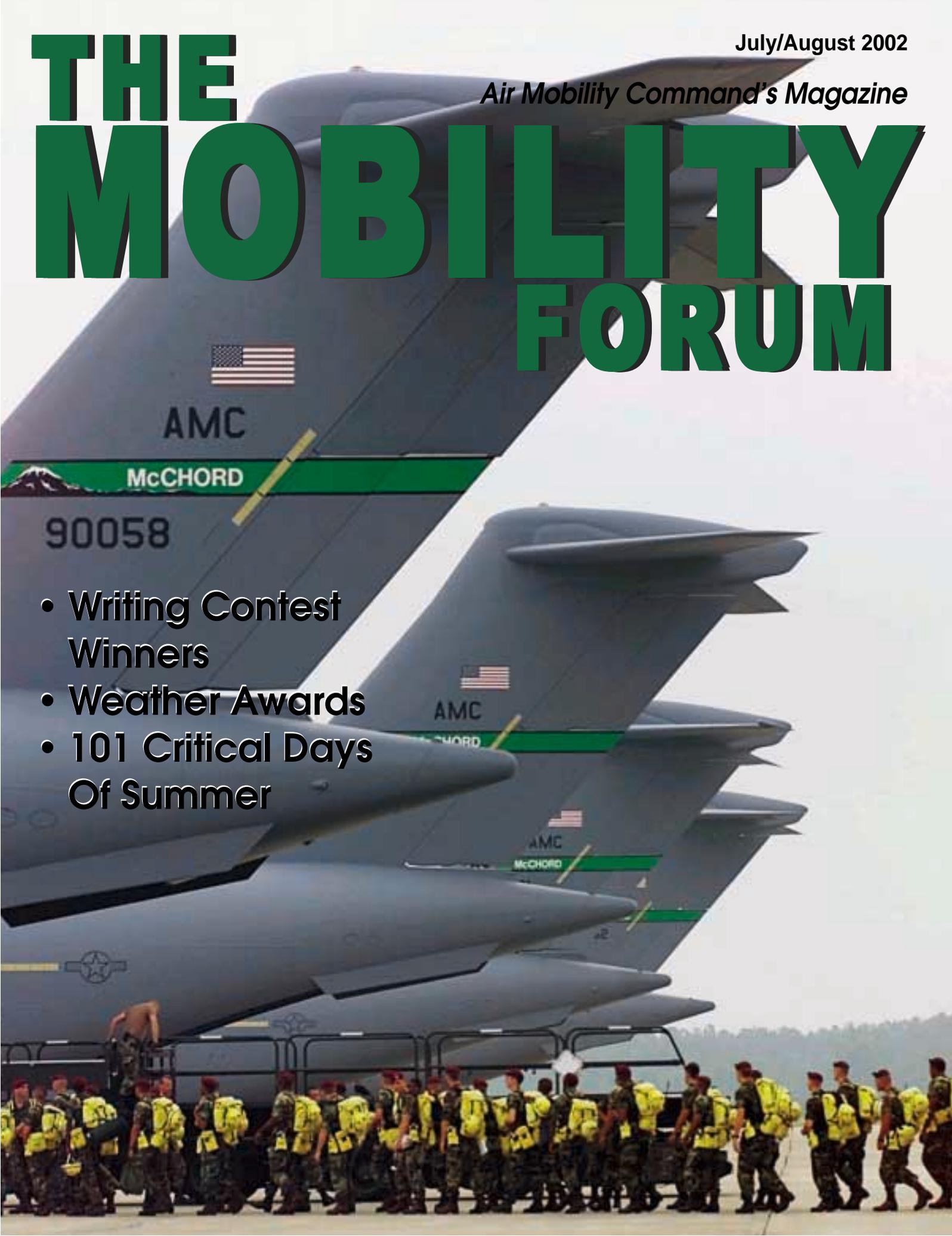


July/August 2002

Air Mobility Command's Magazine

THE MOBILITY FORUM

- Writing Contest Winners
- Weather Awards
- 101 Critical Days Of Summer



THE MOBILITY FORUM

July/August 2002

Volume 11 No. 4

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About The Cover...



U.S. Army soldiers from Ft. Bragg, N.C., board an U.S. Air Force C-17 aircraft at Pope Air Force Base, N.C., on August 28, 2000. The soldiers were on their way to Montana where they helped battle the raging forest fires alongside National Forest Service and civilian firefighters from across the nation.

*(U.S. Air Force photo by
Tech. Sgt. Cary Humphries)*

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COMMANDER IN CHIEF USTRANSCOM

General John Handy



COMMANDER AIR MOBILITY COMMAND



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This is my 14th Directors Corner, and this will be my last. Over the past three years I've written about some of the stupid things I've done, and cautioned you about some of the stupid things others have done. I've tried to point out that each of us will do something that falls into the "stupid" category. If you say it can't happen to you, you are only lying to yourself. My files are full of individuals

that thought it would never happen to them, and if you ever watch the TV show "America's Funniest Videos" you can see graphic evidence of how easily it can happen.

For the past three years I've preached about Operation Risk Management, and especially "Personal Risk Management." I would like to tell you that everyone who picked up The Mobility Forum, sat through the ORM classes, or had the pleasure of hearing me talk about it, are now fully absorbed into its use...but, that would not be true. We, the Air Force and AMC, still have people that leap into activities without looking for pitfalls and barriers that will impede, or eliminate, their success. All too often these barriers result in injury and death to our greatest asset...YOU. Please take the time to "look before you leap" into something...the few seconds of time you think you may be wasting will be those best spent in your life.

As I close out my tenure as AMC's Director of Safety, I want to express my sincere thanks and gratitude for the job you folks are doing for this great country. Over my 30 years in the Air Force I've been involved in three conflicts: Vietnam, Desert Storm, and now, Enduring Freedom/Noble Eagle. The dedication and devotion that you continue to demonstrate have made me humble and extremely proud to have served with you. Thank You.

Col Dave Ziegler

The 101 Critical Days of Summer

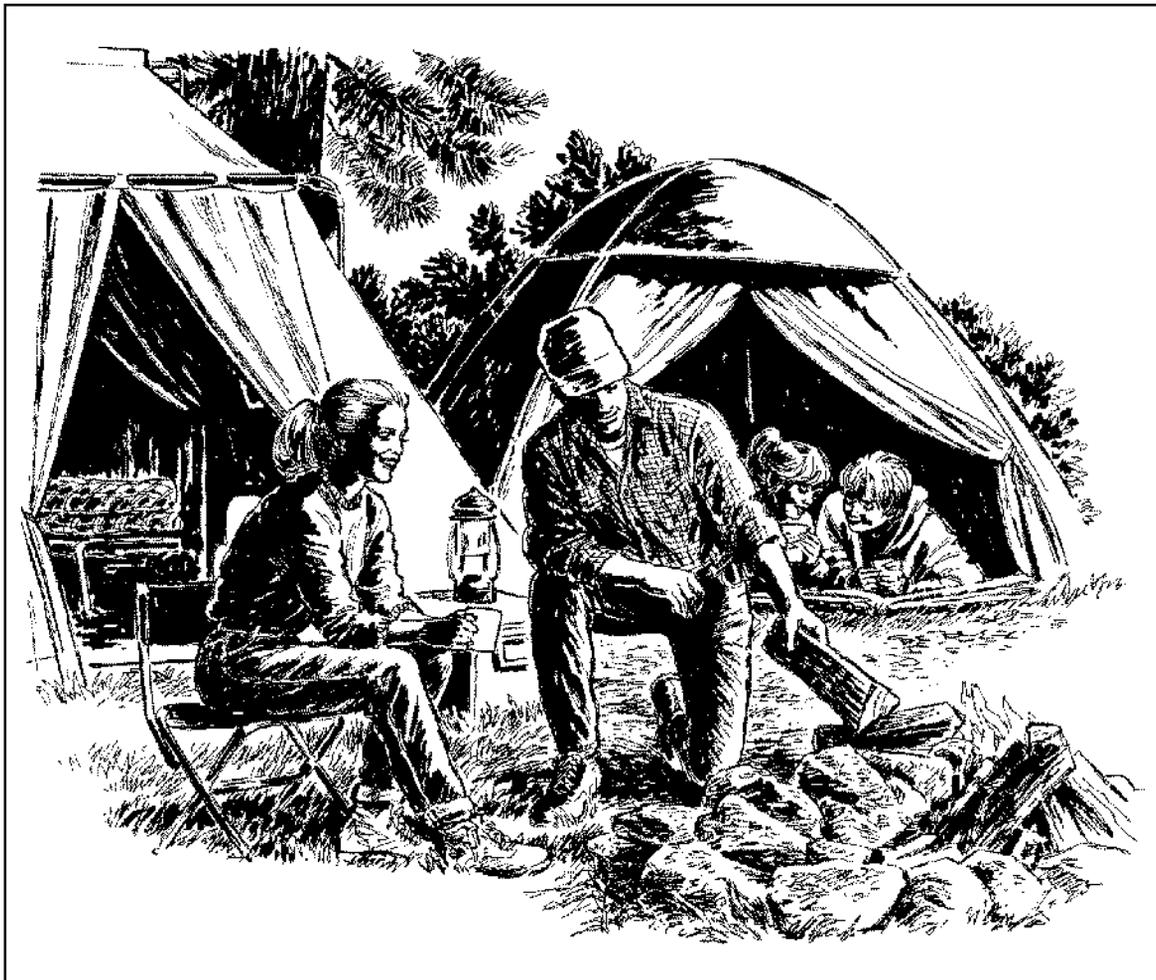
By John Schatz
Safety Management Consultant

It is summer again! This means heading outside to enjoy the great outdoors. There are many activities to enjoy in the summer, such as camping, grilling, swimming, lawn maintenance and gardening. Some of these are great fun while others are, well...just necessary activities. But each of these activities presents some type of risk. The period between Memorial Day weekend and Labor Day has been designated as the “101 Critical Days of

Summer” due to the historically sharp rise in injuries and fatalities sustained by members resulting from off-duty activities. This article will present some ideas on how to avoid some of these mishaps and raise awareness of some of the risks involved in common summer activities.

First, each of the aforementioned outdoor activities has one potential danger in common: the sun. Sunshine certainly has health benefits, but one can have too much of a good thing. Sunshine dangers are twofold, namely, heat and UV radiation.

There are three major heat related illnesses: heat stroke, heat exhaustion and heat cramps. The



best way to avoid getting these illnesses is through prevention. So, on a hot day, make sure you:

- ☀️ **Drink plenty of liquids such as water and fruit and vegetable juices. Avoid soda pop and coffee. Drink even when you are not thirsty as thirst is not always an indicator of hydration levels.**
- ☀️ **Restrict strenuous activity during hot periods; take multiple breaks in cool shaded areas.**
- ☀️ **Wear loose-fitting light-colored clothing, preferably made of natural fibers such as cotton. Man-made fibers do not absorb water well. UV radiation is the other major danger as it can damage to our skin. Here are some tips to avoid dangerous exposure:**
- ☀️ **When possible, avoid outdoor activities during midday, when the sun's rays are strongest. This usually means the hours between 10 a.m. and 4 p.m.**
- ☀️ **As appropriate, wear protective clothing, such as a wide-brimmed hat, long-sleeved shirt, and long pants. Wear sunglasses that provide 100% UV ray protection.**
- ☀️ **Always wear a broad-spectrum (protection against both UVA and UVB) sunscreen and lip screen with at least SPF 15. Remember to reapply as indicated by the manufacturer's directions.**

Camping

Camping can be a lot fun and more enjoyable if you go through the “what if” process and pack accordingly. Regardless of where you camp during the summer, you will likely be graced with a large and diverse population of insects, so pack the insect repellent. Some of the most effective sprays are those containing the chemical compound DEET (diethyltoluamide), but beyond that make sure you have an awareness of your surroundings. Make sure you camp away from wasp/bee nests. Should you find yourself stung by a bee or wasp, get out of that immediate area as bees and wasps place a scent when they sting, so other unprovoked bees and wasps now may sting you simply because the scent



tells them you are a threat.

At bedtime, make sure you check all bedding for spiders and other creepy crawly things. If available, elevate your bedding from the ground to a cot, to help mitigate bug intrusion. When you set up camp, use a flame retardant tent and set it up a good distance from the campfire. Build your campfire downwind away from your tent. Clear all vegetation and dig a pit surrounded by rocks before building your campfire. When it's time to leave, put out your campfire by pouring water over it or covering it with dirt.

Grilling

In 1998 alone, there were 6,100 reported home fires involving gas or charcoal grills in the U.S., leading to \$29.1 million in direct property damage, according to the National Fire Protection Association. So, use caution when grilling. When using a barbecue grill on a deck or patio, leave sufficient space from siding and eaves. You should always keep children and pets away from the grill and make sure you always attend the grill. Also, use charcoal starter fluids designed for barbecue grills and never add fluid after the coals have been lit. For those that have gas grills, ensure the gas



hose connections are tight and the hoses don't have leaks. You can use soapy water on hoses to accomplish a leak test.

Swimming

In 1999, 4,051 people drowned, including 964 children younger than 15 years old. Of these fatalities almost 50% were associated with alcohol. Alcohol and swimming do not mix. Take time to teach your children proper swimming techniques. The Red Cross and other organizations usually offer some sort of swimming safety programs for children. Check the weather before you swim. You don't want to be in the water during a thunderstorm or when lightning is nearby.

Before diving and jumping, check the water depth. The American Red Cross recommends 9 feet as a minimum depth for diving or jumping. If you are going to be on the lake, always wear a U.S. Coast

Guard-approved PFD (personal floatation device). Air-filled swimming aids, like water wings or inner tubes, are not substitutes for approved PFDs. Learn CPR (cardio-pulmonary resuscitation). This is particularly important for pool owners and individuals who regularly participate in water recreation. Never swim alone.

Lawn Maintenance and Gardening

When mowing, weed trimming and gardening, take precautions ahead of time by wearing the proper protective clothing. For mowing and using weed trimmers, it would be best to don safety shaded glasses, close fitting clothing (long pants are a must), sturdy non-slip shoes, and ear protection. For gardening, use kneepads, cloth or leather gloves and safety shaded glasses.

Once you are sporting the clothing and accessories for the job, make sure your lawn

equipment is in good working order. Review the instruction manuals — many times they have pre-use checklists. Make sure there are no visible defects with the equipment. For the hand gardening tools check that the handles are not loose or cracking. With motorized equipment such as lawn mowers and weed trimmers, make sure that all the safety devices are in position and working (e.g., rear shields, grass chutes deflectors, handle upstops and “dead man” controls).

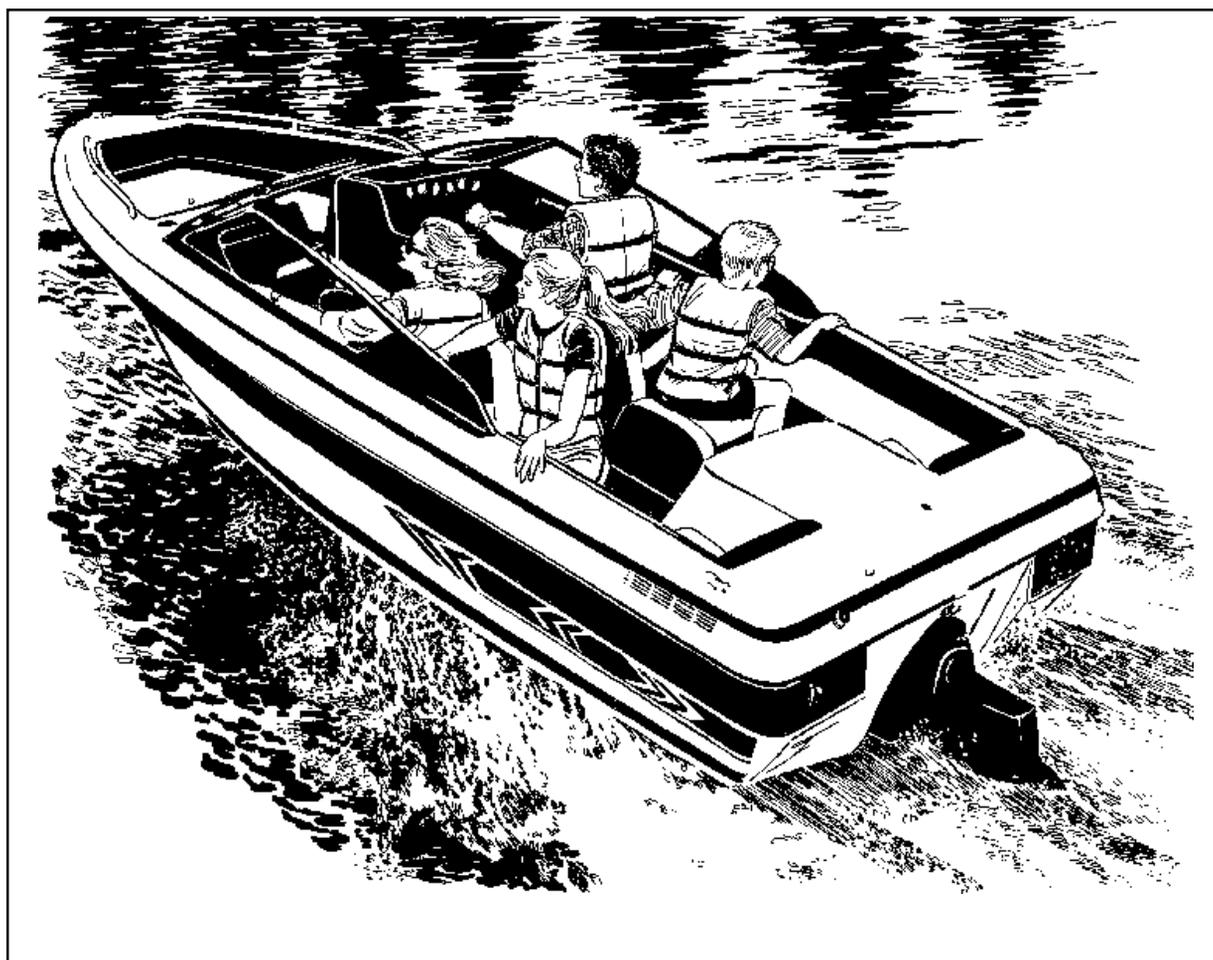
Fuel your gas-powered equipment when the engines are cold and wipe any excess spills. NEVER smoke while fueling. If you are going to work on a lawn mower blade for some reason, make sure the engine is shut off and remove the spark plug lead from the spark plug. This is just more assurance that the mower will not start accidentally. If you are using electric lawn equipment, make sure it is either double insulated or has a grounded 3-prong plug. Always plug into a Ground Fault Circuit

Interrupter (GFCI) for maximum safety.

Before you begin mowing, pick up debris from the lawn so you don't inadvertently mow over a twig, stone or toy. Make sure the grass is dry as wet grass tends to clog the mower and wet grass is more slippery. Make it a point to aim the discharge chute away from people, pets, buildings and windows.

When gardening, make sure you use good ergonomic posturing while pulling weeds and trimming plants. Awkward twists and unnatural positioning can cause strains. Wear gloves when pulling weeds, as some leaves can be very sharp and cause lacerations. Also, if you are pulling a large amount of weeds, blisters form pretty quickly without gloves.

Summer is a time for incredible fun and a time to truly enjoy the great outdoors. I hope that by applying some of the tips discussed in this article that your summer will be free of mishaps. Have a great summer and stay safe!



2001



Weather Awards

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

*319 OSS/OSW
Grand Forks AFB, North Dakota*

This weather flight used cutting edge technological innovations to maintain an energetic focus on the mission. Their Wing Planners' Weather page provided access to all the sortie weather and was attributed with cutting air refueling cancellations and delays caused by unexpected weather by 20 percent.

Outstanding AMC Meteorological Achievement Award *Weather Squadron Of The Year* *15 th Operational Weather Squadron Scott AFB, Illinois*

The training flight successfully conceived and implemented a revolutionary training program reducing training time for each student by 15 percent. Their program was benchmarked as the standard for all operational weather squadrons and enabled the 15 OWS to achieve full operational capability six months ahead of the Air Force Chief of Staff's schedule.

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



Capt Richard D. Butler

Capt Butler is the Weather flight Commander, 319th Operations Support Squadron, Grand Forks AFB, North Dakota. He led his unit through major technical improvements, focusing support on sortie requirements to improve tanker operations. He delivered a fully automated mission-tailored weather suite two days prior to execution, providing planners point and click access to weather, focused on mission limits. Despite manning cuts, this energetic leader tapped his resources to support operations in a centralized, one-stop mission preparation facility and ensured that the critical weather component for each mission sortie was easily accessible.

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



MSgt Jeffrey R. Koch

MSgt Koch is the NCOIC of Standardization and Evaluations at the 15th Operational Weather Squadron, Scott AFB, Illinois. He built his unit's stan/eval program from the ground up while leading a forty-person weather team to be best in his squadron. This dynamic leader encouraged his team to support homeland defense by expanding the graphic product suite to meet new contingency needs.

Outstanding AMC Weather Operations Support *NCO Of The Year*



TSgt Michael J. Pietrzak

TSgt Pietrzak is the Chief of Weather Station Operations in the Weather Flight, 22nd Operations Support Squadron, McConnell AFB, Kansas. TSgt Pietrzak's inspired leadership and aggressive training programs lifted the flight's mobility training program to new heights. He was frequently recognized by aircrews for his ability to anticipate mission limiting weather phenomena and his ability to mitigate the impact by quickly locating suitable alternates.

Outstanding AMC Weather Operations Support *Airman Of The Year*



SrA Kenneth E. Powers

SrA Powers is a Weather Journeyman at the 22nd Operations Support Squadron Weather Flight, McConnell AFB, Kansas. SrA Powers determined true B-1B weather sensitivities and developed standard procedures that ensured weather support was operationally focused. He completed four forecast studies and incorporated the results into the flight's training program leading to improved weather situational awareness.

Outstanding AMC Weather Operations Support *Civilian Of The Year*



Ms. Stacey K. Hall

Ms. Hall is a Meteorological Technician at the 319th Operations Support Squadron Weather Flight, Grand Forks AFB, North Dakota. She performed outstandingly as the sole weather briefer for alert crews supporting Operation Noble Eagle. She also stepped up to the leadership role vacated by the station chief due to deployment, superbly handling routine and emergency operations.

Outstanding AMC Weather Staff Support *Officer Of The Year*



Maj Jimmie L. Trigg

Maj Trigg is the Training and Standardization Flight Commander, 15th Operational Weather Squadron, Scott AFB, Illinois. He was the virtual powerhouse responsible for the outstanding success of his one hundred eighty-person squadron training program. He also elevated weather as an enabling force in Air Mobility Command's Mobility 2000 Integrated Flight Dispatch Program.

Outstanding AMC Weather Staff Support *Civilian Of The Year*



Mr. Robert E. Miller

Mr. Miller is the Weather Plans Officer in the Weather Division of Headquarters, Air Mobility Command. His incredible tenacity ensured Air Mobility Command weather units met all the steady-state and contingency taskings. He eagerly assumed the Readiness and Plans Branch Chief role when the Chief was assigned a crisis action team role and superbly handled personnel and equipment requirements for operations Enduring Freedom and Noble Eagle.



Mobility Forum

2002

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:
2002 TMF Photo Contest
Schatz Publishing
11950 W. Highland Ave.
Blackwell, OK 74631
580-628-4607

RULES:

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

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

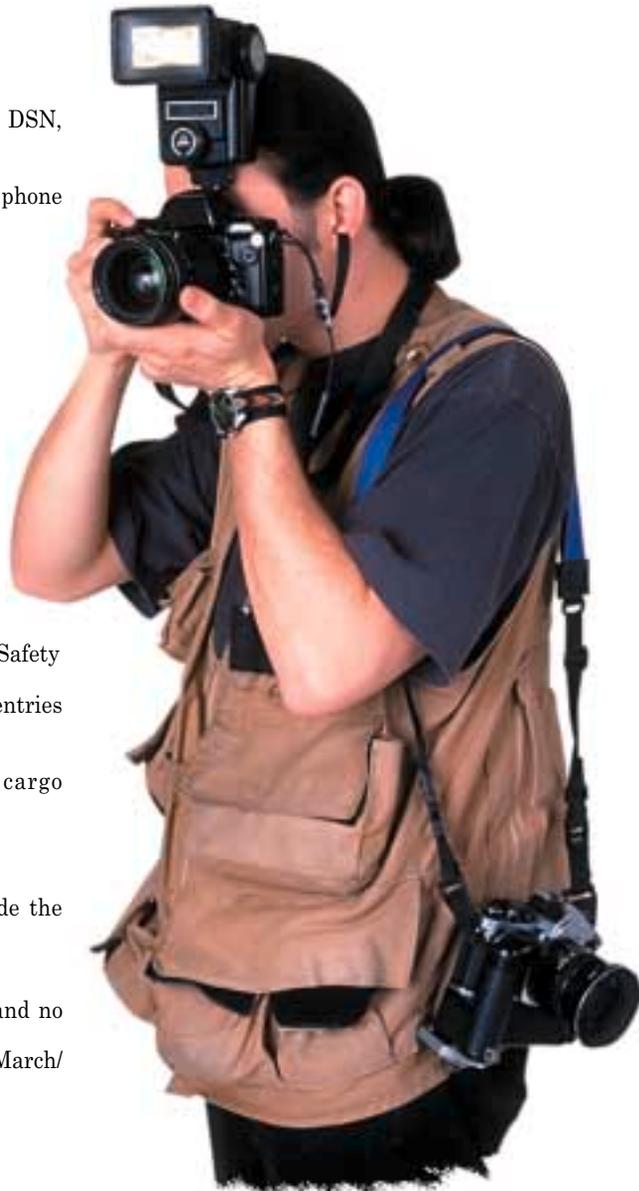
CATEGORIES:

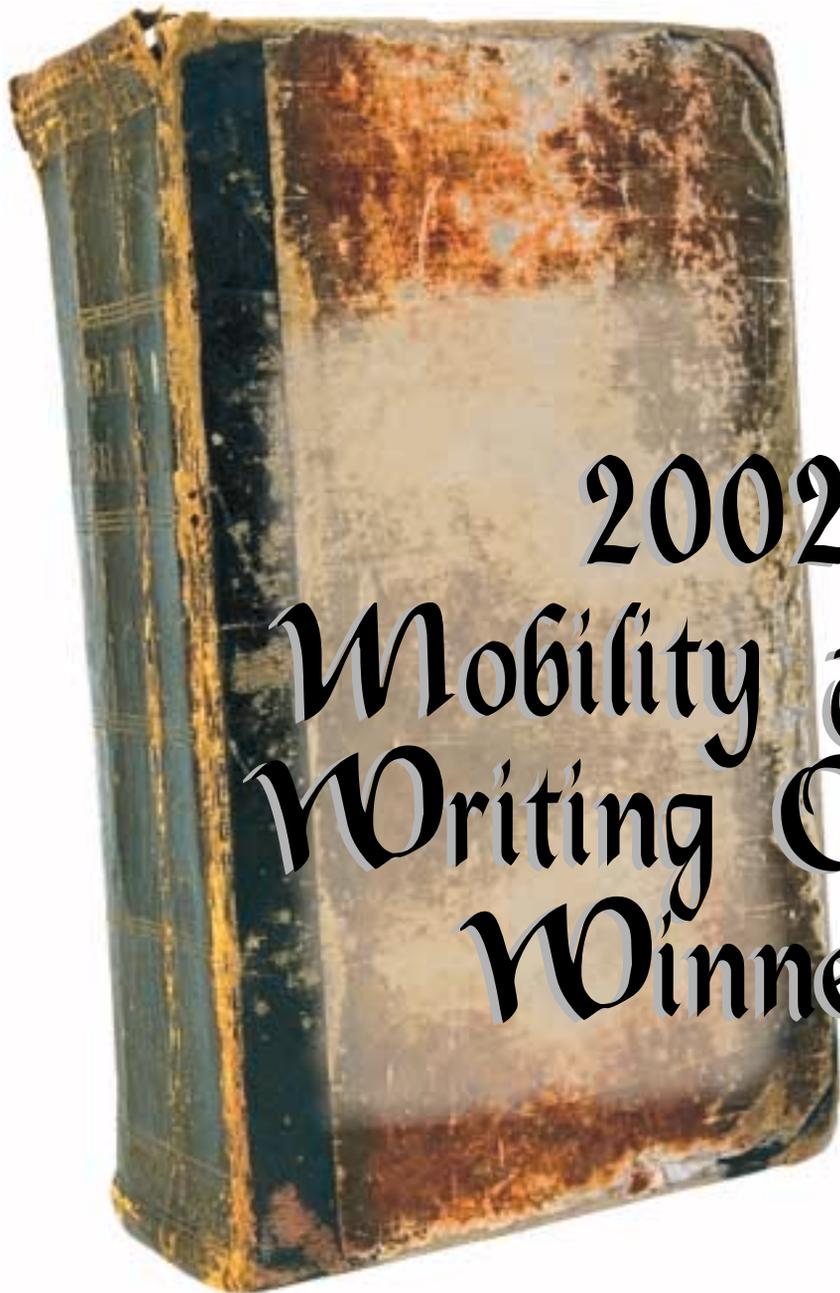
1. Aircraft: air refueling, airdrop, maintenance, marshalling, cargo loading, etc.
2. Military Life: Experiences reflecting the military environment.
3. Recreational: Off-duty activities.
4. Entries may be Black & White or Color.
If we receive sufficient nominations in both media, we will divide the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

Note: A maximum of three entries per category.

AWARDS:

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





2002 Mobility Forum Writing Contest Winners

First place — *Look Before You're Lost*

Lt Col (ret'd) J. Norman Komich
55 Middlebury Lane Beverly, MA 01915-1373

Second place — *Can We Be Friends?*

SMSgt Gary W. Babcock
182nd Operations Group/169th Airlift Squadron, Peoria ANGB, IL 61607-5023

Third place — *Now, It's My Turn*

Maj (Lt Col Sel) Bill Nelson
USAFR 97th Airlift Squadron, 1205 12th Str NE Ste 102 West, McChord AFB, WA 98438

Honorable Mention — *Proud To Be Gray*

Capt Costas Leonidou
PSC 7 Box 988, APO, AE 09104



Look Before You're Lost



I have always believed in proverbs because they are often rooted in pretty deep truths. However, two old classics have always given me a problem. “Look before you leap” and “He who hesitates is lost” are certainly contradictory, but when

it comes to aviation, I think I’m going to go with the former and take my time and look and analyze before I do any leaping. Anyone who reads accident and incident reports in ALL aspects of aviation — military, commercial, government and private — will readily acknowledge that two concepts continue to show up in the findings. These are distractions and



rushing. The purpose of this article is to relate yet one more example of how rushing will put you at increased risk.

I was flying rescue helicopters in Viet Nam for the Air Force, stationed at DaNang, which was located in the northern sector of South Viet Nam. I vividly remember all too well, two aspects of the

weather there. One was that the heat and humidity were unbelievable; the other was that we experienced typhoons like Florida gets thunderstorms and the midwest gets tornadoes.

What I remember about the typhoons was not the severe weather associated with them, because I never actually experienced it. What I DO remember was that when a typhoon came, we got to pull the ultra desirable duty of "TYPHOON EVAC" to another



high winds, but the typhoons brought winds that were well beyond the ability of the tie downs to restrain the blades, so we would evacuate DaNang to a safer location until the typhoon passed.

Well, this particular typhoon season brought with it an unusually high number of typhoons, so much so that it depleted the unit's TDY budget. Consequently, when the next "typhoon alert" came up, the leadership chose to not automatically plan to evacuate; instead, they decided to monitor the progress and route of the typhoon to determine if it actually would be a threat to the base.

As with many such "Murphy like" situations, the typhoon tracked a course north of us. And so we stood by and stood by and stood by until it suddenly swept southward directly towards DaNang. I can still remember being in the briefing room when someone ran in and yelled "LAUNCH !!!" All the flight crews jumped up and grabbed their equipment and overnight bags and sprinted for their helicopters.

In Viet Nam, we rarely filed IFR flight plans; everything was done VFR including this particular flight which was to Ben Hoa AFB down south near Saigon. When we made such a flight, we automatically just flew down "feet wet" just off the coast line. This minimized the need for flight planning and more importantly it did not require contacting the folks controlling artillery which was necessary over land.

Everyone jumped in their aircraft, fired them up and headed south. Tonight wasn't my night as the APU wouldn't start and by the time the crew chief got a ground starter for us, I was well behind my fellow aviators. Two significant aspects of our situation were that because of the delay in the decision to launch, it was night and because of the approaching typhoon, it was blacker than the proverbial orifice. Secondly, because of the typhoon, there was significant rain and lightening. Looking back, I realize that flying VFR in these conditions should probably be in the emergency section of the Dash 1.

It was traditional for us to fly at 500 feet AGL when we flew down the coast and being a creature of habit, I automatically leveled off at this altitude as we departed the DaNang traffic pattern. The geography of the area just south of the base consisted of a long (ten mile) crescent shaped shore line that opened to the ocean. For reasons still uncertain to me, I felt obligated to catch up with the others. To do this I decided to "cut across" the two tips of the crescent. Don't we all know that the shortest distance between two points is a straight line?? And so I took up a heading that took us over the water, further and further from the shore line.

At this point we were flying along in torrential rain in the proverbial ink bottle except for those momentary illuminations when lightening flashed. During one of these flashes I sensed something outside of the helicopter. Like two large, dark bodies to the left and right of the helicopter but between the rain and the briefness of the flash, I

location with a new O'Club menu and a new Exchange with new stereo equipment etc. Because there was inadequate hangar space for 12 HH-53's, they were left on the ramp. With high enough winds, the main rotor blades could actually "fly" and flap up and down dangerously to the point of actually causing damage. We had "tie downs" to secure them during "normal"

really only sensed them rather than saw them. They were gone in an instant and we pressed on. My plan worked and we eventually joined up with the other helicopters. The weather continued to improve with each mile south and we arrived at Bien Hoa in time for last call at the O'Club.

The next day, the typhoon had passed and we prepared to head back to DaNang. This was a flight we had made many times before, though they were all in daylight CAVU conditions as today's flight was. Nonetheless, some nagging urge prompted me to pull out the sectional map and look at our route of flight from the previous night. When I looked at the crescent shaped shoreline, I was stunned, make that STUNNED, to see two islands about fifty yards apart sitting several miles off shore. I can remember to this day reading the height of the terrain on them: 800' and 1500'. When I lined up the route between the top and bottom of the crescent, it went right between the islands!!! We had blindly flown between the two of them!!

Had we been five degrees left or right of our course, at our altitude of 500' AWL, we would have impacted one of them. When they finally found our remains, the investigators would have probably made the following conclusions:

1) The flight crew did not adequately flight plan their route of flight. (Note: my explanations are by no means an attempt to justify what we did. Rather they are an analysis of WHY we did what we did so that hopefully, you the reader won't make the same mistake.) No, we did not because we never did when we previously flew this route. We did not consider a "feet wet" route just off the shoreline anything but routine.

2) The flight crew did not monitor their position with regard to high terrain. No, we did not do that. We made the terribly inaccurate conclusion that because we were over water, we were clear of terrain. We NEVER flew that particular area, so we were unfamiliar with these particular islands. By regulation, we're supposed to "fully familiarize" ourselves with ALL aspects of the flight including the route; we made the mistake of assuming that we DID know this route. Remember what "assume" did??

3) The flight crew, along with the other crews, was rushed because of the delay in evacuating. The role of going over budget in TDY funds in a combat zone should not be a consideration with regard to flight safety and yet it was. Why the leadership did not see it that way is beyond me. Some leaders are



not that comfortable being "flagged" for something that inconsequential. I don't hold them accountable, rather I hold the "system" accountable for making them feel uncomfortable to begin with. Remember, in many ways, this war was more concerned with statistics and haircuts than it was with getting the job done.

4) The significant weather played a significant role. After so much time flying, I have personally concluded that night weather is the most challenging environment for me. On this particular night, we did NOT give the rapidly changing weather conditions and the fact that it was night, the appropriate respect that they certainly deserved.

5) The Aircraft Commander was an instructor



pilot flying with an inexperienced copilot. The copilot was new in the country and it would be unfair of me to suggest that he should have flight planned on his own. Had I been in his shoes, I would have done no differently then although today I certainly would. I well remember my very first trip to SEA in a C-133. It was my “dollar ride” in which I was just an additional crewmember along with three Lt. Cols. As we approached Saigon, just before I gave up the right seat for the jump seat, I reached down and pulled out the Enroute Supplement to read any special notams for Saigon. When I got in the jump seat, I noticed the AC reading HIS Enroute Supplement. I’ve always wondered if that was just

the time frame he always chose to read it or did he read it because I did. My point here is that we ALL can learn from one another, and while experience has its place, it never hurts to monitor even the most experienced pilot.

Let me close by noting that one “offset” to those two killers of rushing and distractions is constant vigilance in attention to detail. Just because we were in the combat zone did not mean that we should not take a simple cross country flight seriously. As crewmembers, we know what we should do; as the NIKE ad says, all we have to do is JUST DO IT !!

Standardizing Spotting Signals

by Moira K. Wiley



The Air Mobility Command has taken a big step forward in standardizing spotter signals. A new guide, titled "HQ AMC Spotter Training Guide," has been produced to help train members in what

should be the proper spotter signals to use in every situation. The purpose is to make sure everyone is using the same signals nationwide, so that ground mishaps can be avoided. The guide had a considerable amount of input during its development and will provide a standard for signals, which may someday encompass every branch of the military.

"About every Two-Tango-Two in the Air Force had some input in the guide," said Tech Sgt. Michael Bird with Travis Air Force Base in California. "They went out to the actual work centers across the AMC and told them they were having a problem, that they realized they were having a problem and asked what they needed to do to identify it. We also used a lot of the safety reports that we generate from ground mishaps to find the problem. In a lot of the reports, 'driver did not understand the hand signals from spotter,' was listed as the problem. So, we found out that we were generating accidents because of unclear communication. This guide was



made to standardize spotting signals and help eliminate this miscommunication between the driver and the spotter."

The 48-page guide published in February of this year contains useful information on required safety equipment, spotting principles, spotting signals, including example pictures of these signals, chocking procedures and more.

Required safety equipment listed in the guide includes hearing protection, safety-tow boots, chocks, gloves and, for night operations, reflective belts and wands.

In the spotting principles section, readers will find advice such as, "Spotters must be in a position that ensures all movements are visible to the driver/operator" and "Visual contact between the driver and the spotter must be maintained until a safe distance is reached from surrounding objects. If for any reason visual contact is lost, stop vehicle movement until contact is reestablished."

Although these directives may sound like common sense, many ground mishaps may have been avoided with proper spotting principles and standardized signals. Like the guide says, "The spotter and the driver must ensure the required hand signals are understood!" The spotter should ensure the operator understands their signals and the operator should ensure that they understand



their spotter's signals.

"This guide standardizes signals, so that if there are accidents, because of spotting duties, we'll be able to hold people accountable," said TSgt Bird. "It's the best thing that they've come out with for the spotters since everybody attended tech school. In tech school, you're taught the hand signals and then you get to your first duty station and you use the hand signals you've been taught in tech school and you're told, 'No, here at base X, we use this for this.' Then, you leave out of there to a new base and there's a new set of signals."

"It's very confusing. Also, with the OPs tempo and us supporting different operations, when you hit the ground at the site you're working at there might be a handful of people from Travis, a handful from Dover, a handful from Charlestown and three



handfuls from points beyond. All with different signals."

"Now, we have a standard signal for this and it also mimics the aircraft spotting signals, such as the signs for stop, proceed forward, right and left. Those are all pretty international, but you'd be surprised at some places where they were using something different. They really needed this guide a long time ago."

The AMC may not stop with standardizing spotting signals, as there are plans to possibly publish similar guides in the future.

"AMC started with this one and we're basically going to get this one out and find out what are shortcomings are with this and then they'll be able to improve their next venture," said TSgt. Bird.

"Spotting techniques are so important in the mobility world, because anyone could be needed to

pull spotting duties for a vehicle in a tight situation. You're supposed to have someone spotting you anytime you back up in a confined space, so there's where it applies to everyone in the Air Force."

The guide contains full instructions for all spotting signals, including pictures of day and night operations examples. It also contains specific procedures for the 60K Tunner.

A full version of the HQ AMC Spotter Training Guide can be found on the Air Mobility Warfare Center's web based training site. This is a public site, so anybody can access the information, either from their home or office computer. There are also other references for spotting listed in the front of the guide. This listing indicates that, "All spotting information can be found in T.O. 36M-1-141 on pages 2-29 through 2-31 and/or AFOSH STD 91-46 and/or AFJMAN 24-306 pages 8.3 through 8.5. Parking plan for 60K Tunner referenced from HQ AMC/DOZ MSG 151444Z Jan 02. Spotting requirements for loading vehicles onto an aircraft can be found in the applicable aircraft dash 9."



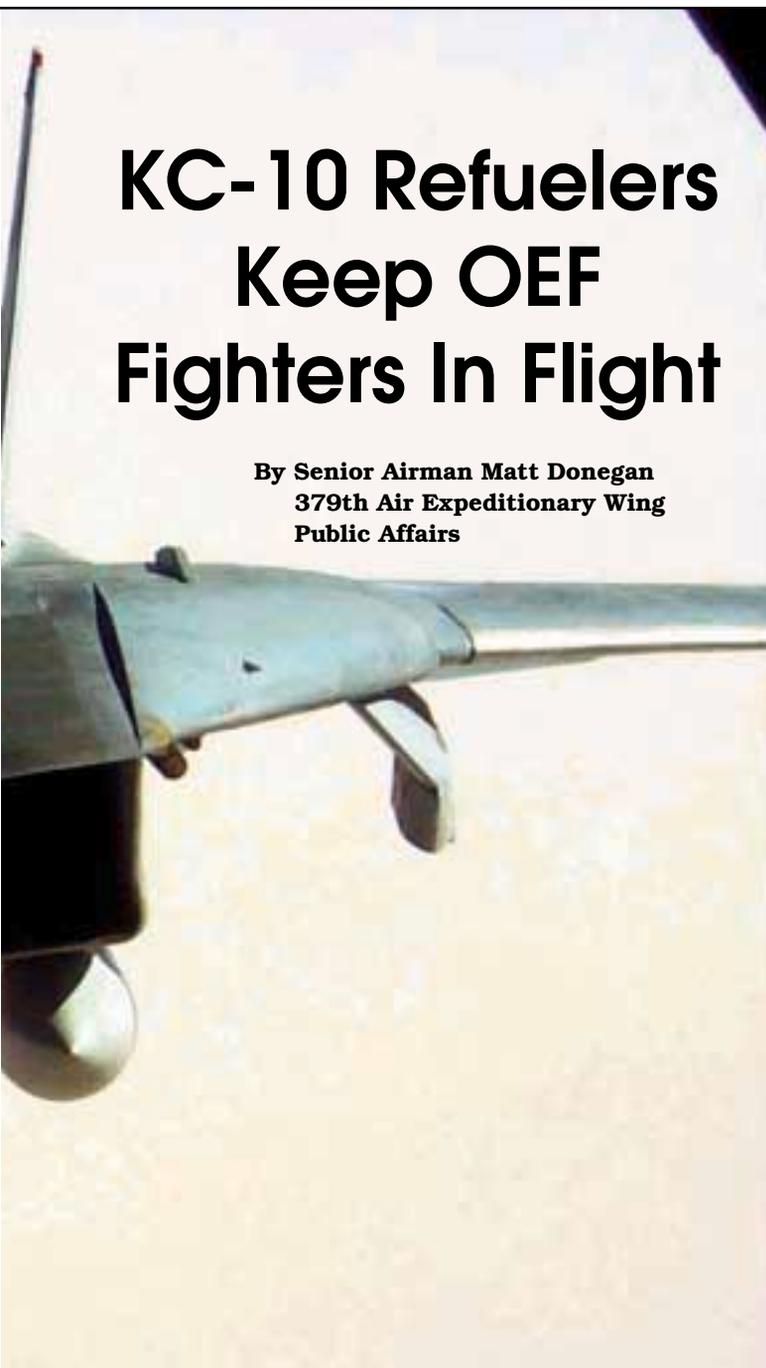


The drogue of a 44th Expeditionary Air Refueling Squadron KC-10 Extender sends fuel into a Navy F-14 Tomcat during a mission over Afghanistan. The tanker is deployed from McGuire Air Force Base, N.J., to Al Udeid Air Base, Qatar. (Photo by Senior Airman Matt Donegan)

OPERATION ENDURING FREEDOM (AFPN) — It is hazy over the desert of Afghanistan and nothing can be seen from the glass boom pod in back of the KC-10 Extender —not the ground or clouds, just bare gray sky. But with the help of two adjustable mirrors, Senior Airman Luke Mullins spots his target, a Navy F-14 Tomcat, about a mile out.

“Tallyho,” says Mullins’ just as the aircraft he is about to gas up comes into sight. Mullins, currently assigned to the 44th Expeditionary Air Refueling Squadron at Al Udeid Air Base, Qatar, is used to refueling aircraft 30,000 feet above the Earth.

He has deployed the drogue — a long hose



KC-10 Refuelers Keep OEF Fighters In Flight

By Senior Airman Matt Donegan
379th Air Expeditionary Wing
Public Affairs

with a tip that looks like a mushroom cap — and is now waiting for the fighter to approach “the basket.”

Mullins calls the drogue refuelings a “no-brainer” because the Navy pilots do all the work. On the other hand, refueling all Air Force planes requires deployment of the boom, a long stick-like tube that must be maneuvered into perfect position

each time for the other aircraft to receive fuel.

Flight engineer Tech. Sgt. Brett Zwick sits 150 feet away in the cockpit. He is manning the aircraft’s six air refueling pumps from a console, and is determining how much fuel needs to be provided. For the F-14, he is only going to use two pumps. Any more could actually disconnect a smaller plane from the drogue or boom because of the sheer pressure behind the fuel flow. The KC-10 boom can dish out 8,000 pounds of fuel per minute with all the pumps on, but the drogue is a bit slower and the hose is limited in diameter, but it can still pass more than 2,000 pounds per minute.

Just 20 feet away from the tail of the KC-10, the Navy pilot opens the receptacle unleashing a 5-foot-long metal tube from the front right side of the aircraft. As the tube gets closer to entering the drogue, Mullins announces, “15 feet, 10 feet, 5 feet,” followed by “contact.”

Mullins, 22, has passed more than 2 million pounds of fuel combined during his three deployments since Operation Enduring Freedom began.

“It’s pretty gratifying to know these guys wouldn’t be able to make it to the area, drop bombs, and make it home without us,” said Mullins, from St. Augustine, Fla.,

After the successful aerial refueling, Mullins retracts the drogue, closes the boom window and walks up into the cargo area. Only a thin, reinforced floor separates the cargo area from the fuel storage area, where 365,000 pounds of fuel can be kept. He rejoins his crew on the flight deck behind the pilot and next to Zwick.

As a flight engineer, Zwick operates all the systems on the plane and monitors “everything.” Having been an aircraft maintainer on KC-135 Stratotankers for seven and a half years, Zwick, a Michigan native, cross-trained and now finds pleasure in flying and working directly for the pilots.

“There’s a lot of responsibility and trust there,” he said. “That’s a good thing.”

Mullins said he and Zwick enjoy a privilege most enlisted people do not — being driven to work every day by officers.

Back home at McGuire Air Force Base, N.J., the KC-10 crews spend their time on training sorties doing touch and go’s [simulated refuelings] with other KC-10s, KC-135s and C-141 Starlifters, but do not get a whole heck of a lot of training with fighters.

Being so close to New York City, Zwick was part of combat air patrol missions on Sept. 12 flying over the Big Apple, helping keep fighters in the air

around the clock.

"It was interesting. You could still see the smoldering rubble [of the World Trade Center]. I don't know how to describe it," said Zwick. "It was weird because there were no other planes in the sky... the ground controllers were nervous about anyone flying."

All four active-duty crewmembers are deployed from the 32nd Air Refueling Squadron at McGuire and have all flown with one another before. Typically, they work 15-hour days together supporting OEF. The day begins with a wake-up call more than three hours before take off, followed by an intelligence briefing, pre-flight check and a 10-hour flight. Finally, it is back to the operations facility for debriefings.

At the wheel of the KC-10, a modified Boeing DC-10 that shares an 88-percent systems

commonality with its commercial brethren, is Maj. Chris Ciecka, a veteran helicopter pilot turned tanker driver. His copilot, 1st Lt. Brian Hood, sits in the right seat.

The major has more than a dozen OEF sorties under his belt and said he feels good about keeping the shooters in the fight.

"The combat radius of an F-15 or a B-2 [Spirit] isn't that great without tanker support," he said.

On Sept. 11, Mullins was already deployed to Southwest Asia. He has since been to Al Udeid twice, making three total trips to the desert in just eight months.

"The hardest part of my job is deployments," he said.

"It really takes a toll on someone's personal life. Mine is almost nonexistent now.

Since September we've been out here a lot more and we're using the systems 3,000 percent more than they've ever been used in a year and they're taking abuse. (We) and the maintenance guys are finding things we've never seen before because we're using (them) so much."

There is the commercial that touts, "Everything you do in the Air Force is exciting, even when all you're doing is pumping gas." Just ask the KC-10 crews.

Left - The drogue of a 44th Expeditionary Air Refueling Squadron KC-10 Extender sends fuel into a Navy F-14 Tomcat during a mission over Afghanistan. The tanker is deployed from McGuire Air Force Base, N.J., to Al Udeid Air Base, Qatar. (Photo by Senior Airman Matt Donegan)

Right - Fuel is passed from the boom of a 44th Expeditionary Air Refueling Squadron KC-10 Extender into another KC-10 also from the 44th EARS. Both tankers by Senior Airman Matt Donegan)





Hazard Communication

By John Schatz
Safety Management Consultant

Hazard communication is just that: communication of the hazards of chemicals. Every day, we use a multitude of chemicals on duty and off duty. But are these chemicals safe? The answer is no, if they are not used in their intended manner. That is why the Occupational Safety and Health Administration (OSHA) created the Hazard Communication standard, which is a standard about chemicals. This article discusses the four main elements of the hazard communication standard.

The main elements are:

- 1) Hazard Identification
- 2) Material Safety Data Sheet
- 3) Labeling
- 4) Written Program

Hazard Identification

The first step of the standard is for the manufacturer of a chemical product to place its product in an appropriate hazardous classification. Usually hazardous chemicals will be placed into one of the following four categories:

1. Toxic

These are chemicals that are poisonous to people, and can act upon the body very rapidly. Hydrogen sulfide and cyanide are examples of toxic agents.

2. Corrosives

This type of chemical is usually an irritant. Corrosives can damage the body by burning, scalding or inflaming body tissues. Examples of corrosives are chlorine, hydrochloric acid, of course, battery acid.

3. Flammables

Flammables are the chemicals that burn

readily. They may explode or burn if sparks, flames or other ignition sources are present. Examples are gasoline, benzene and ethyl ether.

4. Reactives

Reactive chemicals are those that require stability and careful handling. Some of them can explode or react violently if the container is dropped or hit. Other reactive chemicals may react violently if mixed improperly with other substances. Nitroglycerine is an example of a reactive chemical.

MSDS

After the manufacturer conducts research on the hazards of their product, they must share that information in the form of a Material Safety Data Sheet (MSDS). A MSDS follows a standard format that delineates particular information about that product. Listed below are the standard sections of a Material Safety Data Sheet.

SECTION 1: Chemical Product & Company

Information - Provides the chemical name from the label to the MSDS. Also listed are the name, address and the phone number of the company, manufacturer or distributor who provides the chemical.

SECTION 2: Composition & Ingredients

- Identifies all hazardous ingredients, OSHA's permissible exposure limits (PEL) & ACGIH (American Conference of Governmental Industrial Hygienists) Threshold Limit Values (TLVs).

SECTION 3: Hazard Identification

- Information about the health effects of exposure. This includes a description of the material appearance, potential symptoms and health effects, routes of entry and target organs.

SECTION 4: First Aid

- Provides first aid



procedures for each route of entry.

SECTION 5: Firefighting - Information on the explosive and fire properties, extinguishing agents and general firefighting information.

SECTION 6: Accidental Release - Information on material spill response, containment and required spill response PPE.

SECTION 7: Handling and Storage - Information about chemical storage and handling, and measures to prevent overexposure.

SECTION 8: Exposure Controls & Personal Protection - Engineering controls and personal protective equipment to reduce chemical exposure.

SECTION 9: Physical & Chemical Properties - This section identifies the physical and chemical properties of the chemical. Characteristics include appearance, odor, physical state, pH, vapor pressure, vapor density, boiling point, freezing/melting point, solubility in water and specific gravity or density.

SECTION 10: Stability & Reactivity - All potentially hazardous chemical reactions are identified in this section. Includes information on chemical stability, conditions to avoid, incompatibility, hazardous decomposition and hazardous polymerization.

SECTION 11: Toxicological Information - Provides information such as acute data, carcinogen potential, reproductive effects, target organ effects, and other physiological aspects.

SECTION 12: Ecological Information - Information concerning the environmental impact if a chemical is released into the environment.

SECTION 13: Disposal Considerations - Information concerning proper chemical disposal, recycling and reclamation.

SECTION 14: Transport Information - Shipping information includes the hazardous materials description, hazard class and the identification number (UN or NA numbers).

SECTION 15: Regulatory Information - Provides information concerning applicable federal regulations. Examples include OSHA, TSCA (Toxic Substance Control Act), CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act), SARA Title III (Superfund Amendments and Reauthorization Act).

SECTION 16: Additional Information - Provides other information about the chemical such as hazard ratings, preparation and revisions of the MSDS, and label information.

Labeling

Each chemical product produced must also have a manufacturer's label. The label must include the following information:

- 1) Identity of the hazardous chemical
- 2) Appropriate hazard warning
- 3) Name and address of the chemical manufacturer

Remember it is also very important to label portable receptacles that you may have decanted hazardous substances into. If the portable container is for immediate use, then the container does not have to be labeled. However, keep in mind the words, "immediate use".

If these chemicals are not for immediate use, they must be labeled.

Each label should have three important pieces of information you should be familiar with:

1. The identity of the substance, i.e., what is the chemical and what is it supposed to do.
2. Directions for recommended use, handling and storage.
3. Hazard warnings. These hazard warnings may include flammable, combustible, toxic, corrosive, cancer-causing agents, biohazard and others. You need to know what the hazard is to take action to reduce exposure to hazardous materials.

Written Program

The written program ties it all together; employers have the responsibility under the standard to let employees know about the standard and even provide training on where Material Safety Data Sheets are kept and how to read them. The written program is a "how to" program, that is, how something is going to be accomplished to meet the spirit of the standard.

Summary

Chemicals help improve our lives every day but some chemicals can also be very dangerous so it is important to read labels and MSDSs and heed their warnings. Even common household chemicals can be toxic if used or mixed the wrong way.

C.R. TERROR

The Herky Honcho Fails to Heed the Horn

Long Suffering Sam leaned on the squadron operations desk in front of the scheduling board. As he glanced at the names on the board, he noticed the name "Terror."

"You know, Blinky," he casually remarked, "I can't believe they actually sent the boss to instructor school. Wasn't there anyone else available?"

Blinky held up his hands. "I know what you're trying to say, but the answer is the same now as it was then: Maj. Terror was the only one available."

Sammy nodded, half shrugging his shoulders at the seemingly unthinkable snafu. "Well, there's no doubt he had enough total time. But do you think he was really ready?" Sammy didn't get an answer to his question. Suddenly, their mentor entered the squadron, immediately spying his stalwart air-mates.

"Crimentently, Sammy lad!" he bellowed. "Good to see you and Blinky again," he boomed, nearly shaking Blinky's hand and arm off. "How's things been since my excursion into the world of instructordom?"

"Not bad, Boss," replied Blinky. "How were things at Sand Pebble? Did you wow them with your extensive knowledge of the Herk?"

C.R. looked semi-amazed as Sammy finished. "Why, how did you guess, Sam? I literally rolled down their socks with my encyclopedic memory of the Herk's long and illustrious history." The Fabulous Fibber immediately went to work with his hands, visually illustrating what he had "taught" the boys in the schoolhouse. Unfortunately, he was

interrupted by the ops officer, Lt. Col. I.M. Tuft.

"Well, well, C.R.," Tuft smiled menacingly. "They finally let you graduate from instructor school, did they? Wasn't it two or three weeks longer than usual?" Terror nodded sheepishly.

"It was two weeks and 6 days longer to be exact, sir." The Ace of Alibis added, "You see, sir, we ran into some unfortunate circumstances and, what with the bad weather..."

"Oh knock it off, C.R.," Tuft cut him off in mid-excuse. "We're well aware of the two extra checkrides you needed, thanks to your non-standard teaching techniques." Tuft then pointed to the scheduling board.

Suddenly, the Moody Major's blood turned ice-cold as he spotted the name of the student next to his. "Oh, no!" he exclaimed. "Chandelle! That's not Clarence Chandelle, is it?"

"The very same," retorted Tuft. "You two even flew together once. Stalzburg, wasn't it?"

C.R. could only nod, for it was at Stalzburg that Lt. Col. Clarence Chandelle had nearly stalled



them and their trusty aircraft into the ground.

"Well, anyway, he's now your student, and I'm holding you personally responsible for ensuring that he will successfully pass his upcoming qual/tac check." The ops officer pounded the desk to emphasize his point.

"Ye...ye...yes, sir," the Stumbling Sultan of Airlift stuttered, overwhelmed at the task ahead of him. "I'll be especially careful with him, Colonel Tuft. You can depend on me."

The next evening, C.R. arrived at the squadron unusually early to examine Clarence Chandelle's training folder. Holding the bulging folder, almost as voluminous as his own, C.R. turned to the latest entries in an attempt to find his student's weak points. He didn't have to read far. Colonel Clarence Chandelle was borderline dangerous whenever he attempted a night assault landing in the venerable Herk.

"No problem, there," the Herky Honcho blustered aloud. "Why, if there's anything I can do well, it's land this plane in the zone-every time."

About that time, in waltzed Clarence Chandelle. "Ahem," Clarence coughed, somewhat hesitantly. "Hello, C.R., long time no see."

"Oh, it's you, Clarence. Good to see you again," C.R. replied gamely. "Looks like you could use some work on your night assault landings."

"Astute, Major Terror. Very astute," Chandelle replied, somewhat impressed by his neophyte instructor's grasp of the obvious. "I must admit that assault landings aren't my most favorite thing, much less at night. But if I must," he sighed resignedly, "I must."

"Right," blurted C.R. "Let's get going. Times a'wastin'."

After the usual preflight perfunctories, C.R. and his student soon were droning their way through the clear night air. Amazingly, all went well as the Ace of the Assault Zone vociferously imparted all of his "IP" techniques and knowledge. But just as amazingly, Chandelle seemed to soak up the knowledge, such as it was, like a dry sponge. All went well, until the command post called.

"Hanky 42, command post. The wing commander needs some stick time with an IP and you're the only aircraft airborne with an IP on board. How about making a full stop and picking him up



at base operation?"

"Okay, we should be there in about 15 minutes," he replied, then turned to Chandelle.

"Well, Clarence ol' boy, you've got one big chance to strut your stuff before we call it quits. Just remember everything I told you."

"Got you, C.R.," replied Chandelle. "Flaps 50 and before landing climb. Suddenly, the air seemed to come alive with radio transmissions as two night crews received instructions and reentered the air for some pattern work. C.R. could barely keep his faculties on the checklist much less keep track of the radios and intercom.

"Flaps are 50 percent. But the Inept IP could scarcely get the next part of the checklist completed before someone else was yelling in his ears. "Crimenently! Everybody's trying to talk at the same time," he spoke, hoping to get someone's attention. Turning down the radio volume control a thought entered his mind. "How are you doing on the checklist?" he asked.

"Checklist completed," squawked the engineer.

"And loadmaster."

Luckily, the rest of the crew managed to complete their checklists in less time and with less confusion, so the Saturated Skipper sat up in the right seat.

"Engineer, load. Officer come back for a quick see at this hydraulic leak back here."

"Pilot, engineer. I'm going off headset and check out that leak."

"Cleared as filed," retorted C.R. in a feeble attempt to get back up to speed.

"Hanky 42, Clarion LZ. Cleared for the assault zone. Report final and 100 percent flaps."

"Hanky 42," replied C.R. "Now, Clarence, remember our power and flaps. From here on out, it's airspeed and aim point, just like in the T-bird."

"Okay," shot back Chandelle. "Let's have flaps 100 percent." The right-seater deftly moved the flap lever pull down as Chandelle slowed the Herk to final approach airspeed, then to max effort threshold airspeed. "Are you sure the checklist is complete, co-pilot?" Chandelle asked. "We don't seem to be carrying as much power as we usually are."

"Not to worry, Clarence, old boy. The before-landing checklist is complete. Now, remember. It's airspeed and aimpoint, aimpoint and airspeed."

As the almost fully-configured Herk was just a scant few feet from the ground, the flight engineer came back up to report his findings. His eyes nearly

popped out of his head as he was greeted by a glowing red light in the gear handle which, by the way, was also in the "up" position.

"Go around, pilots. Gear!" he screamed at the top of his lungs. But his screams fell on two sets of deaf ears. If they couldn't hear the gear horn, they certainly couldn't hear his panicked warning. The next sounds on the flight deck were those of crunching metal as the Herk hit right in the middle of the assault zone, the gear safely up and locked!

Suddenly, the cockpit came alive with the flurry of action. C.R. tried to simultaneously push the throttles forward while fighting to keep the Herk on the assault zone. Clarence, meanwhile, was trying to pull the throttles into reverse, hoping to minimize an already bad situation. The engineer was just trying to hold on. Amid much shouting, the Herk stayed on the ground, as C.R. caged the engines and held on for a ride through the weeds.

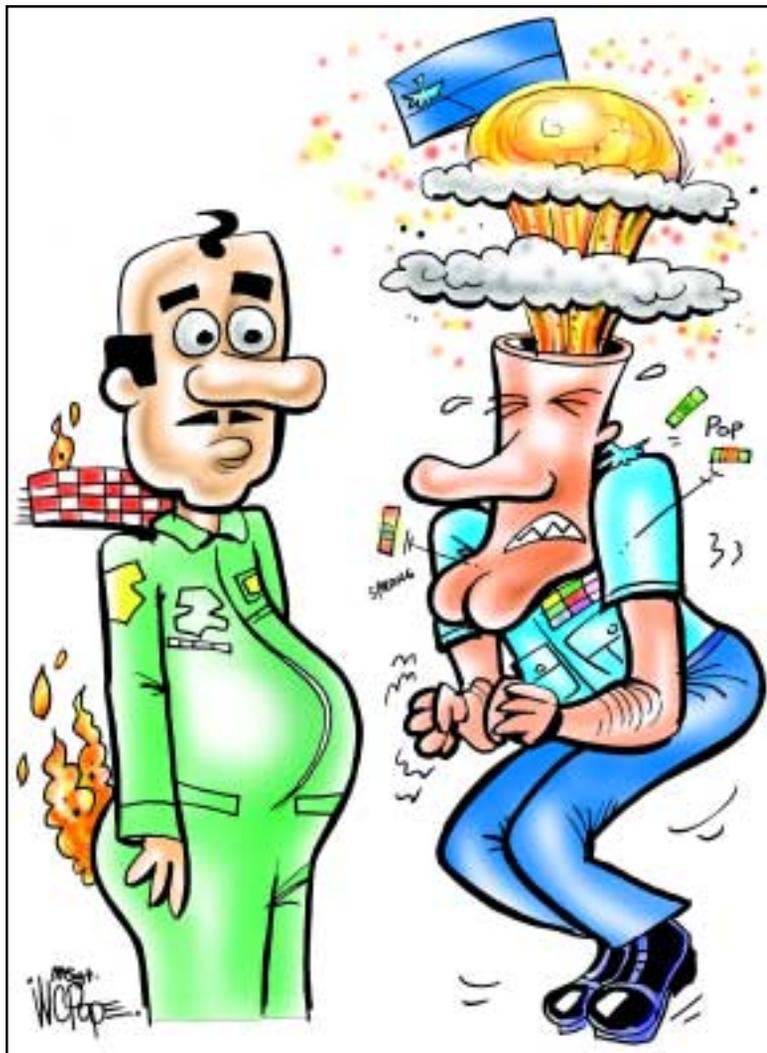
Finally, after the Herk had been stopped and shut down, the crew took the abnormally short step to the ground through the crew entrance door, and met off the nose to count heads.

"What happened back there?" asked the engineer, his voice full of surprise. "Why wasn't the gear down?"

But before he could get either the Worried Warrior or Chandelle to answer, the area suddenly blossomed in lights-blue and red flashing ones. Brightest and fastest moving of all were the lights on top of the wing commander's car. The blue staff car came to a tire-smoking halt near the crippled '130, and Col. Fang slowly got out and walked up to the crew. As his eyes fell on the form of C.R., his face reddened and he clenched his fists in fury. Mumbling some words that sounded like "keelhaul," and "draw and quarter," he then stalked back to his car and drove away.

"What do you suppose will happen to us now?" asked Clarence, the picture of innocence.

"I don't know," replied C.R. gazing forlornly at the crippled Herk. "But I've got a feeling you and I are going to be 'copilot unqualified' for a long, long time."





Flying Hour Milestones

10,000 Hours

179 AW, Mansfield, OH
SMSgt Donald J. Boyd

7,500 HOURS

3 AS, Scott AFB, IL
SMSgt Philip O. Stewart

179 AW, Mansfield, OH
MSgt Walt W. Leitenberger

6,500 HOURS

99 AS, Andrews AFB, MD
Lt Col Marcus D. Wrotney
TSgt Timothy C. Smith

109 AW, Scotia, NY
Lt Col Craig Roebuck

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

5,000 HOURS

1AS, Andrews AFB, MD
Lt Col Daniel Hargrove

1HS, Andrews AFB, MD
TSgt Jay E. Ekis

14 AS/CC, Charleston AFB, SC

Lt Col Stephen J. Dellies
Lt Col Henry Steenken
Lt Col Brian D. Trout
TSgt Chris A. Lemons
SSgt Jason Bray
SSgt James A. Hilton

17 AS/CC, Charleston AFB, SC

Maj Christopher D. Kauffman
MSgt Damian R. Fox
MSgt David D. Grieve
TSgt Herman R. Rose
TSgt Christopher D. Schick

18 ARS, McConnell AFB, KS

Maj Joseph L. Dudgeon

22 AS/CC, Travis AFB, CA

SSgt Tracey L. Heller

47 ALF, Wright-Patterson AFB, OH

Maj Sean L. Kennedy

97 ARS/CC, Fairchild AFB, WA

MSgt Jaime C. Recuero
TSgt Joseph D. Riener

99 AS, Andrews AFB, MD

Lt Col Daniel K. Brunskole
Maj Michael K. Wolf
TSgt John C. Williams

109 AW, Scotia, NY

Lt Col Jim Blakney
Maj Tom Esposito
Maj Gary James
Capt Cliff Souza
MSgt Shad Gray
MSgt Mike Messineo

152 AW/SE, Reno, NV

Lt Col Don Desrosiers
Maj John Thorpe

166 AW/SE, New Castle, DE

MSgt James J. Baarda

179 AW, Mansfield, OH

Maj John F. Bletner

Milestones

931 ARG, McConnell AFB, KS
SMSgt Monsa L. Dugger

3,500 HOURS

3 AS, Scott AFB, IL
Maj John R. Foresman
Maj James K. Kurashige
SSgt Wendell D. Strange

14 AS/CC, Charleston AFB, SC
Maj Richard F. Kelly
Maj Grant J. Stedronsky
Maj Kimberly J. Szathmary
Maj Keith L. Thibodeaux
Maj Gary A. Wettengel
Capt John B. Gurrieri
Capt Michael R. Seiler
MSgt Larry D. Jones
TSgt Robert E. Borden
TSgt George W. Lytle
SSgt Paul D. Varnish

17 AS/CC, Charleston AFB, SC
Col Russell J. Deluca
Lt Col Joseph S. Heirigs
Capt Curtis W. Johnson
TSgt Robert E. Callahan
TSgt Rene Delarosa
TSgt Gary W. Palmiter
SSgt James J. Schatza, Jr.
SSgt Trevor M. Smith

18 ARS, McConnell AFB, KS
Maj Christopher T. Amend
Maj William G. Deisner
Maj Gregg C. Harney
Maj Michael W. Gibbons
MSgt Richard C. Clark

22 AS/CC, Travis AFB, CA
Maj Ted A Detwiler
TSgt Kenneth R. Stewart
TSgt Eric C. Troutt
SSgt Thomas C. Preast
SSgt Richard W. York

54 ALF, Scott AFB, IL
Lt Col James W. Moore
Maj Jeffrey W. Morgan

84 ALF, Scott AFB, IL
Capt Blair A. Horton

97 ARS/CC, Fairchild AFB, WA
Col Daniel R. Simmons
Lt Col Richard K. Houston

Maj Gregory Barclay
Maj Vincent J. Grzesiak
Maj Glen H. Lehman
SMSgt Merri S. Keister
TSgt Greg G. Smith
SSgt Joe F. Corder

99 AS, Andrews AFB, MD
Lt Col Robert G. D'Antonio
Lt Col Thomas Driehorst
Lt Col Nancy R. Vetere
Maj Stephen R. Jackson
Maj Kevin C. Kelley Jr.
Maj Douglas R. Narmour
Maj Mark E. Nunn
Maj Otis K. West

109 AW, Scotia, NY
Maj Rick McKeown
Maj Fabio Ritmo
SMSgt Jason Taylor
MSgt Randy Williams
TSgt Scott Seeberger

126 ARW/SE, Scott AFB, IL
Lt Col Paul D. Carrubba
Maj Christopher M. Mauk
Maj Jay J. Robinson

152 AW/SE, Reno, NV
Lt Col Chris Ultsch
Maj Caesar Garduno
SMSgt Robert Radley

458 AS, Scott AFB, IL
Maj Larry Gowen

514 AES, McGuire AFB, NJ
TSgt Ronald G. Brunson

931 ARG, McConnell AFB, KS
MSgt Dennis A. Struve

2,500 HOURS

3 AS, Scott AFB, IL
Capt Robert L. Griffith
Capt Kingston Lampley

14 AS/CC, Charleston AFB, SC
Capt Michael R. Cook, Jr.
Capt Louis W. Hansen
Capt Patrick S. Murray
MSgt Roger L. Morris
SSgt David M. Becker
SrA Troy J. Firtzlaff
SrA Bryan P. Marvel

17 AS/CC, Charleston AFB, SC

Lt Col Peter A. Hirneise
Maj Devin S. Durham
Capt Randall S. Huiss
Capt David B. Kirby
Capt Jonathan P. O'Rourke
SSgt Joseph V. Kapinos
SSgt John Warminsky

18 ARS, McConnell AFB, KS

Maj Anthony P. Brusca
Maj Jeffrey A. Young
Capt Eric W. Long
Capt Theodore P. Moore
Capt Jonathan T. Pece
Capt Esteban L. Ramirez
TSgt James C. Yokum

22 AS/CC, Travis AFB, CA

Capt Todd A. Garrett
Capt Michael G. Tison
TSgt Kelly K. Bruce
TSgt Rickie D. Chapman
TSgt Michael J. Troupe
SSgt Thomas S. Lipsey

54 ALF, Scott AFB, IL

Capt Johnny R. Helm
Capt Larry L. Trittschuh

97 ARS/CC, Fairchild AFB, WA

Lt Col Michael W. Foster
Lt Col Mark R. Hasara
Maj Gregory S. Gorski
Maj Scott G. Gramling
Maj John M. Kok
Maj Dwight C. Sones
Capt Paul A. Alfonso
Capt Neil P. Begalman
Capt Mary C. Galla
Capt William V. Meshack

99 AS, Andrews AFB, MD

Lt Col Steven J. Arquette
Maj Brian E. Eppler
Maj Stephen P. Lambert
Maj Manson O. Morris
MSgt Robbie L. Willford
TSgt Paul H. Baldrige
TSgt Christine E. Depriest

109 AW, Scotia, NY

Maj Lloyd East
Maj Bill Smith
Capt Kathleen McNulty
TSgt Joe Axe
TSgt Carmelo Modesto

126 ARW/SE, Scott AFB, IL

Maj James J. Moy
Capt Thomas P. Jackson
Capt John E. Ourada

152 AW/SE, Reno, NV

Lt Col Gary Turner
Maj Ted Bryant
Maj Michael Egan
Maj Matt Leonard
Capt Karl Stark
MSgt Judy Morton

179 AW, Mansfield, OH

TSgt Jeffrey E. Rumel

375 AES, Scott AFB, IL

TSgt Louie D. Hawken

931 ARG, McConnell AFB, KS

Maj Kerry S. Lehman

1,500 HOURS

1 AS, Andrews AFB, MD

TSgt Kenneth Jack

3 AS, Scott AFB, IL

Capt Michael S. Cranston
SSgt John W. Hegwood

14 AS/CC, Charleston AFB, SC

Capt Daniel P. Bishop
Capt Samuel N. Blunt
Capt Christopher J. Fardell
Capt Glenn L. Goss
Capt Louis W. Hansen
Capt Michael S. Hayes
Capt Gregg S. Johnson
Capt Joseph D. Sanduk
Capt Patrick C. Winstead
Capt Eric J. Wittendorfer
1Lt Gregg C. Beeber
1Lt Thomas R. Kootsikas
MSgt Jeffrey P. Leeson
SSgt Charles D. Lauderdale
SSgt Derrick B. Morley
SrA Anthony S. Johnson

17 AS/CC, Charleston AFB, SC

Capt Scott G. Carroll
Capt Ethan C. Griffin
Capt John P. Hartigan, III
Capt James D. Harris
Capt Rob S. Luzader
Capt Margaret C. Martin
Capt Marc A. Miller

Milestones

Capt Erin M. Rickenbacher
Capt Justin A. Riddle
Capt William J. Schellenberger
Capt Patrick N. Weeks
SSgt Jonathan W. Rabalais
A1C Victoria D. Bruemmer
A1C Hunter A. Lescoe
A1C Renee Morales

22 AS/CC, Travis AFB, CA

Capt Anthony J. Caparella
Capt Leron D. Hudgins
Capt Jonathan E. Karnes
Capt Nicholas J. Leonelli
Capt Eric A. Micai
MSgt Geoffrey J. Miller
TSgt Reed A. Chase
TSgt Colm L. Murphy
SSgt Ryan A. Balmer
SSgt Boyd R. Hewitt
SSgt Dustin A. Lane
SSgt Michael G. Norton
SSgt Rick A. Velez
SrA Zachary J. Bigham
SrA Todd E. Monshaugen
SrA Peter L. Parenti

54 ALF, Scott AFB, IL

Capt John C. Chapman
Capt Kristopher D. Colley
Capt Michael D. Williamson

84 ALF, Scott AFB, IL

Capt Kenneth J. Belmear

97 ARS/CC, Fairchild AFB, WA

Capt Daniel F. Arch
Capt Eric T. Berggren
Capt Thomas L. Hermel
Capt Laura L. Lenderman
TSgt Ronald L. Marasco
SSgt Jayson A. Chatham
SSgt Vincent S. Estes
SSgt Mark D. Schlimgen
SSgt Frank A. Warner

99 AS, Andrews AFB, MD

TSgt Robert L. Zimmerman
SSgt Jeffery A. Depper
SSgt Dawn M. Roberts
SSgt Maribel Serocki

109 AW, Scotia, NY

Capt Ray Johnson
Capt Chris Niles
TSgt Pat Brindle

126 ARW/SE, Scott AFB, IL

Maj Mark E. Chapman

152 AW/SE, Reno, NV

Col John Chatburn
Lt Col Dave Snyder
Lt Col Mitch Sperling
Maj Curtis Campi
Maj Wayne Jeffrey
Maj Kyle Reid
Maj Jeff Schulstad
Maj Matt Speth
Maj Michael Williams
Capt Andrew Kremers
Capt Sean Walkerly
CMSgt Robin Mocabee
SMSgt Ron Field
SMSgt Lorne Hall
SMSgt James Warner
MSgt Tim Broadway
MSgt Bryce Card
MSgt Blake Martelle
MSgt Greg Quinn
MSgt Dave Raschen
MSgt Chris Santor
MSgt Craig Wells
TSgt Patrick Kutschera

166 AW/SE, New Castle, DE

Lt Col Jennifer M. Kirby

179 AW, Mansfield, OH

Maj Robert J. Schuett

458 AS, Scott AFB, IL

Capt Kevin Koenig

906 ARS, Grand Fork AFB, ND

Capt Jennifer L. Bivens
Capt Martin T. Daack
Capt Traci A. McCabe
Capt Thomas E. Philipp
SSgt Donnie T. Lambert
SSgt Daniel P. Rando
SSgt Brian E. Sinclair

QuickStoppers

HOT PILOTS, HOTTER COCKPITS

The cockpits of Raytheon's T-6A Texan II military trainers give the next generation of U.S. military pilots a great view, but they also offer at least one lesson in horticulture...a practical understanding of the greenhouse effect. It's not that the aircraft doesn't have air conditioning, it's that the Texan II has a huge canopy and initial training for military pilots often takes place in sunny weather...in the middle of the desert. The problem was so bad that the Air Force adapted their training schedule to time of day and temperature. The Navy and Air Force have decided to cool things off by paying about \$7,000 per aircraft to install new 22,000-Btu air-conditioning systems to replace the current 12,000-Btu units in the aircraft.

Source: AVWeb 8.18b

...MONEY DOESN'T TALK AT FAA

In St. Petersburg, Fla., city councilors thought they could just buy their way out of a deal to keep Albert Whitted Airport open. Each year the FAA shells out millions under its Airport Improvement Program (AIP) with the understanding that the local governments will keep operating the airports. St. Petersburg officials totaled up the AIP grants and offered to send back the money, releasing them (they thought) from the operating contract and giving them a huge piece of prime waterfront property to develop into parks and housing developments. But AOPA now gleefully reports that the feds

quickly quashed that plan and said the agreement will last up to 20 more years.

Source: AVWeb 8.19a

BUT CAN THEY DO ANYTHING ABOUT THE OUTSIDE?

At 60,000 feet, flying can be a challenge at the best of times, so imagine having to struggle just to reach the radio or navigation controls, while wearing a bulky full-pressure suit and helmet, in a cramped cockpit. U.S. Air Force pilots can breathe a bit more easily now — soon they will begin training on the first of a fleet of upgraded U-2S spy planes, recently delivered to Beale Air Force Base, Calif. The redesigned ergonomic cockpit and multifunction avionics displays will ease pilot workload on arduous flights and provide better information, which leads directly to more bombs on target and reduced risk to friendly forces, the USAF says.

Source: AVWeb 8.19a

FLIGHTSHIP TAKES WING

Is it a flying ship or a floating plane? Whatever it is, we have to wonder what kind of license you need to fly, er, pilot it. A Cairns, Australia, company has unveiled an eight-passenger craft that skims above the surface of the water, using ground effect to keep it aloft. Flightship, as it is called, is claimed to travel five times faster than a boat and cost less than half what an airplane would to operate.

Source: AVWeb 8.19a

POPE'S PUNS

