

# THE

# MOBILITY

*Air Mobility Command's Magazine*

# FORUM

September/October 2001

- C130-J Crew Saves Life
- 5th Annual AFRC CRM Conference



# THE MOBILITY FORUM

September/October 2001

Volume 10 No. 5

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*A C-141 Starlifter aircraft leaves four plumes of exhaust behind as it prepares for an airdrop during Operation Deep Freeze.*

*Photo by  
U.S. Air Force Staff Sgt. Simons*

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### 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  
Ebbby Rexwinkle

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With September we put 101 Critical Days of Summer behind us, but I'm sorry to report that this was not a good year for the Air Force, or AMC. As I'm writing this we have two weeks left in this campaign and to date AMC has experienced 4 off-duty fatalities. Now when you look at the whole Air Force, AMC is leading the pack with a majority of the mishaps as compared to the other MAJCOMs. We are currently running at 23% of the summer mishaps. What makes it even worse is that they were all motor vehicle accidents, and all could have been avoided if these individuals had only selected the alternatives that were available to them.

Gen Robertson, Commander of AMC, published a Pre-Labor Day Safety Message that outlined these four incidents and pointed to the contributing factors that are found in almost every motor vehicle accident:

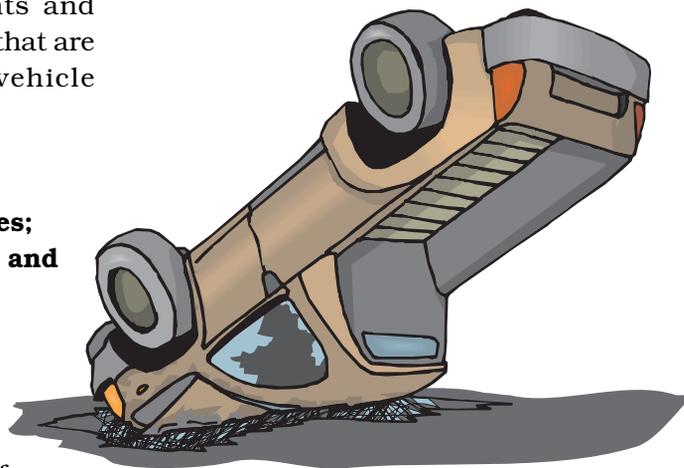
- 1) **Excessive Speed;**
- 2) **Failure to Negotiate Curves;**
- 3) **Crossing the Center Line; and**
- 4) **Loss of Control.**

One or more of these factors were present in each of these mishaps. The other compounding factors were alcohol and non-use of

seat belts, also present in at least 2 of these mishaps.

Bottom line is that we, each and every one of us, have to think about how our actions can affect our lives or the lives of someone else. Utilizing designated drivers, ensuring proper rest, paying attention to warning indicators, and using proper safety equipment is not just good judgement, ***it's a matter of life and death.*** Good judgement would have saved all 4 of these individuals.

Our next big hurdle is approaching with the Thanksgiving and Christmas Holiday seasons...please help us and your loved ones make these joyous occasions and not a season of mourning for our family and friends. It's your choice. Please make the right one, the smart one and the safest one.



- Col Dave Ziegler

by John Schatz  
Safety Management Consultant

# SCHOOL safety

Each day, your child heads to school for a day of wonderment as they gain new knowledge and skills and have fun with classmates, participating in a myriad of activities. As a parent, you want what is best for your child and want to keep them safe. So what can you do to help them keep safe at school?

Probably the single most important safety tool you have is communication. Being available

and being approachable are as important as having the right answer to a question or providing the best guidance with a problem. Consistency, honesty, and understanding are critical. Talking with children shows them you care, gives them an opportunity to share their concerns, interests, fears, and activities and provides ideas about aspects of their school and personal lives that can be improved. Everyday conversations also create natural



opportunities for teaching children social skills, problem-solving skills, and risk awareness.

Talk to your children about the kind of dangers they face day-to-day and provide them with safety tips. One area to mention is their journey to and from school. Listed below are some safety tips for riding the school bus as 23 million students nationwide do every day. The National Safety Council offers these tips:

- ❶ When waiting for the bus, stay away from traffic and avoid roughhousing or other behavior that can lead to carelessness. Do not stray onto streets, alleys or private property.
- ❷ Line up away from the street or road as the school bus approaches. Wait until the bus has stopped and the door opens before stepping onto the roadway.
- ❸ Use the hand rail when stepping onto the bus.
- ❹ When on the bus, find a seat and sit down.
- ❺ Don't distract the bus driver with loud talking or other noise. Never put head, arms or hands out of the window.
- ❻ Keep aisles clear — books or bags are tripping hazards and can block the way in an emergency.
- ❼ Before you reach your stop, get ready to leave by getting your books and belongings together.
- ❽ At your stop, wait for the bus to stop completely before getting up from your seat. Then, walk to the front door and exit, using the hand rail.

If you have to cross the street in front of the bus, walk at least ten feet ahead of the bus along the side of the road, until you can turn around and see the driver. Make sure that the driver can see you. Wait for a signal from the driver before beginning to cross. When the driver signals, walk across the road, keeping an eye out for sudden traffic changes.

- ❾ Do not cross the center line of the road until the driver has signaled that it is safe for you to begin walking.

- ❿ Stay away from the rear wheels of the bus at all times.

The Council also suggests that parents review with their children the correct way to cross the street.

- ⓫ Youngsters should always stop at the curb or the edge of the road and look left, then right, and then left again before crossing. They should continue looking in this manner until they are safely across.
- ⓬ If a student's vision is blocked by a parked car or other obstacle, they should move out to where drivers can see them and they can see other vehicles — then stop, and look left-right-left again.

It is also important to become active in the child's school. It provides parents with an opportunity to see more of what the child sees, therefore gaining a deeper understanding of the child's needs. Some examples of things you can do are:

- ⓭ Make sure children attend class and complete assigned homework.
- ⓮ Get to know teachers and administrators.
- ⓯ Contact the appropriate school personnel or authority if a child expresses a concern or problem about school.
- ⓰ Attend parent-teacher conferences, school board meetings, and community meetings and, when possible, volunteer to help in the school or community programs the child attends.
- ⓱ Serve on a school safety committee or the Parent-Teacher Association (PTA).
- ⓲ Know the school's discipline policy and discuss it with the child.

By doing just a few of these things, you can develop a better relationship with your children and make their world a safer place.



# Maryland C-130J Saves Civilian F

# Aircraft's Advanced Electronics Help Avert Tragedy

by TSgt Wayde R. Minami,  
Maryland Air National Guard

A routine flight training mission took a dramatic turn when a Maryland Air Guard crew found themselves at the center of a life-or-death rescue mission recently. It was just before dusk on January 17, 2001 when the crew of Witch 53, a C-130J belonging to the 135th Airlift Group in Baltimore, monitored an urgent distress call from N6266A, a civilian aircraft near Atlantic City, New Jersey.

"I'm a student pilot over the Delaware Bay," the civilian, who was soloing in a single-engine Piper Tomahawk, broadcast. "I've been over the bay for quite some time and I can't seem to find any land. I need some help."

The call was picked up by the Atlantic City approach control center, but when the controller attempted to locate the Tomahawk on radar, he came up empty. Long minutes passed as the Atlantic City controller sought to locate the aircraft. Calls to other radar stations in the area, including Dover Air Force Base, Delaware, turned up nothing.

"It definitely peaked our interest," Maj Kristi Brawley, the C-130's pilot, recalled. The Marylanders quickly offered their services.

## A Bad Situation

With the lost pilot becoming more and more frantic, the air traffic controller finally located him. But the civilian Tomahawk wasn't over the Delaware Bay as expected. He was, in fact, out over the Atlantic Ocean - 60 miles out to sea. Worse, he was running low on fuel.

Brawley didn't mince words in describing the situation: "He was in deep trouble," she said.

"He was a student pilot with little training out over the open water and it got worse because...he wasn't responding properly to the air traffic controller's directions."

Lt Col Tom Hans, who was sitting in the C-130's right seat, was also concerned. "I could tell with the frustration in the controller's voice and the desperation in the student's voice it was a bad situation," he explained.

With the sun setting and the wayward Tomahawk fading in and out of contact with ground radar, the Maryland crew rushed to intercept. At a range of 17 miles, the J-model's sophisticated avionics began picking up the lost aircraft's transponder, and as the distance closed the C-130 was able to paint the tiny plane using air-to-air radar as well.

"The avionics are the reason we found him," Brawley explained. She credited the improved radar and Traffic Alert and Collision Avoidance System aboard the C-130J with enabling them to fly directly to the lost aircraft. Without the J-model's improved avionics, the crew would have been forced to fly a time-consuming grid search pattern - time the civilian pilot didn't have.

With daylight rapidly disappearing, the Maryland crew was able to rapidly acquire and intercept the Tomahawk. As they closed on the wayward civilian, it became quickly apparent how critical the situation was. The Tomahawk, which should have been on a westerly heading, was in fact flying east, out into the vast darkness of the Atlantic Ocean.

The Maryland crew took immediate action. Using their aircraft as a visual reference, they got the Tomahawk on a heading back towards land.

But it wasn't over yet.

## "Confirm Souls on Board"

As the sun dipped below the horizon, the civilian pilot discovered that

Crew  
layer

# Award Of Excellence

his interior lighting didn't work. With no flashlight, it became increasingly difficult to see his instruments. The horizon soon disappeared into the darkness and the C-130J became his only visual reference - and his only hope.

"That was the most discouraging moment," Brawley said. "Because we weren't sure he'd be able to land without his instrument lights. The whole JFK thing kept popping into my head - 'Will he be able to maintain control of the airplane?'"

As the two aircraft slowly made their way towards the shore, a Coast Guard rescue helicopter was launched, and the Atlantic City controller made an ominous call:

"6266A, confirm souls on board."

Aboard the Guard Herk, everyone realized what this meant. The controller didn't know if the Tomahawk could make it safely to an airport, and wanted to verify the number of people on board in case it became necessary to rescue survivors. But if the pilot went down in the Atlantic Ocean's frigid January waters, it was virtually certain that any rescue effort would turn into a corpse recovery.

At this point the Marylanders were no more optimistic than the air traffic controller about the Tomahawk's chances.

"We thought he'd be swimming," Brawley stated bluntly. "We just didn't know how much range he had left."

But providence was with the Tomahawk pilot.

Without explanation, the airplane's instrument light flickered and came to life. With the Herk guiding the way, the two aircraft were able to make landfall - "feet dry" in aviation lingo - where they soon rendezvoused with the Coast Guard helicopter. The rescue chopper was then able to guide the Tomahawk to a safe landing at Atlantic City International Airport, to the relief of all. It was a welcome end to the tense drama.

## Fortunate Timing

"It wasn't his time to go," MSgt. Jimmy Greaves, one of two loadmasters aboard the flight remarked. As they headed home, Greaves said he and the other Maryland flyers felt "a feeling of accomplishment...to be able to help somebody like that."

The timing was fortuitous for the lost civilian.

The 135th only began flying the advanced C-130J last year. Until 2000, the unit was equipped with Vietnam-era C-130Es, which lacked the sophisticated avionics that enabled the crew to



Photo Courtesy Pipers Magazine  
www.piperowner.org

# *Faces of Excellence*



quickly locate the tiny Tomahawk despite extremely poor visibility.

It was a critical difference.

According to Atlantic City's Air Traffic Manager, Veronica Pacilio, the Tomahawk landed with "approximately three gallons of fuel in one tank" and the other tank empty. Without doubt, the quick, decisive action of the Maryland crew, combined with the state-of-the-art electronics aboard their aircraft, prevented a tragedy. "It is our belief that the crew of Witch 53 was instrumental in saving the life of the pilot of N6266A," Pacilio said in a letter she later wrote to the 135th. "If they had not offered to help as soon as they did, or done such an excellent job of assisting in the rescue, it is probable that N6266A would have either run out of fuel over the ocean or prior to reaching [Atlantic City]." Looking back on the incident, Lt Col Hans observed, "What I think is really amazing about this is we've never been trained as aircrew members to do anything like this - we didn't even have any plan when we went out to get him - but everybody came together as a team and we brought him back safely." For their prompt, decisive action during the incident, Lt Col Tom Hans, Maj Kristi Brawley, Maj David Deborger, MSgt Jimmy Greaves, and TSgt John Britt were awarded the Air Force Commendation Medal.

# HALLOWEEN



Is Coming!!

by John Schatz  
Safety Management Consultant

**Boo!!** That's a word you're likely to hear as the celebration of Halloween nears. It's great to watch all the children in their decorative costumes, going door-to-door echoing that familiar phrase "Trick or Treat" and then receiving goodies and treats. But sometimes children (and adults) forget to be careful and that leads to mishaps. Listed below are some safety tips to help the occasion be accident-free.

### Preparing for the Event

One of the first traditional rituals many of us engage in is the carving of the pumpkin. This is an activity that kids always want to help with, but can be especially dangerous. Instead of allowing young children to handle a knife, there are pumpkin carving kits available that come with tiny saws that work better and are much safer than knives. Even so, the best policy is for the adult to do the carving and the children to clean out the pumpkin and draw the face on the pumpkin.

Once the pumpkin is carved, it is time to light the Jack- O-Lantern. Traditionally this has consisted of a candle placed in the bottom center of the pumpkin. Today, however, you can buy specially designed battery powered lights that illuminate the Jack-O-lantern, which is certainly safer. If you choose the more traditional candle method, then make sure it's placed away from curtains, decorations, etc.

Another item that has to be accomplished before Halloween arrives is the choosing of the costume to be worn. Listed below are some tips from the Consumer Product Safety Commission that may be kept in mind when choosing a costume:

■ Buy costumes, masks, and wigs that are labeled "flame resistant." Keep in mind that these items can still catch fire—make sure that children are very cautious around jack-o'-lanterns and other lighted flames. To further minimize fire risks, avoid outfits made with flimsy materials and those with big, baggy sleeves or billowing skirts.

■ Keep visibility in mind when buying or making costumes. Bright fabrics are best. Decorate costumes with reflective tape (available in hardware, bicycle, and sporting goods stores) that will glow in the beam of a car's headlights. Bags or sacks should

also be light colored or decorated with reflective tape.

■ Costumes should be short enough so that children won't trip and fall.

■ Children should wear well-fitting, sturdy shoes.

■ Tie hats and scarves securely to prevent them from slipping over the child's eyes.

■ Apply a natural mask of cosmetics rather than having a child wear a loose-fitting mask that might restrict breathing or obscure vision.

If your child does wear a mask, make sure it fits securely and has eyeholes large enough to allow full vision.

■ Swords, knives, and similar costume accessories should be made of soft, flexible material.

### Trick and Treating

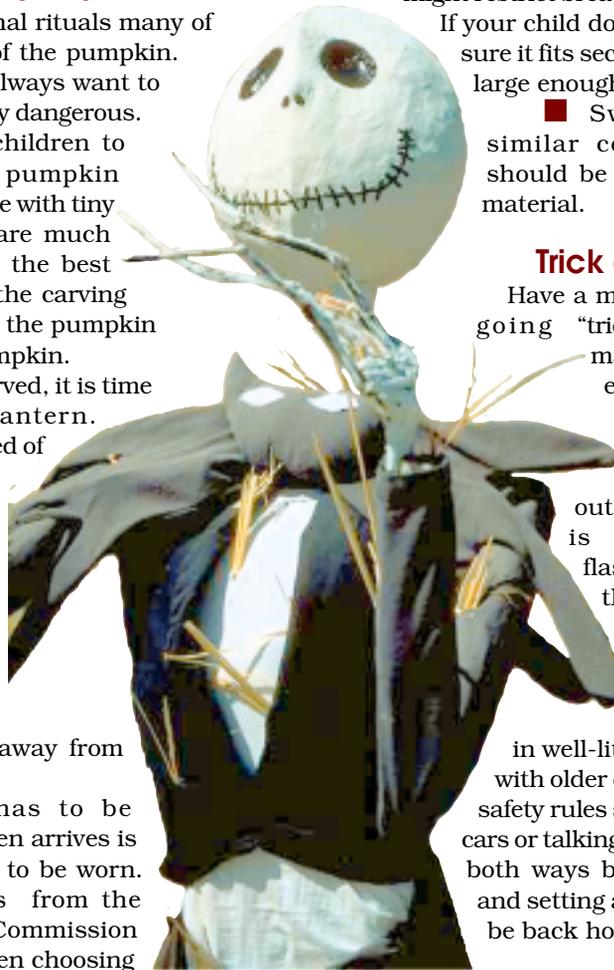
Have a meal for the kids before going "trick or treating". This will make it less tempting to eat the candy collected before you have a chance to check it.

Prior to going out, make sure your child is equipped with a flashlight or glow stick so that vehicles can spot them more easily. Stay near small children and go over safe rules such as staying in well-lit and populated routes with older children. Cover general safety rules such as not getting into cars or talking to strangers, watching both ways before crossing streets and setting a time that they should be back home.

### The Party's Over

After the children come back from trick and treating, carefully look at each piece of candy, making sure the wrapper is intact and shows no sign of tampering. The best policy is "if in doubt, throw it out" when it comes to candy. Some communities offer free x-raying of candy; this is a good idea as well.

Making Halloween fun and safe will help ensure this tradition will carry the same wonderful memories for your children as it did for you. **BOO!!**





# Hurricane

by **John Schatz**  
Safety Management Consultant

As population growth continues along vulnerable coastal areas in the United States, more and more people face the potential hazards that result from a hurricane. Some climatologists are concerned that hurricane activity affecting the coastal areas of the United States may increase in the near future as studies are suggesting a general rise in the earth's ambient temperature and thus a warming of the oceanic waters, which results in more convective activity and causes more hurricanes to form.

### **What is a hurricane?**

Hurricanes are powerful storms that form at sea with wind speeds of 74 mph or greater. Hurricanes are tracked by satellites from the moment they begin to form, so there is usually a warning 3-4 days before a storm strikes. A hurricane covers a circular area between 200 and 480 miles in diameter. In the storm, strong winds and rain surround a central, calm "eye" which can be about 15 miles in diameter. Winds in a hurricane can sometimes reach 200 miles per hour. However, the greatest damage to life and property is not from the wind, but from tidal surges and flash flooding.

There are three basic stages to the life of a hurricane:

- Tropical depression - swirling clouds and rain with wind speeds of less than 38 mph (61.15 kph / 33 kt)
- Tropical storm - wind speeds of 39 to 73 mph (54.7 to 117.5 kph / 34 to 63 kt)
- Hurricane - wind speeds greater than 74 mph (119 kph / 64 kt)

Once the storm becomes a hurricane, it then gets categorized using the Saffi-Simpson Hurricane Scale.

Once the threat of a hurricane has been established, the National

*more than just a big wind!!*

CATEGORY	WIND SPEED	EFFECTS
1	74 to 95 mph (119 to 153 kph)	Storm surge 4 to 5 ft (1.2 to 1.5 m) above normal Some flooding Little or no structural damage
2	96 to 110 mph (155 to 177 kph)	Storm surge 6 to 8 ft (1.8 to 2.4 m) above normal Trees down Roof damage (shingles ripped off)
3	111 to 130 mph (178.6 to 209 kph)	Storm surge 9 to 12 ft (2.7 to 3.7 m) above normal Structural damage in houses Mobile homes destroyed, severe flooding
4	131 to 154 mph (210 to 247.8 kph)	Storm surge 13 to 18 ft (4 to 5.5 m) above normal Severe flooding inland Some roofs ripped off, major structural damage
5	>155 mph (> 249.4 kph)	Storm surge at least 18 ft (5.5 m) above normal Severe flooding further inland Serious damage to most wooden structures

Hurricanes in categories 3, 4 and 5 can cause widespread damage, from severe inland flooding to the loss of life, property, agriculture and livestock.

Hurricane Center located in Miami, Florida issues the appropriate statement, i.e., watch or warning.

**HURRICANE WATCH:** Hurricane conditions pose a possible threat to your area. In especially vulnerable areas, early evacuation may be necessary when a Watch is issued. Otherwise you should review hurricane safety procedures and make preparations. Listen to NOAA Weather Radio and commercial radio and television for the latest information and instructions for your location.

**HURRICANE WARNING:** Hurricane conditions are expected in your area within 24 hours. Areas subject to storm surge or tides should be evacuated as well as areas which could be isolated by flood waters. Follow the instructions of local officials. Residents are not asked to leave their homes unless the situation is expected to be life-threatening.

Never ignore evacuation orders. Many victims of Hurricane Andrew who did ignore evacuation orders lost their lives or found that they could do nothing to protect their property against the storm.

### Preparing for the Hurricane (Hurricane Readiness)

Hurricane readiness should begin long before the event occurs. If you live in a hurricane-prone area, you can prepare far in advance for the possible dangers to health and safety resulting from a hurricane by:

- ✓ **Learning about your community's emergency plans,** warning signals, evacuation routes, and locations of emergency shelters;

- ✓ **Taking a first aid and CPR course;**

- ✓ **Identifying potential home hazards** that could develop during a hurricane, such as those involving gas, electricity, chemicals, and structural damage;

- ✓ **Installing a smoke detector** and checking it monthly;

- ✓ **Buying a fire extinguisher** and making sure your family knows where to find it and how to use it;

- ✓ **Conducting an evacuation drill** for at least two ways out of your home;

- ✓ **Providing escape ladders** for multi-story structures.

- ✓ **Establishing assembly points** where the family meets in the event of fire or if a disaster occurs when the family is not together at home.

- ✓ **Giving your relatives and friends the name of a contact person** who will know where you are and how you are doing.

- ✓ **Knowing the location of your important papers,** such as insurance policies, wills, licenses, stocks, etc.;

- ✓ **Instructing family members** about how to shut off the gas, water, and electric mains;

- ✓ **Posting emergency phone numbers** at every phone.

You should stock your home with supplies that may be needed during the emergency period. These supplies should include:

- **Several clean containers for water**, large enough for a 3-5 day supply of water (about five gallons for each person)
- **3-5 day supply of non-perishable food;**
- **First aid kit and manual;**
- **A battery-powered radio**, flashlights, and extra batteries;
- **Sleeping bags** or extra blankets;
- **A large supply of non-breakable spoons**, forks, knives, cups, plates, etc.;
- **Water purifying supplies**, such as chlorine or iodine tablets or unscented, ordinary household chlorine bleach;
- **Prescription medicines** and special medical needs;
- **Baby food** and/or prepared formula, diapers, and other baby supplies;
- **Disposable cleaning cloths**, such as “baby wipes” for the whole family to use in case bathing facilities are not available;
- **A portable toilet**, toilet paper, personal hygiene supplies such as soap, toothpaste, sanitary napkins, etc.;
- **Alternate heat and cooking sources**, such as a kerosene heater and a camp stove (use these only in well-ventilated areas);
- **Shovels and hand tools;**
- **Candles and matches;**
- **One or more rolls of plastic sheeting**, a staple gun with staples, and duct tape;
- **An emergency kit** for your car with food, flares, booster cables, maps, tools, a first aid kit, fire extinguisher, sleeping bags, etc.;
- **A citizens band radio** or a cellular phone.

Remember, before the storm hits, the National Weather Service will issue a hurricane watch when there is a threat to coastal areas of hurricane conditions within 24-36 hours. You should be prepared to evacuate, so make sure you have reliable transportation. Confirm with a family member or friend that you can ride with them. If you own a vehicle then make sure it is “road ready” and its gas tank is full. Review your entire primary route and make sure you have secondary routes as well. Pack only essential items such as food, water, clothing, bedding and extra cash. Once your car is packed and ready, then secure your house if you have not already done so. You can secure the house by covering windows and doors with plywood or boards if possible. Otherwise, place large strips of masking tape or adhesive tape on the windows to reduce the risk of breakage and flying glass. Secure outside items which may damage property in a storm, such as bicycles, grills propane tanks, etc.

Keep posted of national and local warnings via the different media outlets. Listen for sirens and other community warnings. If you are asked to evacuate, do so in a timely fashion. Again, listen for weather and traffic updates and expect the roadways to be congested.

If you are not directed to leave and you are weathering the storm at your house, again monitor the weather with a radio with battery back up, as you should expect to lose not only electricity but gas and water as well. Stay away from all windows and exterior doors, seek shelter in a bathroom or basement. Bathtubs can provide some shelter if you cover yourself with plywood or other materials. Remember to wait until the authorities tell you it is safe to go outside. Some have been fooled by the calm and short lived “eye of the storm” and were caught outside when the strong winds resumed.

Once the hurricane has passed and officials have given a “all clear” remember there are still may be many dangers in the form of downed power lines, much debris and possible contaminated water sources.

Hurricanes are dangerous and deadly forces. By conducting pre-planning, listening and following the direction of national, state and local authorities and following good safety practices, your chances of surviving the “winds of fury” are good.

## Did You Know?

According to the National Hurricane Center, the word Hurricane comes from the name “Hurican” -- the Caribbean god of evil

# VTA Award

Since 1993, the Air Mobility Command (AMC) Air Intelligence Squadron at Scott Air Force Base, has delivered several innovative intelligence tools to support AMC operations through its Intelligence Support Branch. Its latest endeavor, the Virtual Threat Assessor (VTA), has received accolades from both the Air Force and DoD. On March 8, the AMC Commander, General Charles T. Robertson, Jr. announced the Air Intelligence Squadron's VTA was the winner of the AMC 2000 Outstanding Antiterrorism Innovation Award. In April, the VTA went on to win the Air Force's Outstanding Antiterrorism Innovation Award. More recently, the VTA captured the DoD level Outstanding Antiterrorism/Force Protection Innovation Award, to be presented at the Worldwide Combating Terrorism Conference this August in Alexandria, Virginia. These awards recognize a tremendous contribution in delivering innovative force protection solutions in support of AMC's global mobility mission.

The branch, led by Capt Mike McMurry working in conjunction with Mr. Bob Eachus and his web development team of Science Applications International Corporation (SAIC), built and delivered the VTA to provide decisive risk management information to the user for nearly every airfield in the world. The deadly attack on the USS Cole in Yemen last October dramatically reinforced the need for transiting aircrews to have constant access to focused intelligence support. VTA corrects many of the deficiencies identified by the USS Cole Commission Report, dated January 9, 2001:

④ "...ensure in-transit units are given tailored, focused intelligence support for independent missions."

④ "...support intelligence preparation of the battlespace for in-transit unit antiterrorism/force protection."

VTA takes a revolutionary approach to assessing and mitigating the global terrorist threat. It is a comprehensive intelligence database that dynamically enhances quality of analysis. VTA delivers significant productivity gains through automated research of essential elements of information for force protection, and eliminates the need to maintain thousands of airfield folders. Worldwide terrorist threats to AMC aircraft are readily available to analysts and aircrews anywhere you can access SIPRNET. VTA

## Virtual

# VTA



Your Site  
In

provides access to:

- Theater risk assessments
- Terrorism, counter-intelligence, and criminal threat assessments
- Aircrew debriefings reports
- Military threats and order of battle
- Medical threats
- National, theater, and command digital imagery servers
- Near-real-time threats
- Foreign military threats and clearance guides
- Open source information

Future VTA enhancements will include the ability to dynamically build threat assessments for approximately 100,000 transportation facilities worldwide. It is just one of the automation tools HQ AMC/IN has developed to support AMC's global intelligence mission. The Air Force and DoD awards confirm that AMC is second to none in delivering mission-critical products and services for today's threat environment.

# Threat Assessor



*Single Source for Up-to-Date, Fused Force Protection Information on Over 42,000 Airfields Worldwide*

# DOD 2000 Antiterrorism/Force Protection Innovation Award Winner

( <http://www.amcin.scott.af.smil.mil/vta/> )



Photo Courtesy Cessna Aircraft Company

## 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

# But

# Contest Winners



## Little, t Bites Hard

## 2nd Place Winner

by Frederick M. Robinson

They strolled out to the ramp, two men and two women; light hearted and carefree. Long time friends, they had first met over 20 years before. Over the years they shared many assignments together, but it was all coming to an end soon. This would be one of the last times they would fly together. Both men were grayer than mere “salt and pepper.” It was the autumn of their careers. They were at McGuire AFB again.

The taller, slimmer man was actually a navigator, but he was flying the first leg from Robbinsville airport to Montreal, Canada. His wife was now a platinum blonde because her hair had gradually colored to gleaming silver. The shorter man really was a pilot, but he would only be flying the return trip leg. His wife still had her natural jet-black hair.

They were renting the Cessna 182RG they usually took on these fun cross-country trips. Engrained habit made them file an IFR flight plan although the weather prediction was severe clear all the way up to Canada. The fair weather would hold through the three-day weekend, and even well into the fourth day return trip.

The only flies in the ointment were the two “squawks.” The gear warning horn was intermittent. The GPS set was broken. They decided neither would hamper their fun.

Preflight of the plane went smoothly and the four companions were soon winging their way out of the clutches of New York Center’s crowded airspace, with its numerous route deviations, and up the Hudson River Valley.

The original plan was to spend the weekend in the Pocono Mountains playing tennis and golf. But the women had made several ribald comments about the men not knowing what to do with a heart shaped vibrating bed. So, the current plan was to practice their French in Quebec. The men didn’t speak French, only English, German, and Spanish. The women spoke French.

Fall in New Jersey and up through New York is a scenic wonder with brilliant colors on the deciduous trees set-off by the dark green evergreens, especially in the Lake Champlain region. Even the perpetual smog couldn’t subdue the color. The haze though limited visibility to about 10 miles, less when looking up sun.

The navigator in the left seat said the flight plan worked out to about two and a half hours as he set a cruise power of 2,400 RPM at 24 inches of

Hg. Spinning an old fashioned E6B computer, he noted the true airspeed worked out to 147 knots. He leaned the mixture until the exhaust gas temperatures (EGT) were 50 degrees richer than peak EGT. It was the old way they did it when they flew C-47s and C-123s together many years before. Such technique was irrelevant in the Air Force of today.

Weight and balance computations said the load of four people and partial fuel was good both at the takeoff and landing ends of the trip. They didn't need an alternate according to FAA regulations, but even so, they had one. Long habit made them take sufficient fuel to meet IFR holding and alternate requirements.

Like the IFR flight plan, the weather was CAVU, the weight and balance calculation and the fuel planning was reflecting a deep habit pattern established by thousands of hours and years of safe flying. The plane might be little, but they were treating it as if it were big.

They like their creature comforts, so Mozart played quietly in the background while the women talked about "assault shopping." The men talked shop, and the possibility of taking in a baseball game since Montreal (who would believe it?) was in the World Series.

Arrival at Montreal was routine for a Cessna Skylane RG. Except in the descent when the power was pulled back below 2,000 RPM the gear warning horn made only one "chirp" and then fell silent. The navigator flew the approach as if the plane was on rails with the final approach speed nailed at 65. Just like the Pilot's Operating Handbook said.

The weekend flew by as quickly as the flight from New Jersey. After a leisurely lunch following a set of doubles tennis, the foursome drove out to the airport.

The weather was as predicted and once again they filed an IFR flight plan with alternate, even though the arrival conditions at Robbinsville would be 3,000 scattered with 10 miles visibility, winds from the west at 10 knots with a temperature of 19 degrees Celsius.

The briefer did say that the weather was likely to change rapidly. A fast moving front was sweeping up through the Ohio River Valley and into Western Pennsylvania. The air mass was laden with

moisture from the Gulf of Mexico and had kicked off severe thunderstorms and tornadoes all along its path. The leading edge of unsettled weather would be in the destination area about two or three hours after their proposed arrival.

Once again the flight was uneventful except the Stormscope began to indicate convective activity to the west as they headed south bound from Albany. They could see towering cumulus clouds forming to the west as they passed Storm King mountain, and the ramparts of West Point. The Stormscope was showing more activity too, with many more little crosses covering the right side of the dial on the long-range scale.

Clouds were also forming below them and the two men agreed that conditions might not be 3,000 scattered at their destination. A quick check with Flight Watch confirmed the weather was changing fast, and an unexpected line of thunderstorms was beginning to form to the

west. Weather at Robbinsville was now expected to be 3,000 broken with rain showers about the time of their arrival.

The changing weather was also forcing New York center to make some changes. "Cessna 52 Victor come right to 245, maintain altitude. I'm going to have to vector you around a bit for conflicting commuter traffic." "Roger. Turning to 245, level at 8,000 feet, 52 Victor."

The 245 heading pointed them at the building clouds. The sinking sun made looking into the haze difficult in this direction too. Jim, the pilot, said. "Bob what do you guess the vis is out there?" "Oh, maybe five miles," was the reply.

The detour was taking them towards the Delaware Water Gap. Bob and Jim hoped the ladies were enjoying the unexpected scenic detour. The ladies hoped Jim and Bob weren't going to go into the building clouds as the ride was beginning to get bumpy.

The clouds were obviously moving east a little faster than predicted.

"New York Center, Cessna 52 Victor. How much longer on this heading?" The controller replied that he expected to turn them towards the south in about 10 minutes.

The problem was a line of bad weather was slowing operations as LaGuardia, Newark and JFK.

***"We just got hit with a burst of hail." "Cessna 52 Victor, did you say hail?"***

# Writing Contest Winner

All the commuter airline “puddle jumpers” were in a corridor running from West of the Hudson River to the Delaware River where the next set of lousy weather started. The “heavies” were stacked up above them. They deduced the controllers at New York Center were not having a good time.

The “mountain range” of white and gray before them was awesome in its unspoken power. Tall, dark, canyon walls eerily lit by a combination of backlighting from the setting sun and an internal flickering. The Stormscope placed the nearest lighting at only 15 miles away.

Jim said, “Now I know how Cowboy Joe felt on ‘Steamboat.’” It was a reference to the cowboy and bucking bronco symbol of the University of Wyoming where the Air Force had sent them for their graduate degrees. It also referred to the choppy ride they were experiencing.

The sudden rattle of hail on the plane startled them. Jim said, “New York Center, Cessna 52 Victor. Request immediate left turn to a southeasterly heading.” “Cessna 52 Victor maintain your heading and altitude. I can’t turn you for another five minutes.” “New York Center, Cessna 52 Victor is unable. We just got hit with a burst of hail.” “Cessna 52 Victor, did you say hail?” “That’s affirmative New York. Fifty-two Victor flew through pea to grape sized hail and we think we are as close to this weather as we want to get.”

Bob turned to ask his wife for the hand held transceiver/VOR indicator he had tucked in the seat pocket behind him. “Honey,” he paused because the two wives reminded him of great owls. Their eyes were that big. Would you give me that radio from the seat pocket in front of you?”

“Cessna 52 Victor, New York, thanks for the PIREP. Fifty-two Victor is cleared direct present position to Solberg VOR, direct Robbinsville. Expect descent after Solberg. Are you declaring an emergency?” “Negative, New York. Fifty-two Victor just wants as much separation from the weather as possible. Fifty-two Victor turning left for direct Solberg, direct Robbinsville.” “Understood, 52 Victor. New York has you approximately 50 miles northwest of Robbinsville.

Flying southeasterly placed the lightning strike indications at their three to five o’clock position. The ADF needle kept flickering back to where the clouds were. Ragged, torn, pieces of dark gray cloud raced ahead of them. Jim and Bob reviewed the Robbinsville VOR approach to runway 29. They also reviewed, based on the cloud deck

rapidly forming beneath them, the VOR and ILS approaches for their alternate at Trenton-Mercer Airport.

The interior of the place got darker as the towering clouds blotted out the sun. Jim turned the light to full bright. The sudden brightness of lightning while startling was not entirely unexpected. Bob said, “This is not good.”

“Cessna 52 Victor, New York. Descend to and maintain 3,000 feet. Robbinsville weather is currently one mile visibility, 1,000 feet broken, heavy rain, winds from 270 at 20, gusting to 35 plus. Altimeter is 29.87. Contact McGuire Approach Control on 120.25” “New York, 52 Victor is out of eight and three. Altimeter is 29.87. Contacting McGuire on 120.25.”

“McGuire Approach, Cessna 52 Victor is with you on 120.25. Descending to 3,000 feet.” “Cessna 52 Victor, McGuire radar contact. Descend to and maintain 2,000 feet. Cleared for the Robbinsville 29 approach, report passing Robbinsville VOR inbound. Altimeter is 29.86.” “McGuire, 52 Victor understands. Cleared for approach to Robbinsville 29. Altimeter 29.86.”

The new altitude put them in a gray world. Jim and Bob again discussed the approach, the minimums, and their options. They agreed Jim would fly the plane and Bob would handle the radios. Bob also set up his hand held radio — just in case. Rain now beat heavily on the plane with a drumming intensity.

Bob called McGuire as they passed Robbinsville VOR inbound at 1,600 feet. He brought up the Medium Intensity Runway Lighting (MIRL) to its highest intensity by keying the mike switch seven times in five seconds. Ahead was nothing but dark murk.

Jim concentrated on flying the approach in the bucking Cessna. He said to Bob that he was only setting one notch of flaps because he didn’t want the big Cessna flaps hanging all the way out in the gusty wind conditions.

At 850 feet, just 50 feet about the minimum, Jim saw the dimly shimmering runway lights through the torrent of rain. He said, “Runway environment.” Bob saw them too, as he said, “Land!”

The screeching scream of metal reminded one of chalk inexpertly applied on a blackboard in school. The plane screamed to a halt on the wet runway. As he firmly put the landing gear lever in the down position, Jim said, “rats!”



# 9<sup>th</sup> AS 30<sup>th</sup> Anniversary

*1971-2001*

Commander Lt Col Christopher E. Coley  
Air Mobility Command Museum  
Dover Air Force Base, Delaware

Originally constituted as the 9th Transport Squadron on January 1, 1938, and activated on December 1, 1940, the unit was assigned to the 63rd Transport Group at Patterson Field, Ohio, performing replacement training in the C-34, C-33, and C-39 aircraft. It was redesignated the 9th Troop Carrier Squadron on May 1, 1942. It also trained with paratroopers before moving to Camp Williams, Wisconsin, on May 24, 1942. The unit was deactivated on October 15, 1946, and was reactivated in the Air Force Reserve on June 27, 1949. The unit was again deactivated at Altus AFB, Oklahoma, in 1951, and reactivated on March 19, 1953, to fly C-124s at Donaldson AFB, South Carolina. The 9th Troop Carrier Squadron was deactivated in January 1963 with the closing of Donaldson AFB. The squadron was reactivated on November 13, 1964, and redesignated the 9th

Military Airlift Squadron on January 8, 1966, at Dover AFB, Delaware. The squadron flew a broad spectrum of missions, which included support of Presidential trips to Southeast Asia and scientific expedition in the Antarctic. The unit flew the C-124 aircraft from 1965 to 1966 and the C-141 from 1966 to 1968 when it was again deactivated. Today, we celebrate the 30th anniversary of the squadron's reactivation, which occurred on April 8, 1971. In July 1971, the 9AS along with the 3AS and 512th Associate Reserve Wing began receiving the C-5 Galaxy. Since receiving the C-5, the squadron has actively supported nearly every major airlift operation throughout the world as well as countless Army and Air Force exercises. The 9AS received the coveted MacKay Trophy from the Chief of Staff, United States Air Force, for the most meritorious flight of 1977. This Special Assignment Airlift



## *9th Airlift Squadron*

### *"Meeting Airlift Needs... Anywhere... Anytime"*

Mission flew non-stop from Chicago to Moscow, airlifting a 40-ton superconducting magnet with 45 tons of related equipment. The 5,900-mile flight was an aeronautical first in that it was the first time in the history of aviation that an aircraft with so heavy a payload had flown so far, non-stop. In 1979, a 9AS crew was co-recipient of the MacKay Trophy for exceptional competence, determination, and total dedication exhibited during the Zaire Airlift Operation in May 1978, making the 9AS the first and only unit to win this coveted award in two consecutive years. The 9th Airlift Squadron supported U.S. efforts to rescue civilians off the island of Grenada in Operation URGENT FURY and flew the first C-5 mission to Panama supporting Operation JUST CAUSE. 9AS crews flew more missions in support of Operation DESERT SHIELD/STORM than any other USAF airlift squadron, ensuring the success of the largest airlift operation in history. In response to increasing hostilities, a 9AS crew was one of the first C-5 missions to deliver desperately needed M-1 tanks and personnel to Mogadishu, Somalia- a 30 hour quadruple air-refueling mission sustaining efforts during

Operation RESTORE HOPE. The 9th Airlift Squadron flew the first C-5 mission to Port-au-Prince, Haiti, supporting efforts to restore the country's democracy. On November 20, 1994, a 9AS crew flew 20 hours non-stop from Kazakhstan in the former Soviet Union to Dover, delivering over 600 kilograms of unprotected weapons grade uranium. The mission was a tremendous success, which helped the United Nations reduce the nuclear threat around the world. This mission was repeated on April 21, 1998, when a 9AS aircrew evacuated more weapons grade uranium from Tbilisi, Soviet Georgia, to safety in Europe. In addition to supporting emerging democracies, the 9th Airlift Squadron has participated in immediate action responses for natural disasters. In response to the earthquake that decimated Taipei in September 1999, the 9As supported disaster relief teams from the area. Due to three hurricanes in an active 1999 hurricane season, the 9AS provided relief flights for multiple countries. Outstanding performance in a variety of missions has been the norm, not the exception, for the 9th Airlift Squadron throughout its distinctive history.

# 5th Annual AFRC | CRM Conference





*Part of the 4th Combat Camera Squadron out of March.*

## Conference Highlights

**By Moira K. Wiley**

The 5<sup>th</sup> annual Air Force Reserve Command (AFRC) Crew Resource Management (CRM) Conference was held July 25<sup>th</sup> and 26<sup>th</sup> at Scott Air Force Base in Illinois and drew attendees from various units around the country. Maj Jeff Swanson was the conference sponsor and Charles D. Russell with Crew Training International, Inc (CTI) produced the conference. The speakers included representatives from the Air Force, Army, Navy, and Marines, the FAA, FedEx, and private airlines.

The conference was officially kicked by Maj Jeff Swanson, (HQ AFRC/DOT, Robins AFB) who welcomed everyone in attendance and encouraged each person to share their ideas throughout the conference.

The first person to speak was BGEN James P. Czekanski (HQ AFRC/DO, Robins AFB) who addressed some of the "Command Concerns". He stressed that CRM makes a big difference with all the changes occurring. He mentioned the C130-J, stating that although it was a C130, it was still a completely different aircraft. Those in attendance seemed to

*Global Reach Planning Center where the conference was held*



# Conference Highlights

agree. He encouraged everyone to visit the website that Maj Swanson had been diligently working on as a good tool for keeping up with CRM.

Dr. Robert Helmreich from the University of Texas was next to speak. He conducts research at the University for “managing threat and error” in the University of Texas Human Factors Research Project. He began with a quote from a colleague of his, which was, “Error is the downside of having a brain.” He continued by emphasizing that human error has posed a threat to safety since humans began to deal with technology and that errors repeat even with all the new technology available.

“Managing threat and error requires data,” said Dr. Helmreich. “It’s great to have a program to make things better and to use CRM to stamp out error, but you still have to have data to know exactly what is going on.

To do research to find out what really happens on a Flight Deck, they use Line Operations Safety Audit (LOSA). This involves putting various personnel in the jumpseat to observe flight crew performance during regular scheduled flights with the purpose of identifying a safety baseline. In other words, what was good and what needed improvement in crew performance in regards to proficiency, decision-making, specific CRM skills, and procedural compliance. The components include a flight crew survey, flight crew interview, a specific focus on descent and approach, CRM countermeasures, and threat and error management. They have collected comprehensive

data aiding them to find the safety bottom line, which is error avoidance, threat management, error management, and undesired aircraft state management. He stressed that complete error avoidance is impossible, sharing data that revealed that 64% of the observed flights had at least one measurable error.

Since 1981 CRM has evolved steadily from early courses, which were derived from corporate management and focused on individual styles and skills. By 1988, the focus of the “5<sup>th</sup> generation” CRM had shifted to error management and finally in 2001, the “6<sup>th</sup> generation” CRM involves threat and error management.

On an important note, Dr. Helmreich stressed that “LOSA should not be undertaken in a culture of blame and punishment or when there is a lack of trust between flight crews and management. Focusing CRM explicitly on threat and error management brings people back to its original intent and away from happy team/hot tub harmony perceptions.” For more information about his study, visit the website [www.psy.utexas.edu/psy/helmreich/nasaut.htm](http://www.psy.utexas.edu/psy/helmreich/nasaut.htm).

The next speaker was Col John Allen (459 AW/CV, Andrews AFB) who discussed converting from the round dial C-141B to the glass C-141C in regards to CRM cautions and concerns. He started with the quote, “The only problem with automated cockpits is that they are dumb...and they are dumb at the speed of light.”

He stated, “at times the conversion to glass appeared daunting”. There were many things to keep in mind to successfully fly this new model. One was situational awareness: “Sometimes ignorance is bliss...TCAS/TAWS can give you more SA than you can handle, if you’re trying to figure it out, have the other pilot FLY”, thus avoiding the dangerous “Ostrich Flying Position”.

In conclusion, the glass transition can be made easier with the following guidelines: be over cautious with crew scheduling, press hard for training tools, teach that the flying will require a different mindset, be sensitive to the “heads down” syndrome, knowledge is volatile so fly often, and look forward to getting back to normal missions.

Capt Lloyd Sauls (Delta Airlines) teaches “In Command: A Leadership Course for New Delta Captains” and shared some of the information from this course. Some important information he shared was that accident/incident trends worldwide



*Capt Steve Harden*



*One of the “breakout groups”*

showed that 2/3 are human related and approximately 56% of these human factor related accidents involve decision-making. With the same accident rates of 1961, we would have 220+ accidents a year and a fatal air crash every 10 days.

Capt Sauls asked, “How much different is military flying compared to commercial flying? Your mission is still to understand your authority, use your resources, and utilize your skills.” He encouraged those interested to contact him via email at [lloyd.sauls@delta.com](mailto:lloyd.sauls@delta.com).

Capt Steve Harden, (FedEx, Vice President, CTI, Memphis) spoke about the FedEx CRM program beginning with the questions, What is it and Why should I care? He stated that there were basically two principles of CRM: Evolve or Die. Without evolution, the program will die off. And why should you care? If you don’t believe the two principles, then you shouldn’t care. But, if you do believe in them, then why not learn from a similar aviation organization that has grappled with both of these issues?

There are two leads in the FedEx program according to Capt Harden, documentation and training. Documentation included putting CRM

principles in the flight ops manual, company flight manual, grade sheets, and aircraft simulator manuals all have CRM elements in them. Training included many things such as baseline courses, LOFT, and Instructor/Evaluation Training.

“What can you learn?” he asked. “Embed CRM principles into all of your manuals and regulations now, embed your CRM skills in all your grade sheets, know that the real work of CRM training is done in the simulator, Check Airmen make or break your program, and make the instructor pilots your CRM instructor. Collect your data, but use your data, too!”

The next lecture dealt with Army CRM Training Enhancement led by Dr. Larry Katz (Army Research Institute (ARI), Fort Rucker). The ARI Aviation Research, Aircrew Coordination Training Enhancement Program is an army program enhancing aviation mission effectiveness and crew safety and is its equivalent to CRM. Some of the research done included some initiated by army deputy chief of staff for operations, which revealed that army aviation crew coordination accidents cost over \$292 million and 147 fatalities during the fiscal year 1984-1989. This information culminated in a



*Much was learned by conference attendees.*

validation test with an active duty aviation brigade completed in August of 1992, which resulted in more than 20% improvement in mission effectiveness, demonstrated a 43% reduction in safety related crew errors, and an estimated savings of nearly \$30 million and 15 lives per year.

This research was implemented by being taught in selected resident US Army Aviation Center courses, using an exportable training package provided to units, and standardized instructor pilot cadre conducting initial "train the trainer" instruction. Some of the training modules can be found on their website: <http://act.drc.com/act/>.

Jon Phelps (FAA Aviation System Standards, Director of Safety and Quality Assurance) spoke about the FAA and CRM. He gave an interesting time line concerning CRM starting with the 60's where there wasn't any CRM and there was a "testosterone rules" mentality. Then on to the 70's with its wars and crashes in which a lot were found to be caused by pilot error. This started people thinking about CRM so that at the end of the decade formal CRM began. In the early 80's, a united CRM program began and by the late 80's the C was changed from Cockpit to Crew. In the 90's, CRM integrated into training and operational programs. Finally in 2000, the new emphasis is error management and promoting advanced situational awareness. To continue with the evolution of CRM, time and resources need to be available, so "we can move

forward and improve crew performance, enhance SOPs, and manage human errors".

Maj A.J. Genco (HQ AETC/DOFM, OL-A, Kessler AFB), originally scheduled for Thursday was moved to this spot to add his insight into CRM in the C-130J Program. He pointed out some of the difficulties with the conversion to the J. For example, automation, is it your friend or your foe? Some of the difficulties included reduced crew drives high workload, training development and devices lagging aircraft procurement, no formal training unit, no U.S. simulator, and no training devices for "button smashing". But, we are going somewhere by continuing to work on SOPs, training, evaluation criteria, and publications.

Maj Swanson and M John Varljen (USAF/XOOT) spoke briefly about AFRC and AF CRM tasks including a suggestion to change training and switch to a 5-point grade sheet. The 5-point grade sheet was met with mostly negative reactions.

The attendees were then separated into five separate "breakout groups" to discuss some of the CRM issues that had been presented at the conference with a member from each group to present their ideas the following day.

The five "breakout groups" were asked to send their individual spokespersons up to the podium to share what their groups had discussed during their meeting. The general consensus was that the 5-point grading system was overall more complicated to use and would make it harder to standardize the evaluation scale.

The first presenter of the day was Dr. Robert Nullmeyer with the Air Force Research Laboratory who is working on CRM skills and distributed simulator training for fighter pilots. When it came to understanding, he explained, "most pilots didn't understand the breadth of issues under the AFI 11-290 CRM umbrella, but they had a good working knowledge of the independent components." Some of the suggestions to improve CRM according to his study were assure proper format, duration, and frequency of training, assure course delivery is right for intended audience, and consider using a term other than CRM.

CRD Harry Heatley (Navy/Marine Corps CRM, NAS, Pensacola) is the Director of the Navy CRM School, U.S. Navy and Marine Corps CRM Instructional Model Manager. He effectively answered the question, "Why teach CRM?" with the simple answer "to increase mission awareness and reduce human error."

The goals of the program are to increase mission effectiveness, minimize crew preventable

# Conference Highlights

errors, maximize crew coordination, and optimize risk management. The critical skills or the core of the program is to teach decision-making, assertiveness, mission analysis, communication, leadership, adaptability/flexibility, and situational awareness. For more information attendees were directed to their website, [www.crm.navy.mil](http://www.crm.navy.mil).

Next, Patrick Browne and Greg Nowakowski from Flight Safety International spoke. Established in 1951 by A. Ueltschi, training is their business. In the past they've dealt with personnel from the airline, military, corporate, and private sectors and now they are picking up interest in the maritime, medical, petroleum refining, NASCAR, and railroad fields as well. Their mission is to increase knowledge, change behavior, reverse bad habits and practices, and promote a safer working environment.

When dealing with CRM in conjunction with automation some of the foreseeable problems include design flaws, operator skills, crew interaction, and data application. The automation lessons learned include: the workload isn't reduced, but shifted; there are widely different views on the

use of automation; human erroneous actions are not eliminated, but changed; automation neither reduces the need for human involvement nor removes problem of safety and reliability; the safe and efficient use of complex systems depends on human intelligence and human action. For more information email [patrick.browne@flightsafety.com](mailto:patrick.browne@flightsafety.com) or [greg.nowakowski@flightsafety.com](mailto:greg.nowakowski@flightsafety.com).

Last to speak on Thursday was Robert Proffitt (OL/HQ AETC, Little Rock AFB) who gave a C-130 ATS CRM Update. In recent events, the Air Force requested the entire program be revamped, which requires a major upgrade and affects all C-130 training. The project will have several phases, but the new CRM program will be "bigger, better, and bodacious" and the "most comprehensive in the Air Force." For more information contact [Bob.Proffitt@LittleRock.AF.Mil](mailto:Bob.Proffitt@LittleRock.AF.Mil).

In closing, Col William Thomas said, "the tools needed will be provided, but individual units must be willing to use them and adapt them to fit their needs. Communication is very important: if we don't know there is a problem, we can't fix it!"

*The barbecue.*



# 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 Group  
11950 W. Highland Ave.  
Blackwell, OK 74631  
580-628-4607  
Email: schatzpub@aol.com

### 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.

# C.R. TERROR

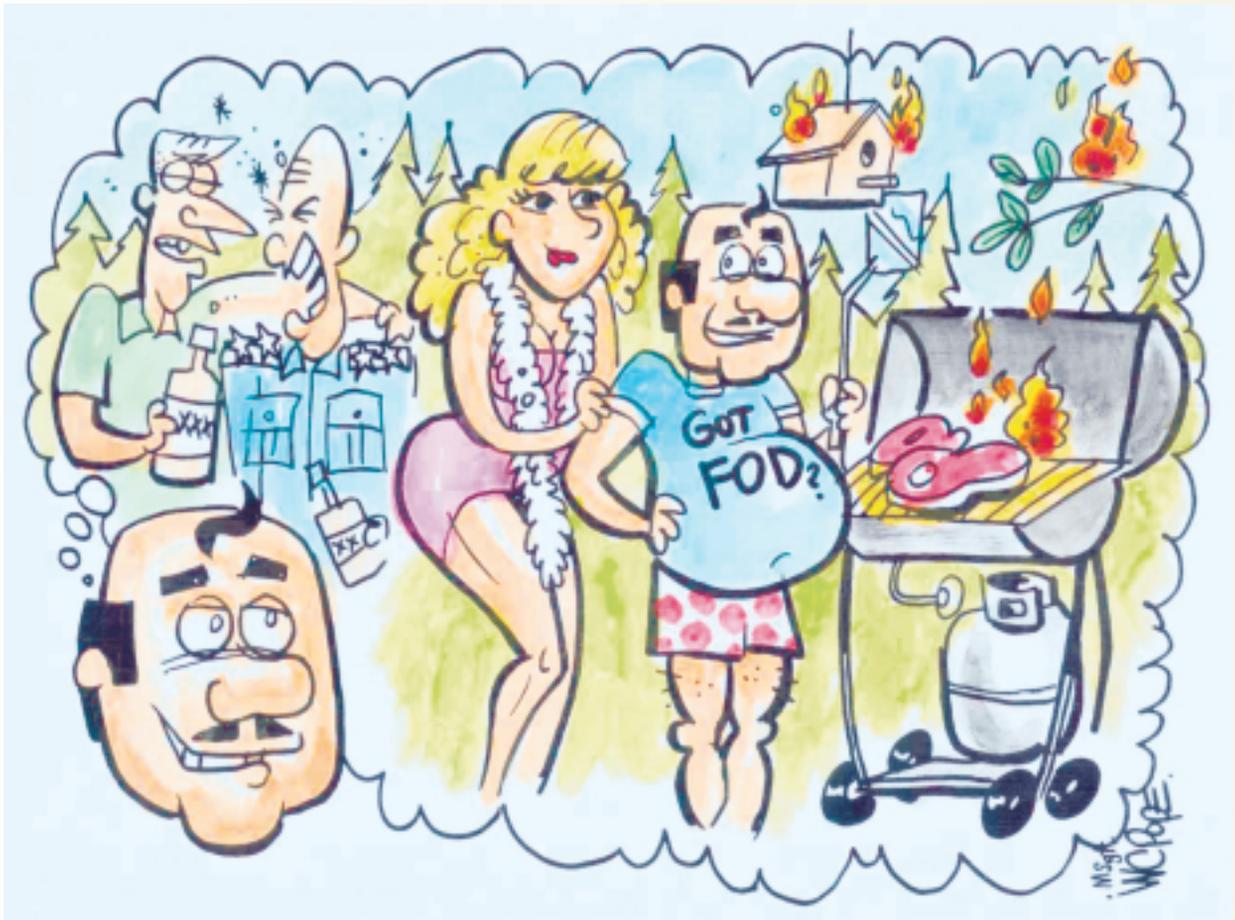
by *Ebby Rexwinkle*

C.R., noted Dispenser of Libations, pulled out all the stops for his Labor Day weekend — three days of parties, fun, and “Generalized” opportunities. Always striving to uphold his reputation, C.R. was certain his back yard “feast and suds” blast was sure to please even the brassiest!

“Oh Drats!” blurted the Illustrious One as he stumbled over a box he left lying in the floor after returning from the corner market. “Double drats!” he quipped when he realized the avocado and

anchovy supreme chip dip dotted with poached raisins had been plopped on his best pair of emerald green pigskin flying gloves which he left lying on the kitchen chair.

“Oh well,” chirped C.R., “The green matches quite well.” C.R. paused for a moment then nodded his head to show agreement with himself and proceeded to scrape the dip back into the bowl. “They’ll never know,” he mumbled to himself as if there was a room full of people watching him scrape up what could easily be construed as avial residue.



“Okay,” silently thought the Aviator with Avoirdupois. “All I have left to do is...” when he was suddenly startled by shouts from the living room.

“Hey, C.R.! Can you give me a hand with this?” as he rolled a shiny, cumbersome, keg of fermented spirits into C.R.’s living room.

“What are you doing, Sammy?” quacked C.R.

“I went and picked up the suds for the party... just like you asked me to,” stammered the second half of the Dynamic Duo.

“Fantabulous!” exclaimed C.R. “I was beginning to develop a little thirst, and this is definitely the thirst quencher I was needing.”

“Maybe you should wait until later,” urged Sammy.

“What’s it going to hurt to have a few short nips before the party?” argued C.R. as he grabbed the keg and began maneuvering it through the living room and out into the backyard.

“Maybe a lot!” exclaimed Sammy as he reminded his illustrious friend that some very important, heavy metal individuals were scheduled to be present tonight. “Remember who you have invited to this gig?”

“I remember!” smacked C.R. “I remember... I invited them!”

Sammy shook his head in disagreement while urging C.R. not to partake. “The party starts in less than three hours.”

“I’ve got it all under control m’lad,” quipped



C.R. as he rolled the keg down the steps into the kitchen. “I’ve got to get this baby chilled down. The last thing I need is tepid brew,” C.R. said as he dramatically wiped sweat from his brow and staggered jokingly around the room.

“Gadzooks!” yelled Sammy as he snickered, “You act like you’ve already filled your tank with some of that high-octane fuel!”

“Nope,” C.R. answered with a quirky smile on his face, “But I intend to!”

“You’re going to be sorry!” warned Sammy as

he shook his head in disgust.

“Oh! Balderdash!” growled C.R. as he waddled to the kitchen to prepare the home-grown, corn-fed, melt-in-your-mouth, sure-to-please-the-brass T-bone steaks for the party.

“You know... maybe you’re right C.R. A little refreshment doesn’t sound too bad after all, but I’m still going to wait,” Sammy spouted several moments after he thought about a cool drink. He didn’t want to down a few and then run into the long arm of the law on his way home. But as far as the Titan of Terror was concerned, his nerves were more than just a little bit frazzled. He was pulling out all the stops for this party — he had even invited General Lockjaw! C.R. knew everything had to be perfect, and he was running out of time, so he began to fortify his plan with liquid encouragement.

“Hey C.R.” yelled Sammy from the patio where he was busy packing ice around the metallic sudsmaster. “What are you doin’?” he asked as he poked his head around the corner of the patio door.

“Sammy, m’boy, I am preparing ‘Old Bessie’ for a pathway to digestion heaven,” C.R. blurted as he rubbed his rotundulous belly. “Yep, the General is just gonna love this!” quipped the Portly Pillar of Pilotdom as he grabbed another swig of liquid muster and vividly imagined the wealth of gratuity the General would heap upon him once he sampled his culinary wares.

“Whatever,” Sammy chided as he walked through the patio doors into the kitchen. “Whatever ya think.”

“Whhaaaa, yikes!” squawled the Rhinestone Flyboy as he caught a glimpse of the clock... which were now becoming clocks on the wall. By now the Worried Warrior was beginning to feel the effects after more than just a few rounds of potent, refined, lizard juice.

“Whoaaaaa... I still have to grab a shower and pick up Tassles. I’m running out of time.” C.R. was panicked. He hurried to complete last minute preparations, trying not to envision the General’s anger over eating cold steaks. “I’m never going to make it!” exclaimed C.R. as he grabbed another mug of mush and dashed to the bathroom to take a shower. “Catch ya later Sammy,” C.R. yelled. “I have to go,” as he crawled into the shower.

Sammy figured he might as well let himself out and grab a shower, too. After all... the King of Krust he was not!

Meanwhile C.R. had scrubbed the flab, buffed

it and was almost finished styling the rug when the phone rang.

“Hello,” C.R. burred as he hurriedly answered the phone while trying to down a gulp of gusto.

“Hey there, my Bodacious Bullfrog,” smacked Tassles. “When are you gonna come pick me up?”

C.R. hesitated, “Ahhh... I’ll be there in 15 minutes. Will yooou be ready?”

“Sure Baby... You know me, I’m always...”

“Tassles!” interrupted C.R. “You have to look your best tonight... General Lockjaw is going to be here.”

“No problem,” quipped Tassles who was flipping through dresses in the closet. “I have a dress that a general once bought me. I’ll wear that one to the party.”

“Beauuuuuty-fill,” slurred C.R. “I’ll be there in a flash.”

“Toodles,” Tassles swirled as she squeezed into her hot pink, sequin and blue bobbed mini dress with a polka-dot faux ostrich feather boa.

C.R. was finally ready. He stumbled out the door, crawled into the car, and commenced his drive to Tassles’ house. But in his rush he forgot to leave the glass of ale at home, and wouldn’t you know it... a county mounity pulls up beside the now, very polluted C.R.

“Pull over sir,” the officer politely instructed C.R. as he motioned for him to pull to the side of the road. “Pull your vehicle off the road,” the officer sternly ordered again.

“Ahh... yes, sir,” C.R. nervously answered as he swerved to the edge of the road.

“What’s the problem offeecer?” questioned C.R. as the officer bent over to peer inside the car.

“May I see your license?” asked the officer who was now taking a long hard look at the jug of jovial juice the Master of Disaster was clutching in his hand on the edge of the steering wheel.

“Sure thing, offeecer!” C.R. responded as he tried to think where his license might be. C.R. was really confused. “Ah, isn’t the license on the back of the car, offeecer?” asked C.R. as he bumped his head while trying to look out the window.

“Yes sir, you’re absolutely right! Your vehicle license is on the back of the car,” replied the officer who was slowly beginning to become irritated with C.R.’s inebriated state. “But I would like to see your driver’s license?” explained the officer who was now fully aware that the Sultan of Slush was not in control of his faculties.

“Sure,” C.R. slurred as he fumbled around

# C.R. Terror

aimlessly with one hand to find his wallet. Finally after several moments of groping in all the wrong places C.R. decided he could do a much better job looking for his wallet with two hands... so he handed the officer his glass of fermentation. "Could you hold this for me?" C.R. asked as he handed the officer the mug of beer.

"Sure thing," said the officer as he began to smile profusely. "I'll be glad to help you out," as he reached to take the glass from C.R.'s hands.

"Did you say get out?" mumbled C.R. as he tried to fixate on the officer's face. The officer's smile was getting larger and more intense by the moment.

"No problem," C.R. grunted as he grappled around in the car trying to find the handle so he could open the door of his Jag in response to what

he thought was the officer's request.

C.R. finally managed to find the handle, and open the door of his Jag, only to fall out of the car, spread-eagle on the pavement. After a few moments, he realized he was prostrate on the ground and figured he had better stand up. While trying to stand up next to the car, C.R. began to chatter. "Yep, sure is going to be a nice weekend," he declared as if the officer wanted to discuss the weather.

"Yep, sure is," the officer chortled as he stood there smiling profusely, carrying on a conversation with C.R., still holding the glass of happy juice in one hand, and jingling a pair of glittering handcuffs in the other. "It certainly is Ollie... it certainly is."





# Flying Hour Milestones

## 10,000 Hours

**89 AW/PP Andrews AF, MD**  
Lt Col John C. Bly

**312 AS Travis AFB, CA**  
SMSgt Kenneth Elmenhurst

**701 AS Charleston AFB, SC**  
MSgt Louis C. Marino

## 8,500 Hours

**14 AS Charleston AFB, SC**  
CMSgt Tommie L. Taylor

**701 AS Charleston AFB, SC**  
Lt Col John W. Placko  
MSgt Dennis L. Moore

## 7,500 Hours

**89 AW/PP Andrews AF, MD**  
CMSgt Anthony Alvarez

**300 AS Charleston AFB, SC**  
SMSgt Frederick  
SMSgt Timothy E. Simmons  
MSgt David R. Turner

**701 AS Charleston AFB, SC**  
B-G Gerald A. Black  
Lt Col Stephen L. Avery  
CMSgt Johnny M. Spanos  
CMSgt Gerardo L. Villagomez  
SMSgt Freeman L. Tate  
MSgt Benjamin E. Alexander

## 6,500 Hours

**1 AS Andrews AFB, MD**  
Lt Col Timothy Gulliver

**14 AS Charleston AFB, SC**  
MSgt Angel L. Rodriguez  
TSgt David E. Fisher  
SSgt Theodore H. Kiburz

**22 AS Travis AFB, SC**  
MSgt Richard D. Giddens  
89 AW/PP Andrews AF, MD  
Lt Col Mark W. Tillman

**300 AS Charleston AFB, SC**  
Lt Col John P. Hall  
Maj Herbert C. Bailey  
Maj Jonathan C. Holmes

**312 AS Travis AFB, CA**  
Maj Bruce H. Schussler  
Maj Steven J. Wycoff

## 5,000 Hours

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

**14 AS Charleston AFB, SC**  
Lt Col Steven L. Groenheim  
Lt Col Andrew R. Murphy  
Lt Col Michael T. Thayne  
Maj Thomas R. Clayton  
Maj Henry J. Fairtlough  
Maj Vincent P. Logsdon

**17 AS Charleston AFB, SC**  
MSgt Larry B. Manning  
TSgt Donald R. Eagle  
TSgt Christopher K. Schick  
SSgt William H. Myers

**21 AS Travis AFB, CA**  
TSgt Edward T. Pena  
SSgt Brian D. Means  
SSgt Wayne B. Wise

**22 AS Travis AFB, SC**  
MSgt Charles B. Kahuli

**32 ARS McGuire AFB, NJ**  
MSgt Kirk Shaw  
TSgt Tim Fowler

**89 AW/PP Andrews AF, 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

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

**300 AS Charleston AFB, SC**  
Lt Col Gregory L. Vitalis  
Maj David M. Beasley  
Maj Patrick E. Cannon  
Maj Timothy H. Diemer  
Maj Dana Evans  
Maj Jon A. Fullerton  
Maj Ronald R. Goodwin  
Maj Douglas A. Hetzel  
Maj Ronald P. Mature  
Maj Gregory B. McCool  
Maj Jeffrey G. Smith  
Maj Allan L. Swartzmiller  
CMSgt Nolan L. Mole  
MSgt Darrell J. Billham  
MSgt Brad C. Day  
TSgt Steven Boozer  
TSgt Timothy S. Schnaible

**312 AS Travis AFB, CA**  
Lt Col Edward T. Kintzing  
CMSgt Alejo J. Cruz Jr.  
SMSgt Alan K.H. Chung  
MSgt John F. Ludke  
MSgt Steven J. Robison  
MSgt David C. Saldana

**701 AS Charleston AFB, SC**  
Lt Col Daniel V. Boughton  
Lt Col Steven L. Lesniewski  
Maj Stephen C. Bartosh  
Maj Fred D. Gault  
Maj Martin P. McNulty  
Maj Randolph M. Knox  
Maj Michael P. Roth  
Maj Sparr S. Sapyta  
CMSgt Dwaine B. Dodd  
TSgt J.R. Martin

# Milestones

## 3,500 Hours

### 1 AS Andrews AFB, MD

Maj Joseph Lanzetta  
Maj Harry Lloyd  
TSgt Wade E. Hardeman

### 14 AS Charleston AFB, SC

Maj Scott J. Balsitis  
Maj Kevin D. Brown  
Maj Todd A. Dierlam  
Maj Ralph Froese  
Maj Scott D. Tabor  
Maj Mathew T. Whelan  
Capt Kevin A. McManus  
Capt Travis J. Price  
Capt John P. Stone  
Capt Richard E. Williamson  
SSgt Corey D. Carter  
SSgt James A. Lewis

### 21 AS Travis AFB, CA

TSgt Brian D. Jewell

### 22 AS Travis AFB, SC

Capt Matthew E. Rafter  
SSgt Christopher J. Turner

### 32 ARS McGuire AFB, NJ

MSgt William Rappaport  
TSgt Leroy Robinson

### 89 AW/PP Andrews AF, MD

Lt Col George L. Pavelko  
SMSgt Stephanie R. Watson  
MSgt Herbert D. Joiner  
MSgt Robin J. Theroux

### 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  
SSgt Steven R. Quickstad

### 300 AS Charleston AFB, SC

Lt Col Patrick K. Hill  
Maj Todd A. Badura  
Maj Scott J. Balsitis  
Maj Jacques A. Barron

Maj Michael J. Carr  
Maj Russell A. Catanach  
Maj Edward H. Dotson  
Maj Ronald R. Goodwin  
Maj Andrew J. Kenis  
Maj James M. Kenny  
Maj David A. Kenton  
Maj Thomas R. Klett  
Maj Derrick A. Kroll  
Maj Robert E. LaCroix  
Maj Lance K. Livesey  
Maj Brian R. Loehrke  
Maj Robert J. Matthews  
Maj Stephen J. Mayeux  
Maj Thomas J. McNamara  
Maj Michael P. Simmons  
Maj Jeffrey G. Smith  
Maj David D. Snyder  
Maj Michael L. Speer  
Capt Jeffrey R. Hazelwood  
Capt Charley M. Richardson  
Capt Samuel M. Sims  
CMSgt Stephen B. Brunson  
MSgt Furman J. Beckwith  
MSgt Marion T. Dudley  
MSgt William H. Griffin  
MSgt Douglas L. Guthrie  
MSgt Eve M. Irwin  
MSgt Allen E. Newhart  
MSgt Kenneth A. Whetsell  
TSgt Wade A. McEachern

### 312 AS Travis AFB, CA

MSgt Ross C. Johnson  
MSgt Michael D. King  
TSgt Patrick D. Roberson  
TSgt Richard A. Willey

### 701 AS Charleston AFB, SC

Maj Darryl J. Beardsley  
Maj Julien S. Blackwell  
Maj William H. Durkee  
Maj William R. Fingar  
Maj Michael W. Glenn  
Maj Robert A. Huston  
Maj Richard L. Kemble  
Maj James J. McCusker  
Maj Keith M. Moore  
Maj Nelson J. Novo  
Maj Barry D. Peterson  
Maj Timothy L. Stevens  
Capt Kenneth R. Council

Capt Stephen C. Hueholt  
Capt Joseph E. Strawn  
Capt Joseph G. Terry  
Capt Scott D. Torrico  
Capt Thomas J. Vantiem  
Capt Steven I. Wayland  
MSgt Jack E. Lewis  
MSgt Barry A. McCourry  
MSgt Thomas E. Reynolds  
MSgt Michael S. Smith  
TSgt Stewart C. Shackelford

## 2,500 Hours

### 14 AS Charleston AFB, SC

Maj Paul C. Lambertson  
Maj James A. Shoemaker  
Maj Grant J. Stedronsky  
Capt Troy L. Born  
Capt Brent B. Buss  
Capt James A. Dereus  
Capt Mark A. Kruse  
Capt John D. Lamontagne  
Capt David E. McDonald  
Capt Keith L. Thibodeaux  
Capt Shawn P. Whitaker  
Capt Richard E. Williamson

### 21 AS Travis AFB, CA

MSgt Kevin M. Paskey  
TSgt Robert W. Hierstein  
SSgt Erik R. Appeldoorn

### 22 AS Travis AFB, CA

MSgt Michael T. Roe

### 32 ARS McGuire AFB, NJ

Lt Col Guillermo Balmaseda  
Maj Tim Robinson

### 89 AW Andrews AF, MD

Maj Albert P. Lense

### 89 AW/PP Andrews AF, MD

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

### 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 Jeffery W. Morgan  
TSgt Richard E. Vaughn  
SSgt Timothy M. Brull  
SSgt Jason L. Jerome

## **300 AS Charleston AFB, SC**

Lt Col John M. Young  
Maj Mark M. Bauknight  
Maj Robert P. Graham  
Maj Deborah A. Rieflin  
Maj Jon M. Sinclair  
Maj Benjamin T. Vorhees  
Maj Jeffrey S. Wessels  
Maj Westel W. Willoughby  
Capt Mark E. Blount  
Capt Michael R. Fick  
Capt Charles F. Fox  
Capt Joel D. Irvin  
Capt Johnny M. Johnson  
Capt Mark A. Laverne  
Capt Gregory J. Meyer  
Capt Curtis K. Rahn  
Capt Roger F. Reynolds  
Capt Michel J. Shahid  
Capt Curtis L. Tucker  
Capt Daniel C. Zubryd  
MSgt Monica Floresreeder  
TSgt John G. Nevitt  
TSgt Ronald M. Newbold  
TSgt Peter J. Shovey

## **312 AS Travis AFB, CA**

Capt Capt Hugues A. Guazelli  
Capt Patrick K. Meehan  
MSgt Todd M. Hyman  
MSgt Sherry M. Jensen  
TSgt Ryan P. Senate

## **701 AS Charleston AFB, SC**

Maj Charles E. Bestard  
Maj Thomas K. Cahill  
Maj David A. Owens  
Capt Jeffrey E. Brett  
Capt Patrick F. Buckley  
Capt Fred D. Galey  
Capt Todd N. Humble  
Capt Robert P. Hanna  
Capt John P. Healy  
Capt Robert C. House  
Capt John G. Lowe

Capt Brent A. Merritt  
Capt James S. Mills  
Capt Scott M. Rider  
Capt John M. Riordan  
Capt John F. Robinson  
Capt Kevin D. Schmedeke  
Capt Douglas T. Slipko  
Capt Trent J. Vanhulzen  
MSgt Allen F. Larson  
MSgt Donald R. Oswald  
MSgt Sheldon T. Pompey  
TSgt Julio C. Cubano  
TSgt Francis E. Tallent

## **1,500 Hours**

### **1 AS Andrews AFB, MD**

MSgt Pierre O. McLeod  
SSgt Angila Thomas

### **1 HS Andrews AFB, MD**

SSgt Paul Heller  
SSgt William Kitzmiller

### **14 AS Charleston AFB, SC**

Capt Jason M. Brown  
Capt Michael R. Cook Jr.  
Capt Steven J. Dimatteo  
Capt Harmon S. Lewis Jr  
Capt Philip W. Lynch  
Capt Jim E. Martin  
Capt Thomas B. Meeks  
Capt Chad A. Rauls  
Capt Daniel S. Rohlinger  
Capt Eric W. Skipper  
SSgt Donny M. Washam

### **21 AS Travis AFB, CA**

MSgt Roy D. Dietz  
SSgt Steven G. Edmundson  
SSgt Brian S. Sloane

### **22 AS Travis AFB, SC**

Capt Richard L. Bairett  
Capt David D. Banholzer  
Capt Todd A. Garrett  
MSgt Michael D. Brandt  
TSgt Scott A. Maze  
TSgt Todd J. Winkelman  
SSgt Andrew L. Bladow  
SSgt Timothy M. Dew  
SSgt Adam J. Kavan  
SSgt Paul E. O'Daniel

### **32 ARS McGuire AFB, NJ**

Capt Brian Alexander  
Capt Dane Christensen  
Capt Steve McIlvaine  
SSgt David Guerrero  
SSgt Scott O'Neil

### **89 AW/PP Andrews AF, MD**

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

### **99 AS Andrews AFB, MD**

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

### **300 AS Charleston AFB, SC**

Capt Christopher F. Chitwood  
1Lt Richard C. Freeman  
MSgt Howard P. Mair  
TSgt Robert W. Barrett  
TSgt Wilson A. Ham  
TSgt Pamela A. Hooton  
TSgt Phillip J. Johnson  
TSgt Timothy K. Potter  
TSgt Beverley J. Thomas  
SrA Timothy A. Helgerson

### **301 AS Travis AFB, CA**

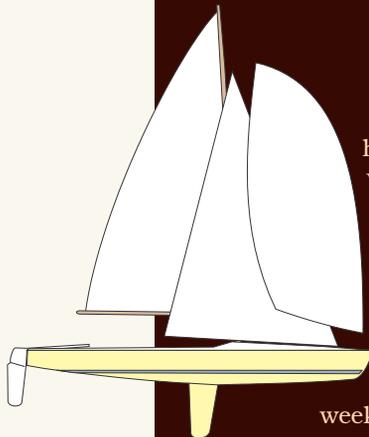
TSgt Randall W. Cowart  
TSgt Alfredo Longoria  
TSgt Karl Wiggins

### **701 AS Charleston AFB, SC**

Capt Rodney D. Lewis  
Capt Matthew F. Rosen  
MSgt Bryan D. Dubois  
TSgt Russell B. Bennett  
TSgt Daniel C. Daiber  
TSgt Robert S. Hunt  
TSgt Daniel J. Pahl  
TSgt William Raymond  
TSgt Howard L. Wiggs  
SSgt Edward M. Dearborn

# QUICKSTOPPERS

## THE PERFECT WIND



Two weeks ago, a group of highly trained specimens from a water-based military faction were primed, ready and headed to the lake for some fun in the sun. This energetic gang of sun brutes arrived at the lake, bailed out of their spiffy SUV and immediately began unloading the supplies for the weekend — which included a brand new, never been in the water 15ft. sailboat, and an entire weekend's supply of suds.

Eager to get in the water, Romeo jumps in his SUV and begins the process of maneuvering the boat trailer down the boat ramp to christen his newest toy. The rest of the gang — all standing on the sidelines — decided they would expedite matters as well, you know get this “show on the road.” As Romeo was backing down the boat

ramp, two of these intellectual wonders jumped on the trailer, up in the sailboat and proceeded to loosen the sails on the sailboat. They had this great vision of the boat launching itself in a glorious gust of wind. What a great story to tell the babes.

“Man this is great!” quipped one of the guys. “We’ll have this baby in the water in record time.”

And they were right! No sooner had those illustrious words been spoken when a gust of wind caught the extended sail of the boat and began to tilt both the boat and the trailer. Despite the efforts of the group, the boat was doomed. The gang of shocked Einsteins stood on shore gazing at the wreck as it bobbed to and fro with the action of the waves. Although the wind was only gusting at around 30 mph, it was enough to lift the boat and its trailer effortlessly off the ground, carry the package almost 20 yards off shore and plunge it into the shallows — bow first!

## BREWSKIE FOR YOU... KABLEWSKIE FOR ME

It was a three-day weekend, and everyone had been really looking forward to the backyard bash. Plans had been made well in advance, and Gif and his pals were going to PAR-TEH!

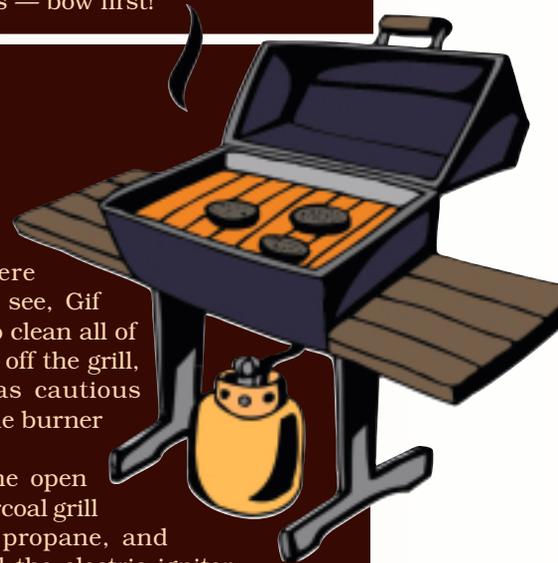
Since most of the guys from his unit were going to be attending the party, Gif ordered a keg. He felt it was a really smart move business wise. Buying the beer over-the-counter would have been a lot more expensive.

Most of the party-goers had arrived, so Gif decided it was time to cook the burgers. He had cleaned the grill earlier that day in preparation for the party. The grill was shiny, clean, spotless, and ready to fire.

Gif had been “tippin’ the till” quite a bit that day, but he knew how much he could handle. But Gif was stunned and speechless as he laid on the ground in a smoldering heap over ten feet from the barbeque grill. He could hear people

shouting and some the guy dates were even crying. You see, Gif was very careful to clean all of the dirt and grime off the grill, but he was not as cautious when he turned the burner off.

For hours the open burner on the charcoal grill had been oozing propane, and when Gif punched the electric igniter, the grill exploded with a flash of flames. Gif was going to live, but he would never be the same. His face, neck, chest, arms and hands received third degree burns — over 90 percent! Gif spent over eight weeks in the hospital and to date has undergone over 20 reconstructive surgeries. To top it all off— he lost his job!



# JARHEAD... JUGHEAD... NO HEAD!

Lock-out, Tag-out has been a crucial aspect of maintenance and safety for years. And the majority of accidents are not caused by ignorance, but stupidity. However, an incident involving a marine assigned the task of cleaning a ventilation fan in a barrack is definitely one for the record books.

Cleaning the attic fan seemed to be a far better job than scrubbing the head, however this marine probably would have fared better if he had cleaned the head. With tools in hand — ladder, bucket of soapy water, scrub brush and rag the jarhead was ready to remove impervious mounds of dust and grime from their resting place.

Appropriately placing the ladder, the industrious fellow climbed the ladder and placed the bucket of suds on the fold-out tray at the top of the ladder. Then he climbed back down the ladder to retrieve the brush and the rag. Back up the ladder he climbs only to remember when he gets at the top he forgot to get a screwdriver so he could remove the cover.

Back down the ladder he goes, gets a screwdriver, heads back up the ladder, gets to the top and as if struck by a bolt of lightning, he realizes the fan is still on. Okay. Daah! fits in here someplace. Is it possible this guy doesn't have his mind on his job? Back down the ladder he goes, down the barracks to the south entrance, opens the panel door and flips off the breaker.

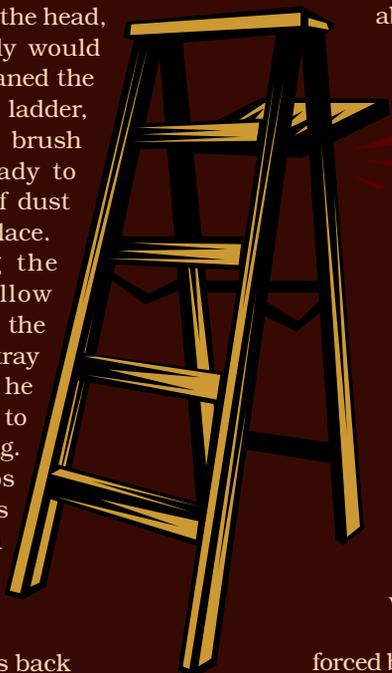
All in all this should have been a relatively

easy job, but for some reason this dunderhead found easy, highly irrelevant. Back up the ladder he goes. As he steps up each rung, he is still wondering if there is something else to consider. However when he reached the top of the ladder he was certain he hadn't forgotten anything—or had he?

Standing on the top of the ladder, about 10 foot above the barracks floor, the only thing the marine could focus on was the date he had lined up for tonight. He wasn't even concentrating on the job at hand. But his "job at hand" was about to change.

It was then that a corporal walked through the barracks door and noticed the panel door on the breaker box was open. "What idiot turned this off," he quipped to himself. "Probably one of the new recruits. Don't they know how hot it is in here!" Not knowing the marine was busy cleaning the ventilation fan, the corporal flipped the breakers on, only to hear the horrific screams of the marine who was instantly caught in the fan.

The marine had his right arm forced between the blades of the fan cleaning the top side of each blade. In an instant his right arm was ripped from his body. The centrifugal force of the fan knocked the marine off the ladder and onto the barracks floor. The marine was lucky... suffering only one serious injury—the removal of his right arm—which by the way, was soon to be a cleaning assignment for some other privileged recruit.



# POPE'S PUNS



Wow, I'm certainly  
GLAD I WORE MY  
STEEL TOES!

W. Pope  
WESTOVER

UXO