

January/February 2002

*Air Mobility Command's Magazine*

# THE MOBILITY FORUM

- 2001 Photo Contest
- Winners
- 2001 Individual Safety Awards
- Paintballs: Safe & Effective Bird Harassment

# THE MOBILITY FORUM

January/February 2002

Volume 11 No. 1

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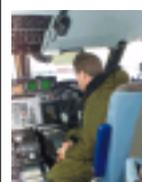
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## About The Cover...



*Pictured is a C-130 fitted with skis on snowpack.*



### Correction

The photo caption for the cover photo of the Nov/Dec issue should have read Aircraft Commander Lt. Col Jeff Richenberger. The editors regret the error.

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General John Handy



### COMMANDER AIR MOBILITY COMMAND



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W

ell it's 2002, we've started another year and we're almost halfway through this winter season. Hopefully, you were able to enjoy some of the mild weather we've experienced, but remember, the harsh reality of winter is just around the corner. I'm sure we'll get to see it sooner than later. I hope you had a great holiday season whether you were deployed or at home...if you

were deployed, I hope you get home to your loved ones soon.

Things have been going fairly good throughout AMC and out in our forward operating locations. Even though I would like to take credit for this, I can't. You're the ones that have made the AMC mission so successful, and I would ask you to continue with your efforts to help make 2002 AMC's safest year yet. Remember to apply risk management to every task you face, whether it's "Operation Risk Management" on the job, or "Personal Risk Management" at home. Your actions to protect yourself, your friends, your family, and AMC's ability to conduct its mission worldwide are key to us preserving this great nation and our way of life.

I look forward to a great year for you and the command. Please continue help us make "Safety an Attitude" in AMC.

Have a safe year,

Col Ziegler

# DASHING

## Through The Snow

By John Schatz  
Safety Management Consultant



he snow is flying and you anxiously listen to the slope reports. Yes! It's time again for skiing. There is nothing like the fresh mountain air, fluffy snow, and the sense of freedom one gets from gliding down the mountain. But with that

freedom comes the responsibility of taking precautions to ensure an enjoyable experience. Listed below are some safety tips:

❄ First, before you ever hit the slopes, make sure you are physically up to the challenge. Skiing is a taxing sport and the better condition you are in, the less chance for accident and injury. Remember, the air is going to be thinner so take it easy the first couple of days.

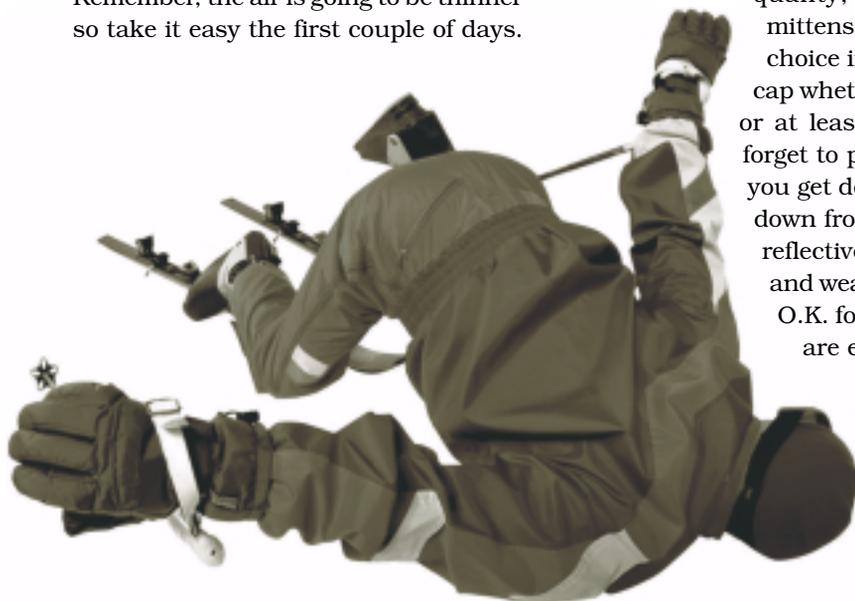
Another good idea is to leave the alcohol back at the resort for "after skiing" festivities — skiing and alcohol don't mix.



If you are a relative newcomer to the sport, be sure to invest in ski lessons. Costs are reasonable and will certainly make your skiing experience a more enjoyable one

Once you are on your own, be sure to check the weather forecast and dress appropriately. Dress in layers. A basic layering system has three components: An under layer to keep moisture away from the skin, a middle insulating layer, and an outer shell. Of course, layers can vary in thickness, quality, and performance. Gloves or mittens are a must, mittens are the best choice in really cold conditions. Take a cap whether you think you need it or not, or at least a warm ear band. And don't forget to protect yourself from the sun as you get doses of UV rays not only coming down from the sun but also up from the reflective snow surface. Use sunscreen and wear eye protection. Sunglasses are O.K. for warm sunny days, but goggles are essential when it's snowing.

While out skiing, make sure you ski on runs which are appropriate for your skiing ability. Always focus 100% of your attention on your skiing and the mountain in front of you. Avoid other skiers.







Maintain a distance of least 25-50 feet between you and other skiers. If a ski run is busy, don't hesitate to stop and let other skiers pass. You can then proceed down the mountain once it has cleared. There is no place for horseplay on a ski run! Make sure you don't block trails. Be sure to yield when merging into trails. Read trail maps, observe the posted signs and stay off closed trails. Don't try to zigzag through trees, as that has proved deadly for many skiers. And remember, all skiers should have devices to prevent runaway skis.

Remember to also be cognizant of your snow

conditions. When it has been four or five days since the last snowfall and temperatures drop to sub-zero, the snow solidifies and turns hard-pack. As these conditions progress, the skiing becomes hard and fast. Thus it's easy to begin a run slowly only to find you are out of control by your third or fourth turn. And once you're out of control, it can be difficult to avoid other people or obstacles.

By taking just a few precautions and keeping alert, you have gone a long way in reducing your risk for a slope injury. Ski safe and have fun!



**2002 TMF**  
*Writing Contest*

**SUSPENSE:** Postmarked NLT 30 April 2002

**SUBMIT TO:** Schatz Publishing Group  
Attn: 2002 Writing Contest  
11950 W. Highland Avenue  
Blackwell, OK 74631

**FORMAT:** Identify entries by title only. Attach a cover sheet indicating author's name, rank (when applicable), unit, home address, DSN, Commercial telephone and fax numbers, and e-mail address (if applicable). You may submit a photograph of yourself as well as any photos/graphics relating to your entry, if available.

**LENGTH:** Original, previously unpublished fiction or nonfiction. Entries should not exceed four single-spaced pages, including photographs/graphics.

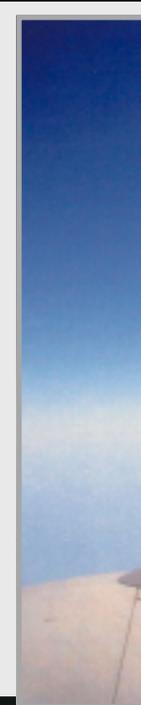
**CONTENTS:** Entries should contain one or more of the following messages: safety, risk management, CRM, tanker and airlift operations, and SAC/MAC/AMC heritage.

**ELIGIBILITY:** Military and civilian employees of the Department of the Air Force and Air Reserve Components. All other entries are judged under a Special Category.



# Photo Contest

**1st Place**  
Military Life  
AIC Omayra Corte  
*"Remembrance"*



# Best Winners



**1st Place**  
Recreational  
Maj Brian L. Schill  
*"Sunset Piper"*



**1st Place**  
Aircraft  
TSgt Brian D. Wittlinger  
*"Waiting My Turn"*



Photo by AIC Greg L. Davis

# 730th AMS Reaches New Safety Milestone

**YOKOTA AIR BASE, Japan** – The men and women of the 730th Air Mobility Squadron recently reached a new safety milestone by completing a fourth consecutive fiscal year without any reportable Class A, Class B, or Class C mishaps.

“To achieve zero on- and off-duty reportable mishaps for four consecutive years is daunting self-discipline,” said Col. Kenneth Wavering, 730th AMS commander.

In the past year, the 730th AMS handled more than 7,000 aircraft, including medical evacuations, presidential support, United Nations, contingency, exercise and repatriation missions. The unit processed more than 37,000 tons of cargo and 90,000 passengers in addition to handling a satellite operation in Diego Garcia and contract air terminal operations in Singapore, Misawa Air Base and Fukuoka, Japan.

During fiscal year 2001, overall mishaps were reduced by 40 percent, from 32 to 21. On-duty non-reportable accidents were reduced almost in half – 48 percent – from 25 to 13.

According to Wavering, the unit’s most notable achievement was reducing the number of government motor vehicle accidents from 18 to 5 — a 72 percent decrease.

“This is particularly outstanding considering the unit has 300-plus specialized industrial vehicles

used day and night throughout the unit,” the colonel said.

The squadron, 450 strong, also achieved its 15 percent mishap reduction goal set by the Air Force Safety Center for the third straight year.

The airmen attribute their accomplishments to a “safety-first” attitude and applying Operational Risk Management in every facet of their daily lives.

“ORM is the cornerstone of our operations. Our airmen call it ‘Personal Risk Management’ to ensure they play safely on-duty as well as off-duty,” Wavering said. “These fine airmen have led air mobility operations to a new level of safety consciousness taking the most complex and diverse airlift mission in the Pacific to even greater heights.”

For the 730th AMS, ORM isn’t just a slogan, it’s also a culture that’s incorporated at the grassroots level. ORM begins with 100 percent contact of newly assigned people — immediately on day one.

“These principles are an integral part of our supervisor safety training program, preparing our new leaders with the skills and knowledge to safely lead in a highly complex industrial environment,” Wavering said. “We also started a program called Mishap Analysis Briefings for frontline supervisors to lead mishap prevention seminars. This became a positive analytical tool to evaluate on-duty mishaps, to understand their core deficiencies and then correct those deficiencies.”

The colonel said the 730<sup>th</sup> AMS airmen are without a doubt committed to mishap prevention excellence, and display a relentless commitment to eliminate mishaps while creating a safe work environment for unit members.

“Our unit safety program continues to exceed all expectations without sacrificing the integrity of safety on- or off-duty during high operations tempo contingency missions and peacetime operations,” he said.

## WHAT IS CLASS A MISHAP?

- The total of the mishap costs \$1 million or more
- A fatality or permanent total disability
- Destruction of an Air Force aircraft

## WHAT IS A CLASS B MISHAP?

- The total of the mishap costs between \$200,000-\$1 million
- A permanent partial disability
- Inpatient hospitalization of three or more personnel

## WHAT IS A CLASS C MISHAP?

- Reportable damage between \$20,000-\$200,000
- An injury resulting in a lost workday case involving eight hours or more away from work; or work-related illness that causes loss time from work



# PAINTBALLS

## Safe and Effective Bird Harassment

By Cap Albert Lense and TSgt Ross Hustings



Large waterfowl pose a significant threat to aircraft. The use of varied harassment techniques, such as habitat modification, exclusion and even depredation are what wildlife control professionals call Integrated Pest Management (IPM). Using IPM is the keys to a successful BASH program. The use of recreational paintball equipment has proven to be another effective tool/technique for waterfowl harassment at Andrews AFB. It provides a versatile, cost effective, environmentally sound and easy method of combating loitering and resident waterfowl.

Andrews AFB has a golf course and lake within a stone's throw of the approach end of 01L. Along with that comes the presence of waterfowl. When waterfowl are harassed at the lake, they often retreat to open water in the middle of the lake. Previously in this situation, the only options we had were pyrotechnics or radio-controlled boats. The pyrotechnics, 15mm banger and screamer projectiles, are usually effective up to about 50 yards. RC boats although effective, have proven somewhat labor intensive to maintain and can get tangled in aquatic vegetation. The range of the paintballs is such that no areas of our lake are "safe" any more. Paintball guns are not very accurate, something that is not important since we are not aiming to hit the birds. A freshly charged CO2 canister produces a significant pop when fired. The popping of the gun, sound of the balls flying around the birds, and splashes in the water usually disturb the birds enough to get them moving. One person can conduct harassment operations without even exiting a vehicle.

Another favorable aspect of paintball gun use is the cost. The semi-automatic paintball guns with hoppers and CO2 canisters cost around \$200. Purchasing 2000 paintballs will cost about \$40-\$80, with factory seconds costing even less. Charging the air canisters costs \$6. This is

relatively inexpensive compared to other methods such as falconry or the use of dogs.

Factory settings on paintball guns propel the paintball at 280 fps. This is compared to approximately 1000 fps for a pellet gun. Point blank firing is avoided to avoid possibly hurting the birds. The paintballs break easily, so even if one were accidentally hit, the combination of range and velocity would not hurt a goose. Humans shoot these things at each other for fun, so the geese are probably at greater risk of being hit and injured by a golf ball....

The paintballs themselves consist of an organic gelatin shell, much like medicine capsules. The colored filling is glycol and water based, dissipates rapidly, and is non-toxic to the environment. All sorts of colors are available, earth tone colors being preferred to minimize temporary markings on dirt or grass. Choosing red paint balls is not advisable as a red blotch on a goose may have negative public relations implications! We conducted several tests that revealed even the most prominent marks made by the paintballs disappeared in a matter of days. Permitting is not a factor as long as this soluble paint is used and there is only intent to harass and not to kill the waterfowl. If the intent is to mark the geese to identify residents, then a marking permit needs to be obtained from the appropriate agency.

Paintball guns, as with any harassment technique, are most effective when used in conjunction with depredation. By combining harassment with depredation the waterfowl associate harassment with staying alive. The mainstays of wildlife control remain the same. First, evaluate your risk before taking action. Once you have your IPM-based plan in hand, then implement exclusion, harassment, habitat control and lethal control techniques as necessary, and be persistent. Don't forget to consider all options such as paintballs. Paintball use has proven to be a valuable, cost effective and successful method of harassment at Andrews AFB.



*“Ismael,” a physiological technician, records physiological readings before the Oct. 22 airdrop over northern Afghanistan of 42 containers with humanitarian daily rations. The deliveries are conducted from very high altitudes. The aircraft is depressurized before and during the airdrop so crew members must don oxygen masks. Physiological technicians fly on each mission to ensure crew members don’t succumb to hypoxia – the lack of oxygen – or other physiological problems like decompression sickness. (Photos by Master Sgt. Kenneth Fidler)*

**By Master Sgt. Kenneth Fidler**  
**USAFE News Service**

*(Editor’s Note: Aircrew members identified by first name only to protect their identities.)*



BOARD A C-17 GLOBEMASTER III SOMEWHERE OVER SOUTHWEST ASIA — Red lights dim even further in the cabin, marking the final countdown to drop time. “Jason,” a loadmaster wearing an oxygen mask, helmet and a harness tethered to the

floor, anxiously rocks from side to side.

The cargo doors yawn open, bringing bursts of freezing air into the depressurized cargo bay. The plane tilts up at about a 7-degree angle as the boxes, each weighing about 1,000 pounds, strain against their tie-down straps.

Jason and his partner, “Mike,” see the orange ready light blink on. 10 ... 9 ... 8 ... 7 ...

“Jeff,” the pilot, punches the button that releases the straps restraining the 42 boxes of humanitarian daily rations. Gravity takes over, and the boxes roll out like a freight train, breaking apart immediately and spilling the rations over a 1-by-3-mile area in northern Afghanistan.

One by one, three other C-17s safely drop their cargo, and all head home — the crews to rest for a couple of days, the planes to gas up and load up for the next set of drops that could take place hours later.

The drop took 8 seconds, the rush of flying with the cargo doors open lasted only a few minutes, but the flight itself went on for hours.

This marked the 13th successful mission of the U.S. military’s delivery of humanitarian daily rations to Afghanistan, part of President Bush’s

# MISSION Outweighs RISKS



## *For C-17 Aircrews Delivering Aid Over Afghanistan*

additional \$320 million aid package to the Afghan people. Since Oct. 9, about 700,000 meals have been delivered by C-17 aircraft with the 437th Airlift Wing, Charleston Air Force Base, S.C.

On his fourth flight since his unit deployed to Ramstein Air Base, Germany, Mike is visibly proud of his role in the operation.

“At first, I didn’t know what to expect,” he said, pointing toward the refrigerator-sized cardboard boxes lined up in two long columns. “This is the first time I’ve flown high altitude, de-pressurized operational flights. But on my first flight, it was a good feeling watching the boxes take off.”

Mike said the Tri-Wall Delivery System “works like a charm. The boxes are holding up well and they roll out perfectly.”

Essentially, the system is nothing more than heavy-duty cardboard boxes and straps designed specifically to handle the pressure of a high altitude drop.

On this plane — like all the others — the 42 boxes, each with 410 humanitarian daily rations, are tethered inside the cavernous cargo hold.

“I didn’t know how big of a deal this really was until I saw all the news crews out there,” he said, referring to the press conference held after the first mission Oct. 9. “I’m happy I was chosen to do this. I have a wife and daughter back home, and they see what we’re doing on the news. My wife said she’s proud of me.”

Although the long flight to and from the drop zone may seem ordinary, for a short time, it’s anything but.

***Aircrew members agree that probably the most dangerous part of the mission is physiological. For more than two hours***



***during the mission, aircrew members work in a depressurized plane, breathing through oxygen masks.***

About two hours before the drop, everyone on board dons an oxygen mask and starts taking in pure oxygen to decrease the amount of nitrogen in their bodies. Called “pre-breathing,” this helps prevent decompression sickness later.

“These missions are physically challenging,” said, “Josh,” a C-17 co-pilot. “The worst could be that you get (the oxygen supply) disconnected and don’t know it. You could get decompression sickness and die from nitrogen bubbles in your blood. Plus it’s just uncomfortable having the mask up to your face for two hours.”

About an hour before the drop, the pilot depressurizes the aircraft. Two physiological technicians fly each mission specifically to constantly check the crewmembers for signs of hypoxia, or lack of oxygen, which can occur within a minute at this high altitude.

***“You could be so engrossed in doing your job that you would never know if you lost oxygen supply,” said “Ismael,” a physiological technician deployed from the United States. “Probably the most dangerous part of this mission is simply the lack of oxygen.”***

Flying high over Afghanistan, cargo doors open, and air below freezing whipping around inside, knowing the plane could be taking fire from the ground — it all can be a bit unsettling.

But that’s not what Jason was thinking about. He was getting ready for the rush of cargo moving out. He was making sure his harness and oxygen lines didn’t get sucked out over the open ramp, and worrying about the tie-down straps catching. If they caught and the back-up release malfunctions, he has only seconds to grab the knife and cut it free.

The boxes roll out, breaking apart just as they drop off the cargo floor. Within seconds, it’s over. The rations spill out into the cold air and flutter to the earth below. Mike closes the cargo doors and the pilot pressurizes the aircraft.

***“It was an excellent drop, as always. It was a rush to do that stuff,” Jason said. “You know that somebody wants to shoot at you, but on the other hand you know you’re doing something good for someone. So it’s a rush on both ends.”***

Mike unstraps his mask and grins broadly; quite proud of the job he’s just done. “That’s something, ain’t it? Can you believe I’m getting paid to do this?”

*“Mike,” a C-17 loadmaster, unties restraining cords while preparing for the Oct. 22 airdrop of 42 containers of humanitarian daily rations over northern Afghanistan. This was the 13th mission supporting Operation Enduring Freedom since the airdrops began Oct. 9.*

# 2001 Air Mobility Command Annual Safety Award Winners

## **Safety Officer of the Year**

Capt Timothy A. Burns  
92 Air Refueling Wing  
Fairchild AFB, Washington

## **Ground Safety NCO of the Year – Additional Duty**

TSgt Shea T. Saul  
437 Maintenance Squadron  
Charleston AFB, South Carolina

## **Safety Officer of the Year - Additional Duty**

Capt Wendy J. A. Wasik  
50 Airlift Squadron  
Little Rock AFB, Arkansas

## **Weapons Safety NCO of the Year**

MSgt Dennis J. Tangney  
60 Air Mobility Wing  
Travis AFB, California

## **Flight Safety NCO of the Year**

MSgt Phillip R. Alerding  
319 Air Refueling Wing  
Grand Forks AFB, North Dakota

## **Weapons Safety NCO of the Year – Additional Duty**

SSgt Kevin P. Swiecicki  
437 Security Forces Squadron  
Charleston AFB, South Carolina

## **Flight Safety NCO of the Year – Additional Duty**

TSgt Seina Enwright  
89 Airlift Wing  
Andrews AFB, Maryland

## **Safety Civilian of the Year**

Mr. Mark J. Rupert  
92 Air Refueling Wing  
Fairchild AFB, Washington

## **Ground Safety NCO of the Year**

MSgt Nolan A. Rayne  
22 Air Refueling Wing  
McConnell AFB, Kansas

## **Safety Civilian of the Year – Additional Duty**

Mr. Daniel W. Hamilton  
375 Airlift Wing  
Scott AFB, Illinois

# 2001 Air Mobility Command Annual Safety Award Winners

## **Chief of Safety Aircrew of Distinction Award**

Crew of "Turbo 76"  
344 Air Refueling Squadron  
McConnell AFB, Kansas

## **Distinguished Ground Safety Award – Group**

615 Air Mobility Operations Group  
Travis AFB, California

## **Distinguished Explosive Safety Award**

22 Air Refueling Wing  
McConnell AFB, Kansas

## **Best En Route Support Unit Award**

733 Air Mobility Squadron  
Kadena AB, Japan

## **Distinguished Nuclear Surety Safety Award**

62 Airlift Wing  
McChord AFB, Washington

## **Distinguished Flying Unit Safety Award**

19 Air Refueling Group  
Robins AFB, Georgia

## **Distinguished Ground Safety Award – Wing**

92 Air Refueling Wing  
Fairchild AFB, Washington

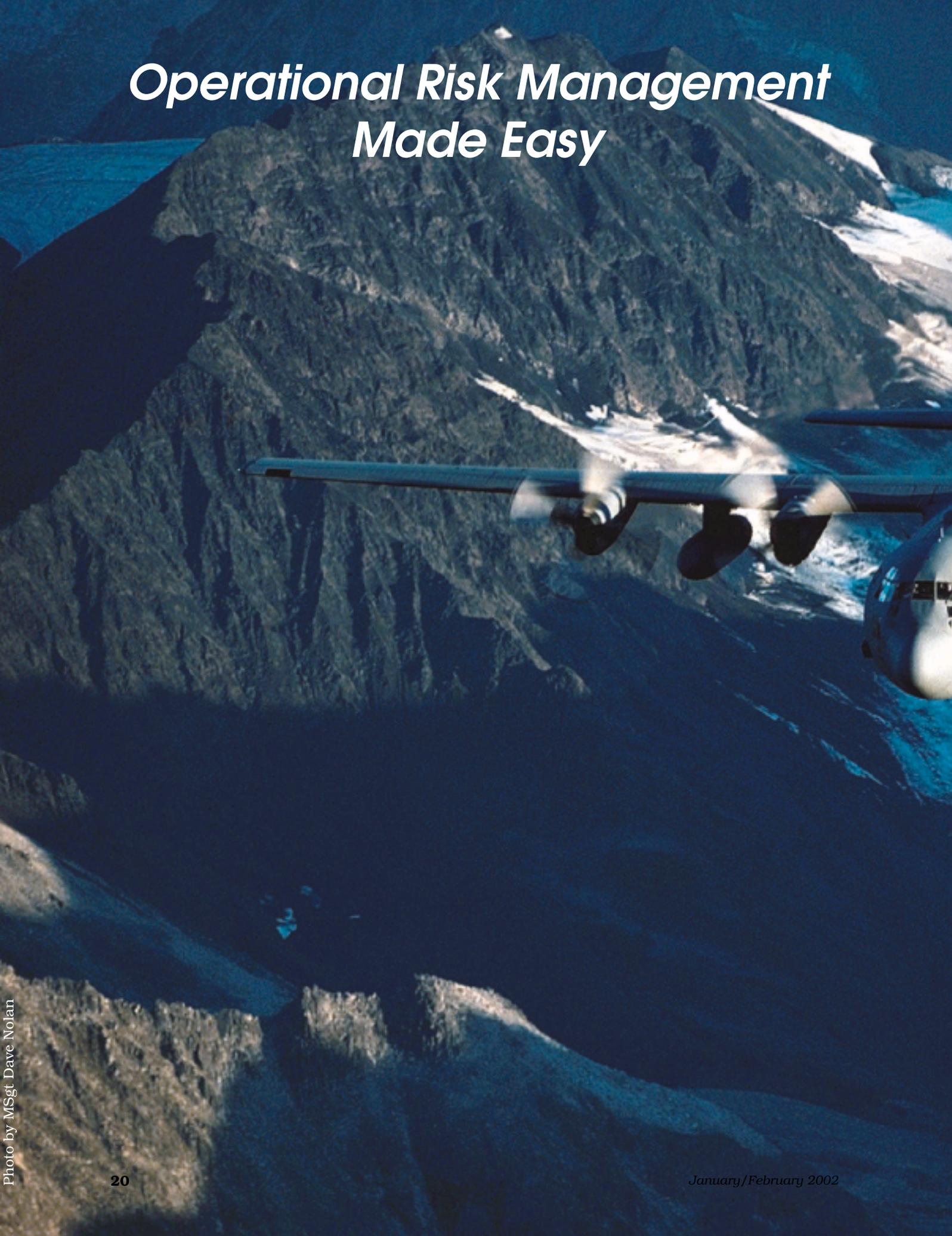
## **Operational Risk Management Achievement Award**

615 Air Mobility Operations Group  
Travis AFB, California

## **Safety Office of the Year**

92 Air Refueling Wing  
Fairchild AFB, Washington

# *Operational Risk Management Made Easy*





**Contributed by Capt Scott Foster  
43 AW Chief, ORM**

I wish I could lay claim to this “brainchild” as my own but the truth is it did not come to me in my sleep, but rather as an attachment to an e-mail from an e-mail forwarded from I don’t know who or where. As soon as I saw this I knew it was worth its weight in gold. What is this ORM miracle? It is the acronym **ACT**. This little acronym in three letters neatly and concisely describes the Air Force’s 6-step ORM process. The great thing is it’s so simple anyone can remember it. ACT stands for:

**ASSESS ENVIRONMENT FOR RISK**

- A. Be aware of your surroundings, duties, tasks, etc., on and off duty
- B. Analyze what could go wrong
- C. What are the chances of something happening

**CONSIDER OPTIONS TO LIMIT RISK**

- A. What can you do about it?
- B. Is it worth the risk to do it?
- C. Does the risk require you to elevate the decision making process?

**TAKE APPROPRIATE ACTION**

- A. Implement risk controls (take preventive action)
- B. Does your action control the risk; if not, start process again
- C. Spread the word! Let others learn from your experience

So remember to **ACT** in all you do both on and off duty.

If you have questions about ORM or would like to learn more about the ORM process see your unit’s ORM advisor.



## Logistics Group Improves Safety Barrier For KC-135 Aft-Hatch

*Tech. Sgt. Dean Pawlowski, 319th Logistics Group crew chief quality assurance inspector, connects the new aft-hatch barrier to a KC-135. The 319th LG redesigned the barrier for safety reasons.*

**By Senior Airman Kelly Ramey,  
Staff writer, Grand Forks AFB Public Affair**

GRAND FORKS AIR FORCE BASE, N.D. (USCNS) — A safety improvement. This phrase best describes the reason the 319th Logistics Group redesigned the KC-135 aft-hatch barrier, which protects the rear exit of the aircraft opened during normal maintenance.

### **SAFETY THUMBS-UP**

The new barrier was tested on one aircraft in March. After receiving a huge safety “thumbs up,” the barrier is scheduled to be installed on all 319th Air Refueling Wing aircraft by the end of June.

“The old safety harness was a mess,” said Senior Master Sgt. Steve Frederick, 319th Logistics Group superintendent of quality assurance. “Some [barriers] wouldn’t actually stop you from falling out, but rather ensure you fell out head-first.”

Air Force Occupational Safety and Health requires a barrier to stretch across the opening when the aft-hatch is removed. It requires a barrier to be hooked up, but it doesn’t take the extra step toward safety and mandate how.

So, the 319th LG carved its own path toward safety.

“We needed to do something about the old barriers,” said Frederick. “We looked at the current barriers, and we got pictures and samples from other bases including Guard bases. We wanted to find the safest way to get it done.”

### **AT MINIMAL COST**

The new barrier costs \$9 and slightly more than one hour in manpower per aircraft. It is made up of yellow nylon straps and metal hardware for connection.

“There is only one way to hook up the new barrier,” said Frederick. “It is the right size and has the right hardware.”

“Everything is sewn together, so there are no adjustment straps,” said Tech. Sgt. Dean Pawlowski, 319th LG crew chief quality assurance inspector. “It is user friendly.”

The group hopes the safety improvement will catch on.

“The next stop after modifying our fleet is to propose it should be done to the entire Air Force fleet,” said Frederick.

# Distraction Versus Diversion

by Lt Col J. Norman Komich (Retired)



Controlled flight into terrain and altitude deviations continue to plague the aviation community. Considering that these issues have been highlighted by the safety community and emphasized by training departments, it begs the question: "If we are aware of these mistakes, then why do we continue to commit them?" This article will discuss one possible reason.

One of the basic foundation blocks in aviation is the focus on "fly the airplane" as the first commitment a pilot must make. We hear it in a variety of forms such as the first step in the Air Force's response to an abnormality: "Maintain aircraft control!" In another generic approach to any non-routine aspect of flying: "Aviate, communicate, and navigate," the first step here also refers to flying the airplane. If this focus and guidance is so widely disseminated, why is ever ignored?

All too often, one of the findings in an accident report will include the phrase... "The pilot was distracted, and failed to maintain aircraft control." What that says is that the pilot's attention was taken away from the above stressed first step of "flying the airplane," with the result that the aircraft did something that it wasn't supposed to do and a crash ensued. Unfortunately the investigation all too often stops there with no analysis as to the distraction and why the pilot let it take him away from his primary duty. Let's look into this very, very expensive concept of "distraction."

When I first read the phrase of the pilot being distracted, I interpreted the distraction as something the pilot should not be doing. For example: reading a newspaper; talking with the jump seat rider, or flight attendant or other pilot about non-operational issues; listening to the radio on the ADF. Heck, I once jumpseated with a second officer who was enrolled in a correspondence course and worked on it while we were at cruise. I think you get the picture that these kind of activities fall into a category of non-operational and potentially dangerous "distractions" that take the pilot away from his flying duties.

Then I read a summary of a study conducted

by the researchers at NASA AMES utilizing the ASRS reporting system. The researchers singled out reports filed by crew members who had violated clearances (altitude, route, landing, taxi etc.) and blame it on some type of "distraction." There were about 120 reports that were analyzed and the groupings of the distractions went something like this: giving a public address to passengers, reviewing an approach plate, reading a checklist, giving the crew briefing, changing a radio or nav frequency, and clearing for traffic (an ATC call of "traffic at 12 o'clock was #11 I think). This was an old report conducted before the onset of automation and heads down time, which I'm sure would be one of the top offenders today.

In any case, what surprised me about the study was all of these "distractions" had to do with normal pilot duties. I can understand that pilots would be adverse to putting in print that they busted an altitude while reading the Sunday paper, but I was still amazed that every one of these distractions was a normal duty for a pilot and yet it resulted in the violation of a clearance. Fortunately for these pilots committing the error, they caught it in time before a CFIT, mid-air, or other catastrophe occurred. They were lucky. So what can we learn from their mistakes?

Well, number one would be an analysis of the phrase, "fly the airplane." From our discussion above "maintain aircraft control" would equate to "control heading, altitude and airspeed." However, on deeper reflection I realize that really only applies to a Cessna 150. In today's highly complex aircraft there are many other duties beyond those three, and in fact, in order to do those three can take significant heads down time — i.e. it can be a significant "distraction."

Now wait a minute... what we're saying here is that the pilot could be doing what he is supposed to be doing to "fly the airplane" when he gets distracted and the airplane does something he doesn't expect it to do. For example: changing a nav aid freq can momentarily take you out of the loop. But can you properly fly the airplane without the proper nav aid? And with the advent of automation, if programming the computer takes a long time, when does one monitor the flight path? Does the 757 CFIT at Cali come to anyone's mind?

In that accident both pilots were fixated on the automation on a dark night over unlit terrain when the aircraft entered a turn into a mountain that they did not expect or realize until it was too late. A classic example of pilots actively attempting to “fly the plane” but sadly failing to do so. Where did they go wrong?

Well, ideally it would be great to have a set of eyes continually monitoring the flight path, but the airplane unions lost that one a long time ago. So maybe the aviation industry has failed to give its pilots the right training in prioritizing what must be done and when. How long do you remain heads down before you check on the flight path of the aircraft? Does the time you answered differ from cruise at 35,000 feet to on approach in mountainous terrain?

Here is where I would like offer the concept of a “diversion” versus a “distraction.” If you are doing what you feel is supposed to be done, you are being diverted from one essential duty to another and the issue become one of priorities. A checklist simply must be done, but no one has said that is must be conducted to the exclusion of monitoring the flight path of the aircraft. Giving a PA is not as necessary if you are describing the fantastic view of New York city, but if you are giving a PA to explain that moderate turbulence is forecast ahead and to return to your seats and fasten your seat belt, then it becomes a diversion that could divert you away from monitoring the flight path. Again, doing both simultaneously is well within our capabilities if we are programmed to do so.

I well remember my very first IP telling me on final that I needed to share my concentration between the runway and my airspeed and more importantly, to spend too much time on either could kill me. To this day I'm repeating the mantra, “runway...airspeed... runway...airspeed” on final. And how about clearing for other traffic? Are there any pilots out there who are comfortable to be head's down at 5000 feet on a CAVU weekend without coming up and scanning periodically throughout their

heads down time? If we can do this “multi-tasking” during those periods, surely we can monitor the flight path while conducting all those other diversionary activities... can't we?

One final reference to that old study on distractions was their conclusions:

1. Timely accomplishment of duties to avoid the multi-tasking during high work load periods. For example: getting the descent checklist down at the top of descent versus the bottom of descent. Of course in today's complex environment ATC can give you last minute runway change that has both pilots digging in their approach plate's for the new runway. Requesting a delaying vector can alleviate a lot of the stress and multi-tasking associated with a runway change and allow you to “fit in” the monitoring of your flight path.

2. Constant vigilance in monitoring the flight path is their second recommendation and is what this article is all about.

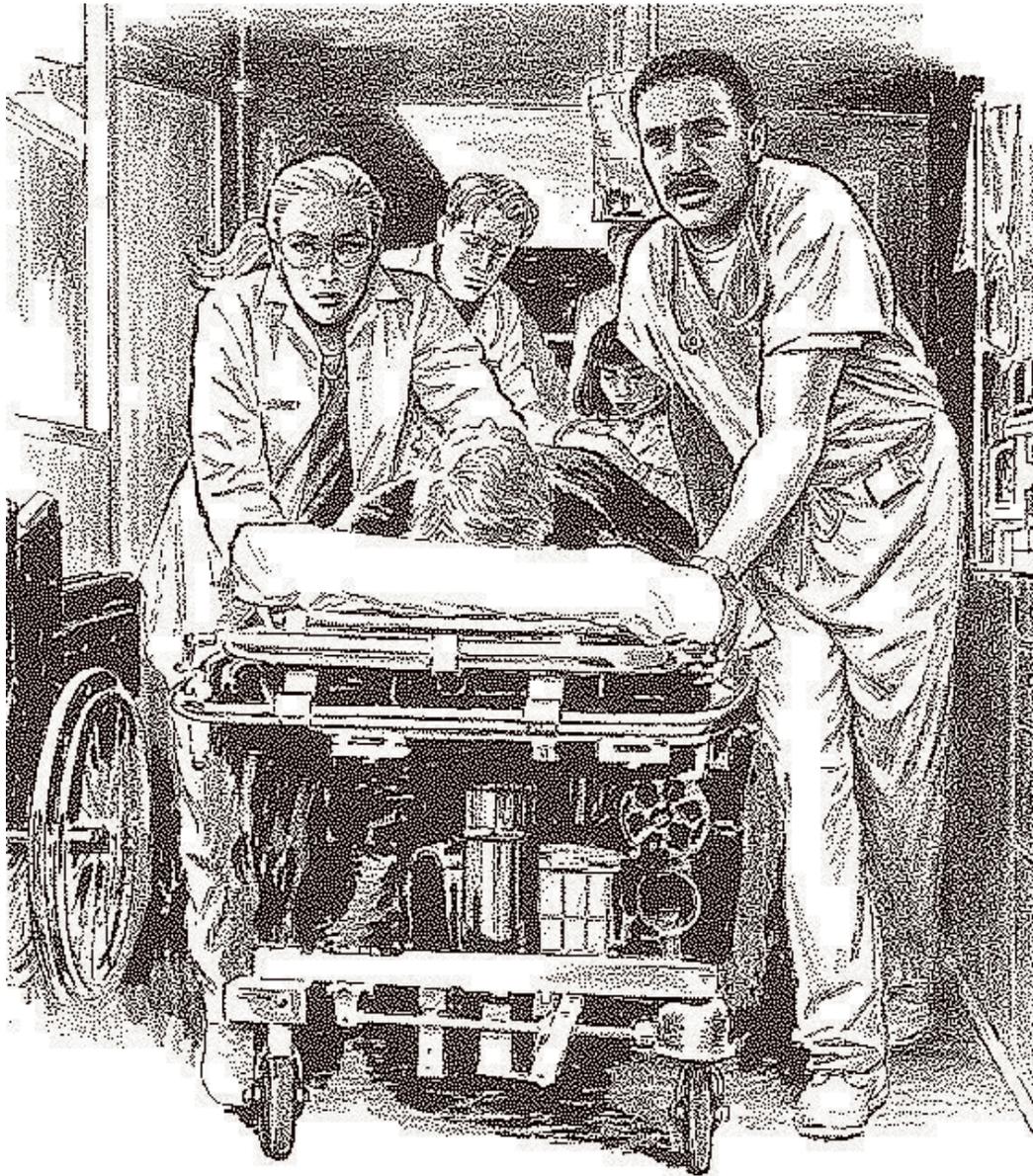
**Three concluding thoughts:**

1. **Remember the adage** from an old steam gauge captain who observed... “Automation is a supplement to aviating and not a substitute!” Your automation should only be doing what you anticipate and expect it to. You're not just along for the ride.

2. **How long is too long** for not monitoring your flight path?

3. **Never be “distracted”** during critical phases of flight and don't ever let “diversions” divert you from periodically monitoring your flight path.





# When Seconds Count

**By John Schatz**  
**Safety Management Consultant**

Imagine you are enjoying a cup of coffee with a buddy while going through your maintenance roster. Suddenly, your coworker grasps his chest and collapses. You immediately rush to his aid and find that he has no pulse and does not appear to be breathing. You yell out to others to call for help and you begin administering CPR. Sadly, paramedics arrive too late and a life is lost. Impossible nightmare? Not really.

***About 250,000 Americans die of sudden cardiac arrest every year: that's one person every two minutes.***

An estimated one third of these deaths could

have been prevented if an Automated External Defibrillator (AED) had been available for immediate use at the time of the emergency.

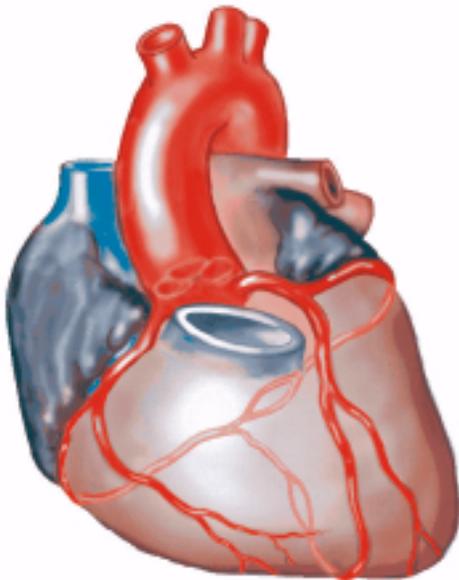
What is an Automated External Defibrillator? Before we answer that, let's look at how the heart works and identify some definitions.

***The heart is basically a muscle, comprised of four chambers; the two upper called atrium and the two lower called ventricles.***

The two atrium are separated from one another, as are the two ventricles. The upper and lower chambers are separated from one another as well. The ventricles are the powerhouse of the



# When Seconds Counts



heart, with the right one being responsible for pumping blood into the lungs where it receives oxygen and the left one for ejecting the oxygenated blood from the heart into the rest of the body.

***The constant pumping mechanism of the heart is triggered by a complex electrical network that fires like clockwork, promoting the heart muscle to contract and eject the blood from its chambers. When interference with normal ventricular contraction occurs, this interference is called Ventricular Fibrillation (VF).***

VF causes a chaotic, extremely rapid, highly irregular heart arrhythmia originating in the ventricles. VF causes immediate loss of consciousness, and is invariably fatal within minutes unless it is stopped.

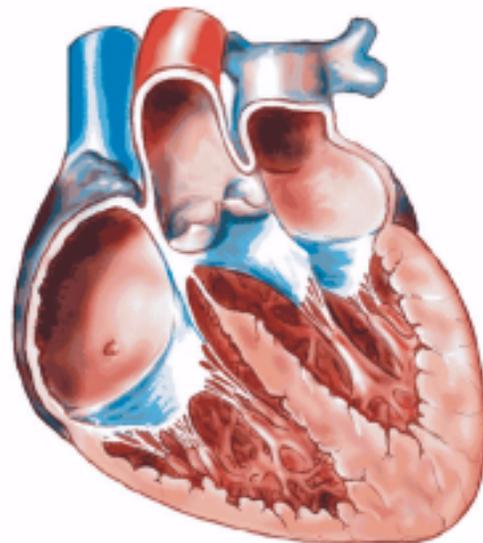
That's where the Automated External Defibrillator (AED) comes in play. The AED derives

its name from its automated state due to the microprocessor chip and external nature (as opposed to a surgically implanted defibrillator).

***The word “defibrillator” implies reversing fibrillation, as ventricular fibrillation is the most common abnormal heart rhythm.***

AED operation is guided by a microprocessor chip. All of the necessary instructions to operate the device are etched into the chip, so, it's easy to operate. You simply place the adhesive patches on the person in distress as shown by the diagram on the unit. The AED device then takes itself through a very brief check and then instructs the user on a series of steps through audio and visual commands. It then delivers a shock to normalize the heart rhythm. Thanks to the way it is programmed, it cannot inadvertently administer a shock if the AED does not recognize a “shockable” heart rhythm.

The AED is a lightweight unit weighing less than 10 pounds. A lithium battery powers the unit. The AED unit administers a self-test daily and gives a warning chirp if the battery is getting weak or if some other problem exists. The cost of an AED varies but for the most part it is in the range of \$3000 – 4000 dollars. To obtain an AED you must first get authorization from a physician. Usually

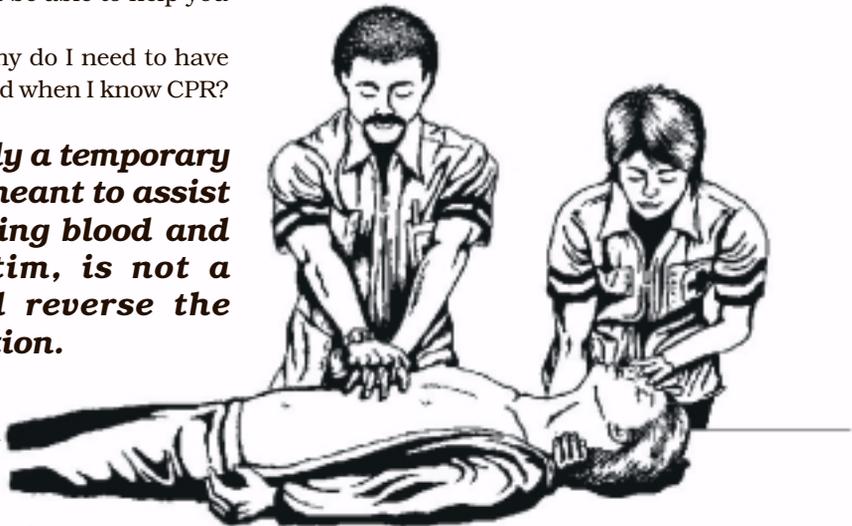


the vendor selling the AED will be able to help you in this area.

You may ask yourself, why do I need to have one of these AED devices around when I know CPR?

***CPR is a really only a temporary stopgap. CPR, while meant to assist the heart in circulating blood and oxygen for the victim, is not a maneuver that will reverse the irregular heart function.***

It may, however, keep the victim alive until a defibrillator arrives.



***Chest compressions only circulate about 40% of the normal blood output from the heart. This is an important point, as the victim will often deteriorate despite your best efforts.***

CPR cannot reverse ventricular fibrillation, this is only accomplished with a surge of electricity. When sudden cardiac arrest happens, seconds literally count as numerous studies have demonstrated the paramount importance of early defibrillation in patients suffering VF cardiac arrest. The survival rate decreases rapidly as the time to defibrillation is prolonged.

***If an individual is shocked with an AED within 1 to 2 minutes of the onset of VF, survival is approximately 80%.***

However, survival rates rapidly decline to 25% after 5 minutes, 10% after 10 minutes, and 5% after defibrillating 15 minutes post onset of VF.

You may have already seen the AED devices as many airports have them hanging on the walls and even large merchandise stores now have them. Hopefully, as AED's become more commonplace, we will see a rise in the lives saved. For more information on AEDs, contact the American Red Cross or the American Heart Association.





# Flying Hour Milestones

## 12,000 Hours

**143 AW North Kingstown, RI**  
MSgt Howard E. Sargent

## 10,000 Hours

**40 AS, Dyess AFB, TX**  
SMSgt Daniel Wiggers

**73 AS, Scott AFB, IL**  
Capt Gregory Webster

**337 AS, Westover ARB, MA**  
CMSgt John M. Missale  
MSgt Paul G. Benson  
TSgt Daniel J. Giddinge

**932 AW, Scott AFB, IL**  
Lt Col Don Weimer

## 8500 Hours

**109 AW/SE Scotia, NY**  
SMSgt Steve Rumfelt

**143 AW North Kingstown, R.I.**  
SMSgt Larry C. Muniec

**179th AW, Mansfield, OH**  
CMSgt Tim Bridgeman

## 7,500 Hours

**40 AS, Dyess AFB TX**  
Capt Uwe Karsten

**63 ARS, Selfridge ANGB, MI**  
Lt Col Bill Jenne

**97th AS, McChord AFB WA**  
SMSgt George Berthiaume  
SMSgt Jeffery Clarke

## 6,500 Hours

**40 AS Dyess AFB, TX**  
MSgt Ernesto A. Vasquez

**97th AS McChord AFB, WA**  
MSgt Jimmy Brazzle  
MSgt John Vujovich

**133 AW, 109th AS, Minneapolis, MN**  
CMSgt Jimmy W. Rieken  
TSgt Kenneth L. Byro

**179th AW, Mansfield, OH**  
MSgt Jack N. Presley MSgt David Weidner

## 5,000 Hours

**39 AS Dyess AFB, TX**  
Lt Col Kevin W. Kreps  
MSgt Leroy Haynes  
MSgt Harry Jenkins  
TSgt Gregory R. Atkinson  
TSgt Melvin Bickel  
TSgt Glen D. Lachowitz  
TSgt Timothy R. Smith  
SSgt Kelsey D. Gunn

**40 AS Dyess AFB, TX**  
SMSgt Gary W. Carter  
SSgt Myles D. Sherlock

**41 AS Pope AFB, NC**  
TSgt Kenneth C. Hardwick

**63 ARS, Selfridge ANGB, MI**  
Lt Col Mark Meacham

**73 AS Scott AFB, IL**  
Lt Col Jeff Johnson  
Maj Bryan Bircham  
Maj Harry Hughes  
Maj Randall McCormick  
Capt Max Neumayer

**97th AS McChord AFB, WA**  
MSgt Alexander Peterson  
MSgt Terry Wolford

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

Maj Paul D. Sturman Jr.

## **133 AW, 109th AS, Minneapolis, MN**

Brig Gen Mark R. Ness  
Maj Richard S. Lund  
Maj Robert L. Schumacher  
Maj Dwayne A. Stich  
SMSgt Stephen A. Rholl  
SMSgt James E. Ricci  
MSgt Steve J. Stafford

## **139th AW, Missouri**

Lt Col David B. Kent  
MSgt Stanley L. Johnson

## **143 AW North Kingstown, R.I.**

Maj Jeffrey K. Farless

## **337 AS, Westover ARB, MA**

Maj Steven M. Thompson  
SMSgt Glenn M. Flynn

## **758 AS Coraopolis, PA**

Lt Col Daniel Gabler  
Lt Col David Girman  
MSgt James Bortmes  
MSgt Archie Branton

## **3,500 Hours**

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

Lt Col Thomas L. Driehorst  
Maj Tim Carter  
Maj Kevin C. Kelley Jr.

## **39 AS Dyess AFB, TX**

Lt Col Keith A. Kaiser  
MSgt Liam P. Donahue  
MSgt Thomas Holden

## **40 AS Dyess AFB, TX**

Maj Victor A. Fiorentini  
Maj Brandt K. Tibbitts

## **54th Airlift Flight, Maxwell AFB, AL**

Maj Jeffrey W. Morgan

## **63 ARS, Selfridge ANGB, MI**

Maj Mike Patterson  
Maj Karl Vogelheim

## **97th AS, McChord AFB, WA**

MSgt Ty Brooks  
MSgt Melvin Byrd  
MSgt Paul Dankel  
TSgt Scott Conrad  
TSgt Gerald Delay  
TSgt Todd Magliocca

## **109 AW Scotia, NY**

Lt Col Tim Thomson  
Capt Mark Armstong

## **126 ARW Scott AFB IL**

Maj Paul C. Luetkemeyer  
MSgt Robert A. Rizzo

## **133 AW, 109th AS, Minneapolis, MN**

Lt Col Matthew C. Bainbridge  
Lt Col Daniel S. Hummel  
Lt Col Anthony A. Ireland  
Maj Edward A. Biro  
Maj Craig A. Burch  
Maj Daniel E. Gabrielli  
Maj Robert E. Hagel  
Maj Alan J. Iossi  
Maj Clark J. Knudsen  
Maj Timothy H. Maguire  
Maj Matthew J. McCann  
Maj Charles W. Seabright  
Maj Joseph R. Skolte  
SMSgt David C. Coldren  
SMSgt Joseph J. Lendway  
MSgt Daniel R. Bourgeois  
MSgt Jeffrey S. Osum

## **143 AW North Kingstown, R.I.**

Maj John E. Bernick  
Maj Michael Comstock  
Maj Kenneth G. Frankovich  
Maj Daniel A. Walter

## **179th AW, Mansfield, OH**

MSgt Christopher Morehead

## **337 AS, Westover ARB, MA**

Maj Marty Wegner  
Capt David E. Hutchinson  
MSgt Robert P. Morin  
MSgt Thomas M. O'Brien

## **758 AS, Coraopolis, PA**

Lt Col Charles Boivin  
Maj Mark Roberts  
CMSgt Thomas Gavorcik

# Milestones

**927 OG, Selfridge ANGB, MI**  
Maj Todd Thibault

**932 AES Scott AFB, IL**  
SMSgt Ellen Luhrsen

## 2,500 Hours

**39 AS Dyess AFB TX**  
Maj David A. Miller  
Maj Jeffrey K. Robinson  
Maj Stuart N. Weinberger  
Capt Frank C. Nisco  
Capt Brian Yates  
TSgt Gregg L. Kollbaum  
SSgt Jeffrey K. Lloyd  
SSgt Earl E. Sadewasser

**40 AS Dyess AFB TX**  
Maj James B. Williams  
Capt Derek K. Waterman  
MSgt Norbert L. Piper

**63 ARS, Selfridge ANGB, MI**  
MSgt Mike Weir

**97 AS McChord AFB WA**  
CMSgt Lawrence Wise-Erickson  
MSgt Timmothy Scott  
MSgt Davis Staab  
TSgt Peter Thomas

**99th AS, Andrews AFB, MD**  
Maj Scott A. Krause  
Capt Christopher T. Zabriskie  
MSgt David P. Sims  
TSgt David McEwan Jr.

**109 AW Scotia, NY**  
Maj Ron Ankabrandt  
Capt Carlyle Norman  
MSgt Kevin Gifford

**126 ARW Scott AFB, IL**  
Maj Dave V. Hodge  
Maj James E. Pauling  
Capt Ralph Delatour  
Capt Kenneth L. Self  
MSgt Patrick J. Quaid

**133 AW, 109th AS, Minneapolis, MN**  
Maj James K. Bixby  
Maj Michael W. Brask

Maj Michael D. Croghan  
Maj Theron A. Drenckhahn  
Maj Brian E. Geronime  
Maj Robert J. Hoffman  
Maj Kirk A. Jensen  
Maj Gregory J. Johnson  
Maj Thomas H. Mattison  
Maj Michael S. Pederson  
Maj Edward P. Ragelis Jr.  
Maj Anthony C. Sasso  
Maj John F. Strike  
Maj Brian P. Wyneken  
Capt Stacy L. Beckwith  
SMSgt Steven L. Schaaf  
MSgt Scott J. Dahl  
MSgt Ronald J. Kabat  
MSgt David C. Wolking

**143 AW North Kingstown, R.I.**  
Lt Col David M. Buckley  
Maj Mark Sheehan  
Capt Stephen J. Kane  
MSgt Clyde D. Brazil  
TSgt Kevin J. Dodd

**179th AW, Mansfield, OH**  
Lt Col Steven McMahan  
Maj Philip G. Wojnarowski

**337 AS, Westover ARB, MA**  
MSgt Thomas G. Durkin  
TSgt Shawn M. Harris

**758 AS Coraopolis, PA**  
Maj Edward Tarquinio  
Capt Todd Callahan  
Capt Howard Fell  
Capt John Logan  
Capt Henry Uyeda  
TSgt James Ferrebee

**912 ARS Grand Forks AFB, ND**  
Capt Martin J. Towey

## 1,500 Hours

**1 AS, Andrews AFB, MD**  
TSgt Darryl Walizer

**1 HS, Andrews AFB, MD**  
Capt Christopher S. Kilcullen

## **39 AS Dyess AFB, TX**

Capt Elizabeth S. Dow  
Capt William D. Enberg  
Capt Larry A. Floyd Jr.  
Capt Jason E. Fodor  
Capt David N. Kincaid  
Capt Michael G. Kratz  
Capt Robert J. Levin  
Capt Robert C. Peck Jr.  
Capt James A. Schartz  
Capt Patrick S. Thomason  
Capt Paul M. Trujillo  
Capt Lance R. Wikoff  
MSgt James R. Flores  
SSgt Jon M. Malone  
SSgt James C. McElwee  
SrA Christopher R. Dooley  
SrA Tara R. Miller

## **40 AS Dyess AFB TX**

Maj David S. Farrow  
Capt Laurel M. Burkell  
Capt Dana T. Johnson  
Capt Rodney L. Simpson  
Capt Timothy J. Townsend  
Capt Christopher C. Vogel  
SSgt Robert G. Beres  
SSgt Dane G. Moore  
SSgt Ronda L. Thomas  
SrA Brett D. Brandemuhl  
SrA Bradley E. Nulf  
SrA Patric R. Pentico  
SrA Paul J. Shumway Jr.

## **63 ARS, Selfridge ANGB, MI**

MSgt Dale Ryan  
SSgt Johnny White

## **97 AS McChord AFB, WA**

MSgt Jerome Cerny  
MSgt Jennie Dahlby  
MSgt Kelly Henderson  
MSgt Jon Peterson  
TSgt Kim Russell  
TSgt Brent Simpson  
TSgt Veronica Szymczak  
TSgt Woodson Wright, III

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

Capt Thomas E. Highsmith

## **109 AW Scotia, NY**

Maj Paul Dallemagne  
Capt Frank Falvo

Capt Dave Lafrance  
MSgt Keith Ardrey  
SSgt Randy Powell

## **126 ARW Scott AFB IL**

Capt John E. Ourada  
SSgt Steven M. Olson

## **133 AW, 109th AS, Minneapolis, MN**

Maj Andrew J. Burda  
Maj Brandon Smith  
Maj Stephen R. Strom  
Capt David A. Spande  
MSgt Jason P. Connolly  
MSgt Kathryn M. Moser  
MSgt Jeffrey L. Rosenthal  
MSgt Scott W. Sperling  
MSgt Byron C. Todd  
MSgt Lanny P. White  
TSgt Nicole A. Fagula  
TSgt Christopher J. Hoffman  
TSgt Steven J. Majerle  
TSgt Douglas J. Riesgraf  
SSgt Steven H. Lindseth

## **143 AW North Kingstown, R.I.**

Maj Lewis J. White  
Capt Andrew T. Dougherty  
1Lt William O. Thomson  
1Lt Michael A. Wright

## **758 AS Coraopolis, PA**

Maj Scot Morgan  
Capt Edward Jackson  
Capt Terence O'Grady  
Capt Daniel Stants  
MSgt Joseph Marsh  
TSgt David Caldwell  
TSgt Joseph Janosko  
TSgt Mark Weber  
SSgt Jeffrey Bright

## **911 AES Coraoplolis, PA**

MSgt Danny Martin

## **912 ARS Grand Forks AFB, ND**

Capt Jason C. Cooke  
Capt Timothy J. Everett  
Capt Roberta L. Goodwin  
Capt David R. Hughes  
SSgt Timothy V. Mitchell  
SrA Jeremy L. Morris

## **932 AES Scott AFB, IL**

TSgt Rocky Cockrum



# C.R. TERROR

The predawn stillness was shattered by the obnoxious electronic tone emitting from the telephone. "Gear down, before landing checklist," mumbled the World's Greatest Airlifter, still mostly asleep. A hand, almost as wide as it was long, reached for the receiver shaped in the form of a C-7 Caribou. "Major Terror here," muttered the Able Aeronaut.

"Yes, Sir, this is Lieutenant Ev Aredy, the squadron scheduler, and you're alerted."

"Alerted for what?" bellowed the Great Gripper of Go Levers.

"Sir, the schedule has you on the 663 mission this morning."

"I'm not sure I'm legal for alert; it hasn't been 12 hours since my last aerobics class," complained C.R.

"But..."stammered the confused young lieutenant.

"Tut, tut, m'lad. Turn off your number 3 pumps, I'm only joking. I'll be there faster than you can spell Fort Huachuca," chuckled C.R.

The silver-tongued Sultan of Starlifters took an AMC shower, put the deodorant can into his hand-tooled baby-blue bag, and jumped into his custom-tailored flight suit. "I'm going to have to start washing these myself. It appears the cleaners are shrinking my flight suits," muttered C.R., as he threw his helmet bag into the right seat of his E-type Jag and headed for the base.

"Good morning, Sammy m'boy," C.R. said to his trusted copilot as he entered the squadron ops area. "Looks like we get to earn our money this week in the big humanitarian airlift to Farawayland. What are we hauling, people or things?"

"I don't know. I asked the duty officer but he has his head buried in a dictionary looking up Ft. Huachuca, and he's still going through the Ws. You ever been to Farawayland, boss?" asked Captain

'Long-Suffering' Sam.

"No Sammy, but I live for the opportunity to get another pin in my map and pick up a few trinkets for Tassels. You know, lad, one can never have too many of either. After I breeze through the pre-mission briefing, why don't you go see what the dispenser of weather wisdom has to say, file the flight plan, and assure the command post folks that we're serious about getting out of Dodge this morning. I'll meet you out at the 'air sheen.' Right now I suppose I should get my Jag out of the boss' parking spot."

After an uneventful start, taxi, and takeoff, the giant bifurcated, bugsucking, four-engine, all-jet aluminum monoplane was winging its way toward its remote destination as part of a large-scale multi-nation relief effort.

"Boss, boss, wake up!"

"Are we there already?" grumbled the Clever Clutcher of Control Columns, looking at his Rolex Oyster Perpetual Chronometer.

"No sir," replied the ever-patient Sammy. "We just got a weather update, and the front the weather folks showed me this morning has stalled out and is sitting on top of our destination. Looks like we won't be able to land there for another 12 to 14 hours."

"How much gas do we have, Max?" asked the Emperor of Endurance, turning to his flight engineer.

"Forty-two thousand, sir and all in the mains," replied Master Sergeant Torque.

"Looks like we've got enough gas and time to consider several options." C.R. reached into his helmet bag and pulled out a small, worn, black notebook and began leafing through it.

"How about I get a phone patch with the TACC and see what they have to say?" asked the curious copilot.

“Nonsense, Sammy m’lad. Just give me a minute to check the per diem rates in this part of the world and I’ll tell you where we’ll be spending the night. Besides, remember when we went to Quality training and Colonel Fabeetz, the Ops group commander told us that we were empowered? Well let’s see if he really meant it. I say that if we’re really empowered we don’t have to call anybody. Crank up the VOLMET on Marconi’s magic machine, see which way the wind is blowing at Emerald City air patch, and stand by for the crew

rest experience of your career.”

“One hundred above...minimums...runway in site at two-o’clock. Can we make it boss? We’re pretty high,” asked Sammy doubtfully.

“Certainly, m’lad,” responded the Master of the Non-Precise, Non-Precision Approach. “Sure am glad I brought an old copy of these Jeppesens along. Looks like the runway may have shifted about 20 degrees to the east since they printed these jewels.”

“Most everything is still attached in the back,”



# C.R. Terror

advised the loadmaster, Staff Sergeant Tye Downs, after a touchdown that, no doubt, registered somewhere on the Richter scale.

"Balderbash," replied the Field Grade Flare Forgetter. "First two thousand feet on centerline works every time."

"Just look at all these airplanes," Sam exclaimed. "I don't think I've ever seen an airport this small with this many aircraft on the ramp."

"They must have heard we were coming, Sammy. Good news travels fast in this part of the world."

"Reach 663 hold your position. We do not have a flight plan or any diplomatic clearance for you and there are no available parking spots. Say departure point, original destination, and reason for your arrival here," inquired the Tower.

"Emerald City Tower, Reach 663 departed Homeplate AFB, destination Forlorn City, Farawayland, and diverted here due to weather at Forlorn."

"Roger Reach 663. You overflowed three suitable divert bases in Farawayland, and arrived here without diplomatic clearance. Continue taxiing to the departure end of runway 15, shut down in the remote parking area surrounded by our security forces, and await personnel from your consulate."

"You did what, on your own, Major?" The distinguished-looking gentleman from the consulate was so upset that the veins were popping out on his forehead.

C.R. stepped back out of range of the disturbed diplomat. Dipping into his memory bank from Quality Awareness training, the Quasar of Quasi



Quality expounded, "our system empowers aircraft commanders to make their own decisions. Empowerment reassigns decision-making to the people closest to the information needed to make an informed decision."

"Right you are Major, but empowerment is founded on common sense, and doesn't include decisions made in a vacuum. Had you checked with your command and control system prior to your decision to divert here to Emerald City, they would have given you additional information such as dip

clearance requirements and the fact that crewmembers arriving without visas, on aircraft without dip clearances, are restricted to the confines of this airport for the duration of their stay. And, by the way, because of the current religious holiday, the airport hotel is full."

"Well, Sammy m'boy, looks like a night in the Lockheed Hilton. Did you bring your sleeping bag?"

"No sir. Just a bowling shirt in case we got stuck in Cleveland. I guess I wasn't prepared for the crew rest experience of my career!"



# QuickStopppe



## Gettin' Stuffed

The final game of the basketball season was set for Friday. However, one star member of the team was unable to compete due to an injury incurred while in the performance of his assigned duty...ridding his quarters of an imposing mouse.

While the mouse was semi-caught in the mouse trap the soldier had set, he was still mobile enough to elude the soldier. While vaulting over the coffee table in a valiant effort to secure the furry varmint, the resulting landing caused the lucky soldier to severely sprain his right hand and wrist. The injury resulted in 8 days of limited duty and the eventual loss of the league championship.

## Splittin' Hairs

While working in his garage, a Navy officer was busy cleaning a mess which had accumulated in the corner.

Tossing items he designated as junk in one pile and items to store in another, he had overlooked a handsaw he had perched precariously on two nails just above his head.

During the course of the cleanup the saw was dislodged from its perch, landing serrated blade down on the top of the officer's head, piercing his scalp and even sawing down across the top of his ear. Seven staples and four stitches later the officer was busy explaining the details of his accident to his boss. "Honest... I never 'saw' it comin'!"



ERS

## We Cool

Army soldiers are constantly honing their skills on and off the field. Three soldiers intent on increasing their endurance and stamina incorporated a rigorous routine into their daily activities which involved jogging an extra three miles a day down the quiet streets of suburbia.

However, the quiet streets of suburbia just happened to be located next to a college sorority full of impressionable females, who needed to be impressed with rock hard, totally buff Army physiques. While the soldiers were to be commended on their efforts to maintain their physical endurance, the dark sunglasses they each wore to look totally cool while jogging down the street should have been eliminated. Although only one of the soldiers missed the curve, his fall occurred in front of his buddy and down went both men. The injuries sustained were enough to put one soldier on crutches for two weeks.



## Drive Through, Please!

An Air Force reservist recently decided to zip through a drive thru on a Sunday afternoon to grab a burger before he went to the softball game at the park. But the triple quarter pound burger he ordered with giant fries and monster drink was slightly more than he could devour.

Arriving at the park, the reservist wrapped the leftovers and stuffed them in his glovebox to keep it protected from flies.

It was a great afternoon for softball. Maybe the humid 85 degree temps were just a little warm, but nothin' these guys couldn't handle. The game was a double header and the reservist's team walked away with both wins. Victorious and tired, the reservist jumped into his car and headed down the road. On the way he remembered his glove box was full of leftovers, so he quickly pulled them out and munched down.

It wasn't until about six hours later that he began to feel really lousy. Food poisoning tends to have that effect on people. A trip to the emergency room and two days in the hospital made his speedy, quick drive thru burger (complete with homemade mayonnaise sauce) a rather expensive meal.



# POPE'S PUNS

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By MSgt. W.C. Pope  
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