, CA
Lt Col James C. Cole

5,000 Hours

**Presidential Airlift Group,
Andrews AFB, MD**

Lt Col Mark T. Manney
Maj James S. Carroll
MSgt John F. Chandler
MSgt Henry L. Frakes
MSgt Dean M. Schultz
MSgt Glenn S. Sparkman
MSgt David M. Whithed

1 AS Andrews AFB, MD
CMSgt Edwin H. Moren
SMSgt Donnell Smith

9 ARS Travis AFB, CA
MSgt Billie J. Black Jr.
TSgt Randall L. Zaiontz

15 AS Charleston AFB, SC
Lt Col Frederick R. Cianciolo
Lt Col Kermit Getz
Lt Col John B. Norton, Jr
TSgt Fredrick E. Fox
TSgt Carl M. Helbig

18 ARS McConnell AFB, KS
Lt Col Clayton W. Childs

21 AS Travis AFB, CA
Lt Col Willaim K. White
MSgt Khris L. Kennedy
TSgt Dale R. Jackson

58th AS/SE Altus AFB, OK
Lt Col Ralph T. Mead
Maj Craig A. Cooper
Maj Ronald J. Nadreau
SMSgt Terry L. Guy
MSgt Douglas E. Gardiner
MSgt James R. Noble
MSgt Anthony C. Sampedro
TSgt Paul J. Degroot
TSgt Tomas T. Harter
TSgt Stephen W. Rucker
TSgt Brian D. Wherle
TSgt William C. Wittenbrink
SSgt Danny L. Brewer

84 ALF Scott AFB, IL
Maj Mark H. Payne

99 AS, Andrews AFB, MD
Lt Col Scott A. Dinapoli
Maj Christopher J. Liggett
Maj Joe C. Snell
MSgt Michael S. Robertson

109 AW Scotia, NY
Maj Walt Clark
Maj Shawn Clouthier
MSgt Mark Janey

126 ARW Scott AFB, IL
Brig Gen Harold E. Keistler
Lt Col Dale F. Dortch

130 AW Charleston, WV
Maj Russell C. Hale
313 AS McChord AFB, WA
SMSgt Christian R. Barni

314 ARS Beale AFB, CA
Col Donald E. Schell
Lt Col James S. Bair III
Lt Col Ronald P. Gray
Lt Col Allen J. Langemak
Maj Stephen J. Lentz
Maj Gerald A. Marlatt
Maj Albert M. Reif

Flying Hour Milestones

MSgt Michael P. Bell
MSgt Robert D. Renn
TSgt Frans W. Stenken

183 AS Jackson, MS

SMSgt Robert E. Owens
MSgt Walter C. Chapman
TSgt Robin J. Dallaire

906 ARS Grand Forks, ND

TSgt Patrick D'Augustino

914 AW Niagara Falls, NY

Lt Col Timothy Tarchick
Maj David Brown
Maj Larry Kroecker
Maj William Peters
Capt Barry Cupples
MSgt David Tamowski

931 ARG McConnell AFB, KS

Col James A. Bouska
Col Ronald L. Johnston
Lt Col William M. Brantley
Maj Kenneth W. Harris

940 ARW Beale AFB, CA

Col James D. Lynd

3,500 Hours

Presidential Airlift Group, Andrews AFB, MD

SMSgt Stephanie R. Watson
MSgt Herbert D. Joiner
MSgt Robin J. Theroux

1 AS Andrews AFB, MD

Maj Joseph Lanzetta
Maj Harry Lloyd
TSgt Wade E. Hardeman

1 HS Andrews AFB, MD

Lt Col Donald Dunn
Lt Col James Hope

15 AS Charleston AFB, SC

Lt Col William L. Erikson
Maj Scott F. Brown
Maj Chris F. Carper
Maj Keith L. Dulaney
Maj Jerry Esquenazi
Maj Steven L. Groenhiem
Maj Steven C. Koverman
Maj David L. Kral
Maj Rusty W. Mueller

Maj Richard A. Sheetz
Maj Jesse L. Strickland
Maj George J. Wiggins
Maj Charles D. Williams III
SSgt Shawn C. Delp
SSgt Michael P. Hamblin
SSgt Gary A. Kleinfeldt
SrA Michael A. Zegler

18 ARS McConnell AFB, KS

Lt Col Thomas R. Foster
Lt Col Raymond A. Kozak
Maj Mathew W. Archer
Maj Randall L. Brink
Maj Joseph J. Brugnolotti
Maj Joseph M. Burns
Maj David E. Cline
Maj Luis A. Cortes
Maj Anthony J. Fazzino
Maj Richard D. Fowler
Maj Kenneth J. Guevara
Maj Gregg C. Harney
Maj Keith B. Kontz
Maj David R. Nelson
Maj Joseph C. Oline
Maj Dennis W. Thornton
Capt Thomas B. Jeffrey
Capt Brent A. Ratliff
Capt Tsuyoshi M. Tung
SMSgt Gary H. Cook
MSgt William E. Baker
MSgt Troy A. Lawson
MSgt Katherine R. Steiner
TSgt Presley (Ray) R. Lewis

21 AS Travis AFB, CA

Maj Bryan D. Wilmunen
SMSgt Bryan D. Burns
MSgt Jeffrey M. Kocina
SSgt Dennis J. Polfiet

58th AS/SE Altus AFB, OK

Lt Col James L. Acree
Lt Col Randolph S. Williams
Maj Herbert P. Adams, III
Maj Gregory S. Curry
Maj David C. Hayes
Maj Ronald L. Lee
Maj Brian E. O'Connor
Maj Mark S. Pool
Maj Douglas C. Storr
Capt David O. McGrath
Capt Douglas Slipko
MSgt Michael R. Lambrecht
TSgt Robert A. Austin

TSgt Thomas G. Outlaw
TSgt Timothy D. Phillips
TSgt Brian K. Williams
SSgt Michael A. Cherry
SSgt Michael S. Klein
SSgt Chris Lester
SSgt Joseph D. Sampson

95 AS Milwaukee, WI

Maj Mark S. Parker
Maj Philip S. Whipple
Capt Joseph A. Hollman
Capt Anthony R. Smith
SMSgt Frederick M. Kmiec
MSgt Mark A. Koenig
TSgt William J. Knight

99 AS Andrews AFB, MD

Lt Col Herbert J. Finch
Maj Vince J. Grzesiak
Maj Daren S. Guibransen
Maj Peter J. Martin
Maj Andrew J. Smith
MSgt Bryan K. Burton

109 AW Scotia, NY

Maj Bryan Elsworth
Maj Matt Leclair

126 ARW Scott AFB, IL

Lt Col Greg L. Goers
Lt Col Benjamin M. Kazanecki
Lt Col David L. Reynolds
Lt Col Edward J. Rosado
Lt Col Curt A. Weber
Maj Andrew J. Huisentruit
Maj Jeffrey W. Jacobson
Maj Daniel H. Mccarthy
Maj Mark A. Mcclain
CMS Sammy Gerros
MSgt Matthew P. Glover
TSgt Jay F. Hiemann
TSgt Christopher M. Meinken

142 AS New Castle, DE

Maj Peter J. Conte
TSgt Thomas M. Rutt

183 AS Jackson, MS

Maj Kirk D. Willburger
Maj Michael K. Zech

311 ALF Scott AFB, IL

Lt Col Scott A. Wilhelm
Maj Benjamin A. Rasgorshek

313 AS McChord AFB, WA
CMSgt Teresa M. Webster

314 ARS Beale AFB, CA

Lt Col John W. Adams
Lt Col Ronald D. Pacheco
Lt Col Steven C. Williams
Maj Michael R. Bergstrom
Maj Dale V. Bellissimo
Maj Michael P. Busse
Maj Thomas C. Campbell
Maj Robert E. Depalma
Maj Tmothy G. Early
Maj Frank G. Fabian
Maj Lewis H. Harding II
Maj Scott R. Hinkle
Maj John F. Klimmek
Maj Jack M. Mobley Jr.
Maj Lanson C. Ross
Maj David J. Tully
Capt Robert W. Hays
2Lt Todd A. Ruth
MSgt Margaret M. Evans
MSgt Daniel L. Quasius

458 AS Scott AFB, IL

Lt Col Donald Cohick
Maj Karl Bray
Maj Michael Hafer

905 ARS Grand Forks, ND

Col Brian Finnan
TSgt Rodney Targos
SSgt Edward Smith

906 ARS Grand Forks, ND

Maj Kurt S. Rosselit
Maj Jason C. Dulaney
SSgt Nicholas J. Burney

914 AW Niagara Falls, NY

Maj Frank Amodeo
Maj Samuel Bellia
MSgt Gary Zawodzinski
MSgt Samuel Zito

931 ARG McConnell AFB, KS

Maj Clinton R. Burpo
Maj David A. Hannington
Maj William S. Hansel
Maj Jonathan D. Sabatino
Maj Robert R. Silvia
MSgt John (Tex) B. Austin
MSgt John R. Wallman

940 ARW Beale AFB, CA
Lt Col Martin L. Read

2,500 Hours

**Presidential Airlift Group,
Andrews AFB, MD**

MSgt Anthony J. DeMara
TSgt William G. Thomas
TSgt Bradley C. Campbell
SSgt Kevin C. Wedra

1 HS Andrews AFB, MD

Lt Col Charles Ennis
Lt Col Keith Kolekofski
Lt Col William Walker
Maj Jay Summers

15 AS Charleston AFB, SC

Sq Ldr Geoffrey Clark
Maj David B. Horton
Capt Dennis R. Blythe
Capt Stanley P. Davis
Capt Thomas E. Jahn
Capt Charlie Ohliger
TSgt Scott W. Wetzel
SSgt Alfred Castillo Jr.
SSgt Gary A. Klienfeldt
SSgt Todd R. Marwine
SSgt Christopher G. Miller

18 ARS McConnell AFB, KS

Lt Col James P. McCoy
Maj Eric T. Anderson
Maj Brian E. Bell
Maj Bert W. Coleman
Maj William A. Dorsey
Maj Gregory S. Gilmour
Maj Paul E. Horton
Maj Theodore S. Mathews
Maj Trace J. McDermott
Maj Glenn E. Powers
Maj Samuel L. Schofield
Maj Michael C. Wagner
Maj Mark (CD) H. Wilson
Maj James A. Winningham
Maj Charles E. Youngblood
Capt Bradford T. Anderson
Capt Richard J. Belanger
Capt Jason C. Brantley
Capt Michael W. Gibbons
Capt Anthony T. Harris
Capt Timothy M. McGuire
Capt John W. Tarr, Jr.
Capt Mark W. Wilkinson
2Lt Mark A. Villacis

MSgt Richard C. Clark
MSgt Joseph L. Halenka
TSgt Edward R. Estagin
TSgt Dennis A. Struve

21 AS Travis AFB, CA

Maj Douglas K. Engelke
Maj Dennis F. Hensley
Maj Steven E. Poerschmann
Capt Douglas R. Beck
Capt Donald A. Johnson
Capt Ronald A. Lee
Capt Gregory M. Lynch
Capt Nikhil S. Patel
Capt Steven E. Senn
Capt Gerry A. Signorelli
Capt Patrick H. Spiering
Capt Thaddeus A. Summers
Capt Daniel N. Zdroik
MSgt David J. Phillips
MSgt Tomas C. Stalie
TSgt Michael P. Lemon
TSgt Jeffery S. Peak
SSgt Stanley W. Cap
SSgt David J. Jacobs
SSgt Joseph W. North
SSgt Brian D. Sargent
SSgt Brian L. Shockency

22 AS Travis AFB, CA

Maj Harry A. Davis
Capt Sean M. Murphy
Capt Toland A. Petraitis
Capt William P. Corder
Capt Shawn L. Haring
TSgt Charles M. Hess
SSgt Eric B. Davis
SSgt Ramiro T. Guzman
SSgt Joseph V. Kapinos

58th AS/SE Altus AFB, OK

Maj Shawn P. Gillespie
Maj Erik W. Hansen
Maj Brian Huntsman
Maj Jon A. Reeseman
Maj David E. Snyder
Maj Joseph L. Wolfer
Capt Guy D. Barni
Capt Cheryl J. Beineke
Capt Jonathan B. Cushman
Capt Andrew C. Hird
Capt John L. Kelchen
Capt Scott W. Silva
Capt Craig E. Williams
TSgt Reynold L. Albright

Flying Hour Milestones

TSgt John B. Gallo
SSgt Kimberly L. Carter
SSgt Rodney L. Fried
SSgt Scott J. Haak
SSgt Michael A. Herman
SSgt Barbara F. Ricciotti
SSgt Wade A. Wheeler
SrA Steven E. Moore

89 AW Andrews AF, MD

Capt Albert P. Lense

95 AS Milwaukee, WI

Capt Beth A. Siegrist

99 AS Andrews AFB, MD

Maj Denio A. Alvarado
Maj Donatella D. Alvarado
Maj Harold D. Brown, Jr
Maj David P. Ingerson
MSgt David L. Shaver
TSgt Jeffrey W. Morgan
TSgt Richard E. Vaughn
SSgt Timothy M. Brull
SSgt Jason L. Jerome

109 AW Scotia, NY

Maj John Higgins
Maj Mike Spina
Capt Joe Ceconno
Capt Mahlon Hull
MSgt Mike Snyder

126 ARW Scott AFB, IL

Lt Col Paul D. Carrubba
Lt Col John F. Foytlin
Lt Col Peter Neznamis
Lt Col James W. Schroeder
Maj Ralph J. Barras
Maj Scott A. Fitzgerald
Maj Mark A. Hale
Maj Richard J. Keasey
Maj Damien R. Kia
Maj Scott N. Kosmopolis
Maj Christopher M. Mauk
Maj Philip J. Mohler
Maj Paul F. Pulse
Maj Jay J. Robinson
Maj Jeffrey S. Sjoquist
Capt Joe A. Hunter
MSgt Robert A. Rizzo
SSgt John G. Reed

130 AW Charleston, WV

Maj David G. Hale

Capt Kyle A. Adams
Capt David C. Matthews

183 AS Jackson, MS

Maj Walter A. Bryan
Maj Christopher G. Logan
MSgt Johnny D. Gressett
MSgt Christopher A. Henderson
MSgt Jeffrey M. Jenkins
MSgt Charles H. Lee
MSgt Marcel A. Pilate
MSgt Ronald J. Statham
TSgt Edsel J. Brown
TSgt Glenn H. Stephens

142 AS New Castle, DE

Maj Michael R. Castaldi
Maj Robert J. Waltz
Capt Christopher J. Darcy
MSgt John C. Crowley III

311 ALF Scott AFB, IL

Capt Timothy S. McCaffery

313 AS McChord AFB, WA

MSgt Kevin P. Carver

314 ARS Beale AFB, CA

Lt Col Paul H. Bonnier
Maj James D. Brown
Maj Theresa M. Claiborne
Maj John G. Hall
Maj Michael R. Hollenbeck
Maj Paul J. Janka
Maj Faustino A. Perez
Maj Gerald T. Schumacher
Maj Paul V. Sheehan
Maj Gregory C. Steuer
Maj Carl V. Timm
Maj David I. Winters
Maj Barbara L. Wyatt
Capt David R. Ackerson
Capt Matthew Frauenfelder
Capt Eric O. Hanson
Capt William B. McBride
MSgt Richard M. Mecum
TSgt John E. Pullen

458 AS Scott AFB, IL

Capt William Gillespie
Capt Bryan Reiff

905 ARS Grand Forks, ND

Lt Col John Scorson
Maj Harry M. Harrison

906 ARS Grand Forks, ND

Maj Stuart J. Shaw

914 AW Niagara Falls, NY

Lt Col Robert Singleton
1Lt Reed Mohilewsky

931 ARG McConnell AFB, KS

Lt Col Jonathan B. Woods
Maj Allen W. Conard
Maj Scott D. Dickmeyer
Maj William S. Eaton

1,500 Hours

Presidential Airlift Group, Andrews AFB, MD

MSgt Willie E. Chandler
TSgt Jefferson K. Clark
TSgt Mark Jones
SSgt Eileen A. Kennedy
SSgt Josephine M. Timms

1 AS Andrews AFB, MD

MSgt Pierre O. McLeod
SSgt Angila Thomas

1 HS Andrews AFB, MD

Maj Robert Brown
1Lt Paul Chappell
1Lt Thomas Higgins

18 ARS McConnell AFB, KS

Maj Kerry S. Lehman
Maj David N. Payne
1Lt Glenn (Travis) T. Clark
MSgt Tonya D. Halenka
MSgt Bryan N. King
MSgt Mark R. McGougan
TSgt James C. Yokom

21 AS Travis AFB, CA

Capt David R. Amaya
Capt Michelle N. Barrett
Capt Andrew J. Bracken
Capt Dwight E. Brender a Brandis
Capt Hugo F. Carvajal
Capt Michael W. Grismer
Capt Fidel Lepe
Capt Jacob J. Miller
Capt Dennis L. Primoli
Capt Antonio C. Rodriguez
MSgt Clifford J. Costello
TSgt William H. White
SSgt Brian D. Eastman

SSgt John B. Hays
SSgt Lyle L. Ostrander
SSgt Scott M. Polito

22 AS Travis AFB, CA

Capt Trevor D. Staiger
SSgt Sean C. Scott

58th AS/SE Altus AFB, OK

Capt Todd J. Baker
Capt Barry A. Blanchard
Capt Mark A. Brown
Capt Mark T. Brule
Capt Scott A. Bumpus
Capt Christopher B. Collett
Capt Richard A. Fogle
Capt James T. Foy
Capt Tim D. Martin
Capt Kenneth W. Norris
Capt Stephen P. Ritter
Capt Anthony W. Schenk
Capt Hassan A. Siddiqui
Capt Michael S. Singer
Capt Michael L. Sparrow
TSgt Glenn M. Carter
TSgt David H. Waring
SSgt Kristopher Albertson
SSgt John L. Allen
SSgt Gregg B. Drury
SSgt Taylor Jennings
SSgt Steven Lawson
SSgt Timothy R. Ledford
SSgt Brian D. McGriff
SSgt Frank S. Molinario
SSgt Peter A. Scheidt
SSgt Terry L. Wright

15 AS Charleston AFB, SC

Maj Petra L. Sharrett
Capt Patrick F. Buckley
Capt James S. Bruce
Capt Kevin C. Freeman
Capt Michael D. Guminsky
Capt Gary L. Higgin Bothem Jr.
Capt Derek Howard
Capt Eric V. Knight
Capt Romero Lewis
Capt Dirk G. Porath
Capt Mark R. Tessier
1Lt Edward M. Kaufman
TSgt Levick A. Gerow
SSgt Laura F. Heggie
SrA Shawn L. Bristow
SrA Walter L. Lightburn

95 AS Milwaukee, WI

TSgt Sakon Charoobhathiran
TSgt Daniel J. Hirn Jr

99 AS Andrews AFB, MD

TSgt Frank Perez
TSgt Edwards A. Robinson
TSgt Karl R. Stalker
SSgt Paul Baldrige
SSgt Reginald I. Basil
SSgt Ronald C. Brannan
SSgt Steven R. Quickstad

109 AW Scotia, NY

SMSGt Vince Marinucci

126 ARW Scott AFB, IL

Col Gehl L. Hammond
Maj Charles H. Camp
Maj Dave V. Hodge
Maj Robert T. Kanoy
Maj James E. Pauling
Maj Donald E. Pozywio
Capt Ralph Delatour
Capt Thomas P. Jackson
Capt David J. Meyer
MSGt Patrick J. Quaid
MSGt Richard E. Spejewski
SrA Chales E. Dalton

130 AW Charleston, WV

1Lt Robert E. Akers
TSgt Michael S. Crum

142 AS New Castle, DE

TSgt Andrew D. Toulson

183 AES Jackson, MS

Capt Betty M. Newman

183 AS Jackson, MS

Maj John R. Taylor
Capt Paul A. Fuller
1Lt John L. Wilkinson
TSgt Michael S. Griffith
TSgt Robert R. Radanof
TSgt William D. Sheppard

311 ALF Scott AFB, IL

Capt Nathan L. Owendoff

314 ARS Beale AFB, CA

Maj Branton J. Obenaus
Capt Jennifer R. Fogle
Capt Robert J. Horton
Maj Robert M. Mazzei
Capt Stephen M. Mulich
Capt Danforth C. Nguyen
Capt Robert N. Osborn
Capt John D. Tate
1Lt John P. DePasquale
1Lt John S. Wahleithner

TSgt John C. Fill
TSgt Larry V. Naso

349 AES Travis AFB, CA

Lt Col Deborah L. Aspling
Maj Kevin J. O'Neill
CMSgt William J. Sinkovich

458 AS Scott AFB, IL

Capt Marc Herrera
Capt Steve Mortenaci
Capt Paul Sonstein
1Lt Chad Bieh

905 ARS Grand Forks, ND

Capt Chris Bennett
Capt Daniel Cozzi
Capt Dwight Dorau
Capt Jeffery Hickman
Capt Robert McCarter
Capt Frederick D. Moore
Capt Kevin S. Slaughter
MSGt William Williams
SSgt Kenneth Wygant
SrA Jason Hall

906 ARS Grand Forks, ND

Capt Brant C. Abraham
Capt Daniel E. Eckstrom
Capt Mark T. Labille
Capt Richard J. Messina
Capt Thomas J. Pacheco
Capt Robert A. Renner
Capt Paul J. Scott
SSgt Daniel J. Beecher
SSgt Paul C. Jacobs

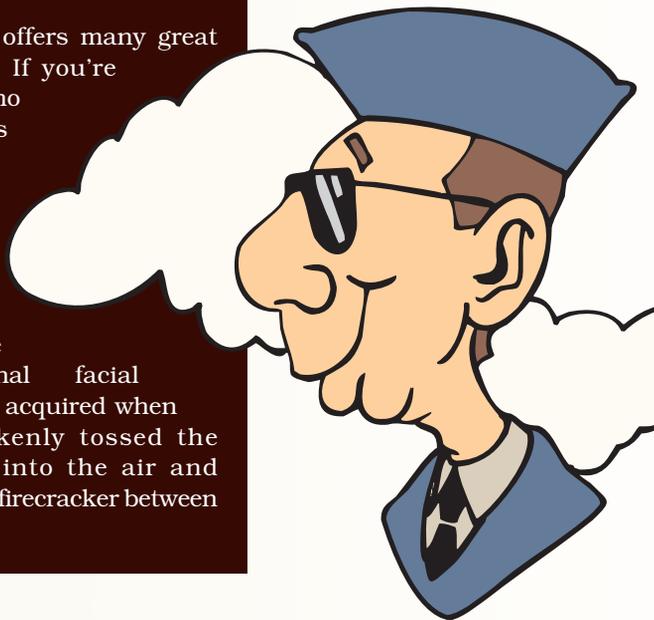
914 AW Niagara Falls, NY

Lt Col William Hoak
Maj Daniel Callan
Capt Frank Falvo
1Lt Theodore Nadelen
CMSgt Wendy York
SMSGt Kenneth Crosby
SMSGt Susan Mahler
MSGt Aaron Achenbach
MSGt Douglas Jenson
MSGt William Lawson
MSGt Michael McLaughlin
MSGt Donald Platts
TSgt Sharon Annunziato
TSgt Robert McGaughey
TSgt Michael Reed

QUICKSTOPPERS

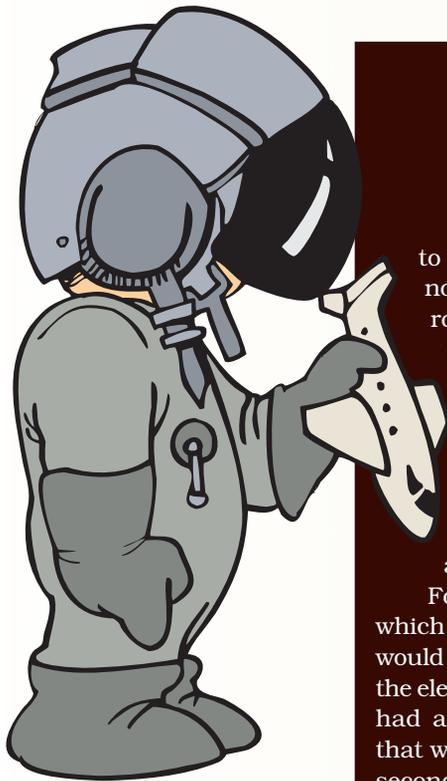
A NEW DEFINITION OF "PUNK!"

Each year, the Fourth of July holiday offers many great opportunities to change the way you look. If you're wondering how, just ask the young airman who found a new way to light some of those harmless little firecrackers. He figured out how to save on the cost of buying punks, change the coloring of the lower half of his face and no doubt impress his young children at the same time. By holding his cigarette in one hand and the firecracker in the other, he could bring the two together and toss the firecracker into the air after the fuse lit. Impressive! The additional facial modifications — a 1 inch severe burn — were acquired when he mistakenly tossed the cigarette into the air and placed the firecracker between his lips...



HOMEMADE CRUNCH 'N MUNCH

It doesn't take much to turn the family lawnmower into a deadly weapon. Being retired allows time with the grandchildren, and though it seemed like a fun idea to allow his grandson to ride on the back of the lawnmower with him, it turned out to be one of the worst decisions he had ever made. When the 7 year old lost his grip, Grandpa couldn't stop before his grandson's foot slipped under the mower. It was a needless tragedy, the pain of which will be felt by both for a long time to come.



OOOH... A FLOATIE!

Of course he knew this road...he had driven it hundreds of times to the base. Pausing at the edge of the water covering the roadway, he noted that the water was moving, but it only covered about 50 feet of roadway. And when the car coming from the other direction slowly crossed through and made it to his side, he knew it surely would be okay. After all, he reasoned, if he had to turn around and go the long way, he would be late for work.

Apparently he thought the warnings about crossing moving water only applied to those who were bound by the laws of gravity, not to airmen. His decision to cross seemed fine until he felt the vehicle being lifted and swept from the roadway. The engine stalled, and he was unable to open the door due to the force of the water.

Fortunately, he was able to quickly crawl out the driver side window which was already down. Had it not been down, this unlucky airman would have been unable roll down the electric windows as the engine had already stalled. Forgetting that water can rise in a matter of seconds, this decision could have cost him much more than just his car.



THE CHIP 'N SNIP RECIPE

It's the perfect recipe — it almost never fails when you use the right ingredients. Just take one bunch of pilots, a camping trip, “a great idea” and add a little bit of alcohol. What do you get? An accident waiting to happen. The “great idea” in this recipe was to cut down some limbs for firewood. Sure enough, adding a sufficient quantity of alcohol provided just the right mixture to produce a fabulous accident: 2 mangled fingers and over 150 stitches. Maybe we should stick to Mom's recipes...

POPE'S PUNS

