

November/December 2002

Air Mobility Command's Magazine

THE MOBILITY FORUM



**Safety Uses Both
Wings to Fly**

**AMC Excellence in
Airmanship Awards**

Frost, Ice and Precipitation

THE MOBILITY FORUM

November/December 2002

Volume 11 No. 6

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Heaters keep the engines and brakes from freezing on the C141C Starlifter as it sits on the ice during a cargo download near McMurdo Station in Antarctica, in support of Operation Deep Freeze 2001, on Oct. 16, 2001.

Cover photo by MasterSgt. Kim M. Allain

The Mobility Forum is available on the web at

<https://www.amc.af.mil/se/Mobility%20Forum/Mobility%20Home.htm>

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COMMANDER IN CHIEF
USTRANSCOM
General John Handy



COMMANDER
AIR MOBILITY COMMAND



DIRECTOR OF SAFETY
Col David R. Ziegler
david.ziegler@scott.af.mil

EDITORS
Sherrie Schatz
Sheree Lewis
schatzpub@aol.com

Graphic Designer
Maggie Barber

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The Second Half



Hi! Are you working hard? Too hard? Are you fatigued to the point of high mishap potential? Let me explain.

We along with the rest of DoD are fighting a war. We are re-discovering just how hard wartime sustainment is. As winter settles into the AOR, the demands on the Air Mobility System worldwide continue. When I was flying the line, we joked that the light we saw at the end of the tunnel was a train. Joking aside, we need to rationally look at our tasking and prepare for the mission, just like football players preparing for the second half. We had a great first half, but mistakes could literally wipe us out in the second half.

So what can you do? I recommend concentrating on two areas: attitude and aptitude. A positive attitude can help you successfully tackle another repetitive but important task. The other people on your team will appreciate your positive attitude. Hopefully you will all keep your heads up and see the problems before they become mishaps. Heads up play can save your life, or at least keep the sheet metal straight.

Attitude includes one key decision: the "knock it off" call. Sometimes you and your team are too tired to safely tackle the mission, and need to come out of the game for a play or two. A positive attitude will help you professionally make the "knock it off" call, both in your own mind and in your credibility with your supervisor. If your professional reputation is poor, your supervisors may think you are crying wolf. Even the best pros know when to take themselves out of the game for the good of the team.

The second concentration area is aptitude. We are not all blessed with the physical constitution of a mule, but we can improve our aptitude for our mission tasks. I bet you know where I'm going with this. Are you the sharpest on the tasks you may be called on today and tomorrow? Some of this is physical preparation, like good rest, diet, and physical exercise, but some is mental. Those same football players I mentioned earlier spend a lot of time learning and relearning the game book, getting ready for their next game. Are you sharp on your game, or are you letting repetition lull you into complacency? Recent mishap reports indicate some of us are complacent. This could become, as the Surgeon General says, "hazardous to your health."

Let's not lose focus in the second half. Let's concentrate on attitude and aptitude, and our second half will (even with overtime) be both a personal and AMC success.

Let's be careful out there.

Col Bean

A *Holiday* Message From General Handy



Happy holidays to every member of Air Mobility Command's Total Force team! As 2002 draws to a close, I'd like to take a moment to reflect on what we've accomplished over the past year, and to thank each of you — and your families — for your tremendous contributions to our great nation.

To say that 2002 was a busy year would be an understatement. Throughout the year Air Mobility Command has demonstrated, time and time again, why air mobility is such an essential component in the execution of America's National Security Strategy. There are no better examples than AMC's participation in Operations ENDURING FREEDOM and NOBLE EAGLE. Numbers do not always tell the whole story, but in this case they say a lot: between September 11, 2001 and September 11, 2002 we successfully accomplished over 27,000 airlift and air refueling missions, all despite the highest OPTEMPO I've ever seen in 36 years of service. AMC's core competency is providing support to the warfighter, and that's exactly what we've done!

The best part of our success story in 2002 is that it has been a "team

effort." Like most things we do, Operations ENDURING FREEDOM and NOBLE EAGLE required the dedicated contributions of active duty, Guard, Reserves and Air Force civilians. We have been successful because everybody — maintainers, aircrew, security forces and all our great airmen — *every* mobility team member contributed. The moral of this story is Total Force effort produces Total Force success!

I could go on at length enumerating our many contributions to peace and stability throughout the world, but I must also mention the quiet heroes of our air mobility team: our families. While we often see the results of our efforts — sortie counts, tons delivered, fuel offloaded — the families we leave behind frequently don't. They make countless sacrifices, and yet they receive little acclaim for their contribution to the team. Without them we simply couldn't get it all done! As the chief spokesman for air mobility, I place great value on our people and their families. That's why, in our AMC Vision — the "Air Mobility Flight Plan" — I've designated "People" as the number one priority in this command. We may never be able to thank our families adequately for their

selfless contributions, but we can certainly thank them more often. It is they who give up so much so that we can serve our nation.

That word "service" has special meaning—it transcends by far the Service to which we belong. It's service to family, unit, the Air Force and our nation. As service members, we're one of the few professions in the world that chooses willingly to believe in our country and our way of life so determinedly, that we dedicate ourselves—at all costs—to protect what our nation stands for. That's what service is all about!

For this reason, you — the active duty, Guard, Reserve and civilian members of Air Mobility Command — should be extremely proud of what you do. **This nation sincerely values your service and commitment.** Mickey and I wish you the very best through this holiday season!





2003 *Writing Contest*

SUSPENSE: Postmarked NLT 30 April 2003

FORMAT: Identify entries by title only. Include author's name, rank (when applicable), unit, home address, DSN, Commercial telephone and fax numbers, and e-mail address (if applicable). You may submit 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.

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FROST, ICE AND FROZEN PRECIPITATION

by MSgt Michael Westergren, 61 AS



Engine and brake heaters keep aircraft parts from freezing up while a C141C Starlifter is unloaded on the ice near McMurdo Station in Antarctica, Oct. 16, 2001. The aircraft brought cargo and supplies from Christchurch, New Zealand, during Operation Deep Freeze 2001.

U.S. Air Force photo by Master Sgt. Kim M. Allain



Why Deice?

Safety is the principal reason for aircraft deicing. It is important to realize the magnitude of this assignment and the responsibility it carries. An aircraft improperly deiced places the flight crew and passengers in jeopardy. Frost, snow, ice or slush adhering to the surface of an aircraft greatly alters the ability to takeoff or fly.

To put it another way, "The Pilot in Command will not takeoff with ice, snow, or frost adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft, unless authorized by the aircraft single manager or flight manual." (AFI 11-202)

Conditions that contribute to frozen accumulations on aircraft

Anytime the ambient air temperature drops below 32°F, frost is possible. Relative humidity above 50 percent and wind speeds below 7 knots contribute to rapid build up of frost in freezing temperatures. Winter weather in the form of snow, sleet, freezing rain, freezing fog, and freezing drizzle are always a concern to aviators.

Another seldom considered factor is the build up of ice on wings containing cold-soaked fuel. At altitude, fuel can cool down at the rate of 10° to 15°F an hour. It's possible for frost to condense on to these fuel tanks when the air temperature is above 40°F. Consider this if you are completing a quick stop-over to pick up passengers or cargo then departing with heavy-laden aircraft—will the frost build up decrease my available lift when I need it most?

Aircraft Deicing

Deicing is accomplished by brushing, blowing, wiping and by spraying heated deicing fluids. The industry standard fluid is AMS 1424 Type I which is replacing MIL-A-8243. MIL-A-8243 exists in Type I (propylene-based) and Type II (ethylene-based) forms. Since 1993, Air Force policy has strictly prohibited new purchases of Type II MIL SPEC fluid because of its toxicity, but existing, on-station stocks of Type II may be used for now until depleted. AMS 1424 fluids are likely to be encountered when transiting commercial facilities. Air Force aircraft can be deiced with any qualified AMS fluid.

The fluid is diluted with water to bring it to a freezing point 18°F below the Lowest Operational Use Temperature (LOUT). LOUT is based on either the ambient air temperature or airframe temperature, whichever is colder. The mixture is heated above 160°F before application.

Deicing fluid can make aircraft and ground surfaces extremely slippery. If inspections must be done after application, consider using stands or ladders.

The reddish color of this fluid is easily confused with hydraulic fluid. Deicing fluid has a tendency to migrate behind panels only to appear later. Be aware of this if deicing was performed on a previous day or at a different airfield.

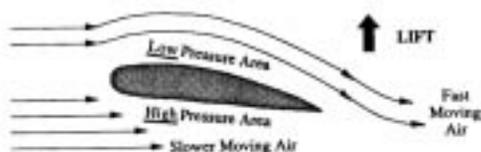
Deicing fluids have no “holdover” time. Holdover time is defined as the estimated time a fluid prevents the formation of ice, snow, frost or slush from reforming on surfaces under conditions of freezing precipitation. To extend holdover time, anti-icing fluid must be applied.

Aircraft Anti-Icing

Anti-icing is performed after deicing is complete or prior to ice forming on the aircraft surface. AMS 1428 Type II/IV are the industry standard fluids in use. AMS 1428 fluid is applied cold and its effectiveness is time dependant based on amount of falling precipitation and temperature. Anti-icing agents are Non-Newtonian fluids in that they resist shearing which prevents running off the aircraft. The fluid will begin to shear from the aircraft on takeoff when the aircraft reaches approximately 75 to 85 knots IAS.

Effects of ice on aerodynamics

The wing shape is designed so that the air flowing over the wing gives the aircraft lift.



Accumulations of snow, ice or frost on wing and control surfaces disrupts the air flow over the wing, adding drag instead of lift.



Test data has proven that ice, snow, or frost formations having a thickness and surface roughness similar to medium or coarse sandpaper on the leading edge and upper surface of a wing can reduce wing lift by as much as 30 percent and increase drag by 40 percent. (T.O. 42C-1-2)

Small amounts of snow and ice can add weight beyond an aircraft's design limits. The increased weight and reduced lift can combine to create a hazardous situation.

The Clean Aircraft Concept was developed to ensure critical surfaces on an aircraft are free of all frozen contamination and to ensure that frozen contamination does not prevent the safe performance of an aircraft. (T.O. 42C-1-2)



Best Practices

Planning can have the greatest impact on the frequency and amount of deicing required. Consider delaying takeoff times to allow thermal heating to remove frost build up. Anticipating approaching storms and moving mission essential aircraft into hangers is an effective alternative.

Frost can be removed from the fuselage by heating the cargo compartment when time permits. Using bleed air to remove ice or frost from the leading edges prior to applying deicing fluid is also successful.

Heavy accumulations of snow should be removed with brooms, ropes or squeegees before deicing. Remove heavy, wet snow symmetrically from the wings and tail section to prevent an imbalance.

Ensure flaps are up and all covers and plugs are installed before weather hits. Secure hatches and doors and install panels when maintenance isn't being performed.

Use common sense when operating in adverse conditions. Inspect your aircraft, by hand if necessary, after deicing is complete. Use your best judgement and ask for additional deicing if you are not satisfied.

Environmental Concerns

Deicing should be accomplished only to meet mission requirements. Ethylene and propylene glycol deicing fluids have an adverse impact on the environment when the runoff ends up in wetlands. Both exert a very high biochemical oxygen demand on receiving waters. The effect is to deplete dissolved oxygen levels in the water and deprive aquatic life of oxygen.

Propylene glycol remains in the environment longer than ethylene glycol and consumes more oxygen while breaking down. However, propylene glycol is far less toxic to aquatic and mammalian organisms.



Safety *uses both* wings to fly



By Tech. Sgt. David Byron
512th AW Public Affairs

DOVER AIR FORCE BASE, Del. —As an “associate wing,” the 512th Airlift Wing shares aircraft and equipment with the active-duty’s 436th AW here. Aircrews are a mix of active and Reserve forces, often indistinguishable from each other. In light of world events since the Persian Gulf War, the distinction between active and Reserve members has become increasingly blurred.



The 512th's Safety Office has blurred the line further.

Taking a cue from base units who are required to share the same work space and equipment, the safety office has merged most of its activities with the 436th's safety office.

Previously located in separate

buildings, both safety teams now share the same office, building a closer working relationship. But they share more than just office space.

"We saw a lot of duplication of effort," said Lt. Col. Chris Cote, 512th AW chief of safety. "Work centers were undergoing the same

inspections by both the 436th and us."

Cote said one of the first changes was to combine the two wings' inspection programs. Now, inspection teams are made up of both active-duty and Reserve safety officials with one standard to meet.

It has not been a total merge.



Some training, documentation and other programs unique to each wing must be handled separately. But major programs like Lockout/Tagout, Confined Space, Fire Protection, incident investigations, and others, have been combined into single programs members of both wings must comply with.

The Reserve safety office also brings another important aspect to the table – continuity.

“They bring a lot of expertise and experience,” Capt. Brent Booker, 436th AW chief of flying safety, said of his Reserve teammates. “Being reservists, they also bring a lot of stability to our safety programs

because they tend to stay in the same unit longer than most active-duty members.”

Cote echoes those sentiments.

“Active and Reserve both bring a lot of different experiences,” Cote said. “We’re better able to overcome each other’s weak areas by taking those different experiences, our different strengths, and combining them into a better package.”

The “combined” safety office is sharing that package beyond the base gate.

“Safety people like to share,” said Master Sgt. Peter LaSavage, 512th AW occupational safety and

health manager. “We’ve developed a sharing ‘free-for-all’ with federal, state and local government agencies, as well as private enterprise.”

LaSavage said the office has been very involved with the Delmarva Safety Association, an organization that promotes safety education to government and private organizations in Delaware, Maryland and Virginia.

Wing members have participated in DSA’s annual expositions, manning information booths and teaching seminars.

“We provided eight hours’ worth of training, covering materials

handling, crane safety, how to manage a safety program, selling safety and back safety,” Cote explained. “We were told our program management seminar had higher attendance than any other event at the Expo.”

Wing members have also helped DSA enter the information age by developing a Web site for the organization. The site provides safety information and links to other on-line safety resources.

The safety office extended an additional helping hand by creating a CD-Rom with Air Force safety information and offering it to the general public. They have already received 32 requests for the CD-Rom from government agencies and civilian employers.

“We included a copy of our continuity book and checklists on the CD-Rom that companies can use,” said Cote. “All they have to do is replace the Air Force logos and commanders’ signatures and they have print-ready products for use within their own organizations.”

Both the safety office and DSA say they foresee further cooperation.

“Government regulations are constantly changing. Our Dover teammates provide an additional avenue for change information,” said Harry Naugle, DSA president. “I see us growing together to further safety education. I wouldn’t be surprised to see this type of cooperation spread to other bases.”

Whether or not the cooperation is echoed at other bases, it is spreading throughout Dover’s surrounding communities.

In addition to partnering with federal organizations, like the Occupational Safety and Health Administration, local municipal governments and private enterprise,



the Dover safety program is being used as the benchmark for Delaware’s Department of Transportation’s own program, according to Cote.

“We’re focusing on communication – getting the word out,” Cote said. “Our top priority is keeping people alive, keeping them safe. It doesn’t matter whether they are on base or off, military or civilian.”

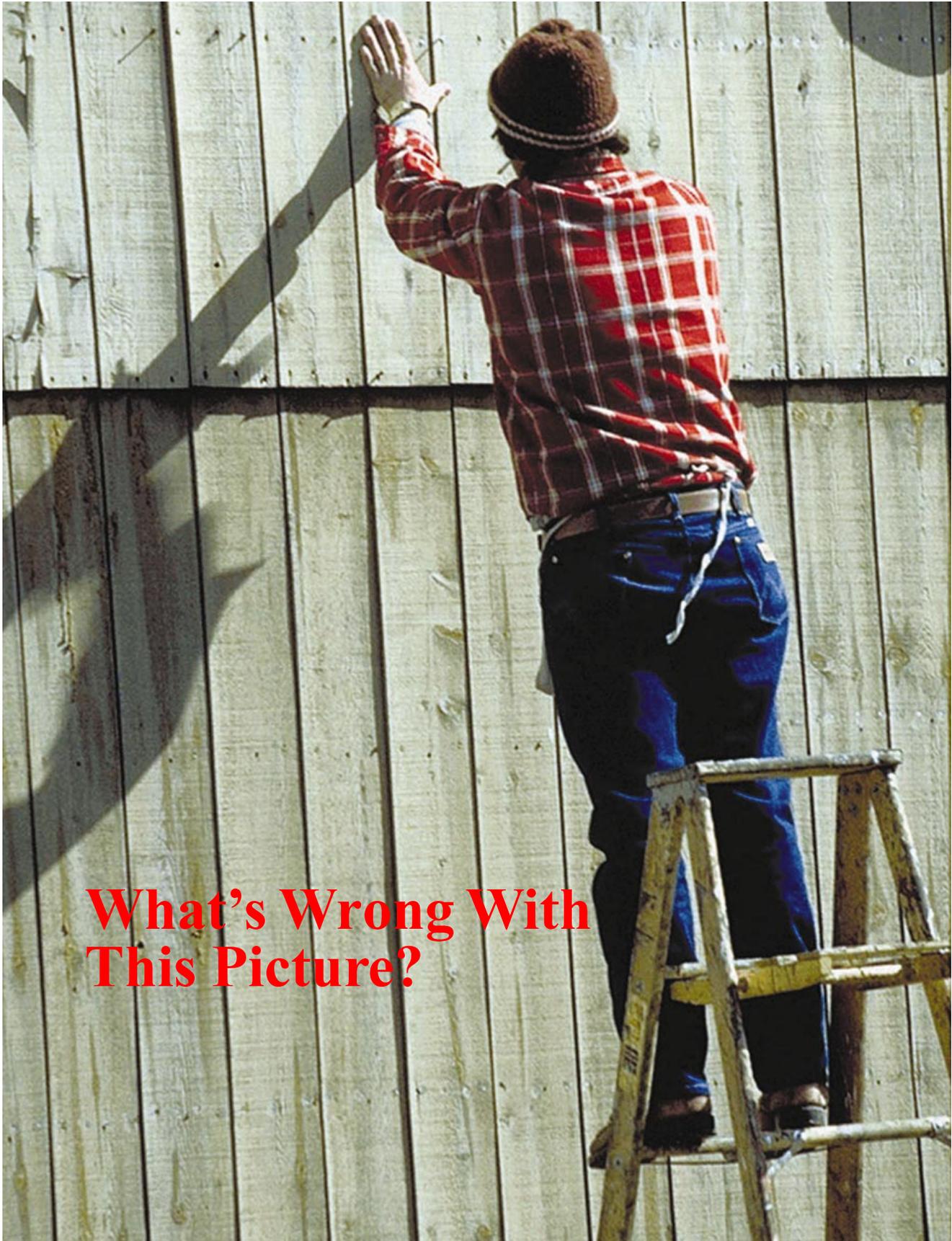
The progress made by the joint efforts of our safety office combined with the 436ths is a strong example of our commitment to the Total Force concept, said Col. Bruce Davis, 512th AW commander.

“Their extended work with civilian agencies adds a commendable aspect to their programs. They take it beyond a Total “Military” Force to a Total “American” Force concept.”

Ladder *Safety*

By John Schatz
Safety Management Consultant

Many people have used a ladder at least once, whether on the job site or completing a home project. Ladders are considered handy-helpers, assisting people in reaching those hard-to-reach places. Too many times, however, ladders are a major source of injury to the people who use them. Each year, thousands of people suffer from injuries received by falling from defective ladders, or ones that are simply improperly set-up for use. Therefore, it is important to use good safety measures before, during, and after ladder use.



**What's Wrong With
This Picture?**

Before Using a Ladder

The Visual Inspection

Before you use a ladder, it is a good idea to conduct a visual inspection of it to make sure there are no obvious defects. Those defects can include missing, broken, or loose parts. You should check the nonskid safety feet, making sure they are in place and that the rungs are free of oil, grease and dirt. While you're checking for visual defects make sure to check the ladder weight rating (See Sidebar for ladder weights) to make sure you have the right type of ladder to do the job. In addition, *never* use metal or aluminum ladders while working around electricity. The metal or aluminum could easily contact an energized electrical wire and serve as an excellent conductor of electricity, resulting in serious injury or death to you or to fellow workers.

The Set-up

After you have inspected the ladder and are satisfied it is in working order, make sure you correctly set-up the ladder. First, place the ladder on a clean, slip-free surface. Second, if you are using an extension ladder, makes

sure it extends approximately four feet above the top support or work area. A common rule to use with extension ladders is the "four-to-one-rule." For every four-foot length of the ladder, place one foot from the vertical of the surface on which you rest the ladder. For example, a twelve-foot ladder should be placed three feet from the vertical wall. This provides rigid support and keeps the ladder within its designed center of gravity. Finally, once you have the ladder in place, it is a good idea to secure it by tying it off.

During Use

Before you ascend the ladder, make sure you don't allow more than one person on it. If you need tools for the job, use a tool belt. Don't carry them in your hand. While you are on the ladder, whether climbing up or leaning over to complete your job (such as painting a wall or trim), make sure you keep the center of your body within the inside rails. If you lean past the side rails, the center of gravity of your body shifts, and that can cause the ladder to fall to one side. Keep the old "belt buckle rule" in mind while working on a ladder. Simply put; be sure

to keep your belt buckle within the inside rails at all times. While ascending and descending the ladder, do it slowly with your weight centered between the rails and a "3-point grip" at all times. A 3-point grip means one hand two feet, or one foot and both hands on the rungs at all times.

Job Safely Completed! Time for Storage

Once finished with your work on the job site or with your home project, you should store the ladder on sturdy hooks in a dry area where it will be safe and not suffer any damage. Do not hang anything on ladders that are in a stored condition.

By taking a little time and effort and following the suggestions in this article, you might save yourself or others from a nasty fall. For more information about ladder types and ladder weights, see the sidebars accompanying this article.

Ladder types

Step ladder: a self-supporting portable ladder, nonadjustable in length, having flat steps and a hinged back. The overall length of the ladder measured along the front edge of the side rails designates the size of the ladder.

Single ladder: a non-self-supporting portable ladder, nonadjustable in length, consisting of one section, only. The overall length of the side rail designates its size.

Extension ladder: a non-self-supporting portable ladder adjustable in length. It consists of two or more sections traveling in guides or brackets so arranged as to permit length adjustment. The sum of the lengths of the sections measured along the side rails designates the size of the ladder.

Sectional ladder: a non-self-supporting portable ladder, nonadjustable in length, consisting of two or more sections of ladder so constructed that the sections may be combined to function as a single ladder. The overall length of the assembled sections designates its size.

Trestle ladder: a self-supporting portable ladder, nonadjustable in length, consisting of two sections hinged at the top to form equal angles with the base.

The length of the side rails measured along the front edge designates the size.

Extension trestle ladder: a self-supporting portable ladder, adjustable in length, consisting of a trestle ladder base and a vertically adjustable single ladder, with suitable means for locking the ladders together. The length of the trestle ladder base designates the size.

Special-purpose ladder: a portable ladder, which represents either a modification or a combination of design, or construction features in one of the general-purpose types of ladders previously defined, in order to adapt the ladder to special or specific uses.

Trolley ladder: a semi fixed ladder, nonadjustable in length, supported by attachments to an overhead track, the plane of the ladder being at right angles to the plane of motion.

Side-rolling ladder: a semi fixed ladder, nonadjustable in length, supported by attachments to a guide rail, which is generally fastened to shelving. The plane of the ladder is also its plane of motion.

Ladder weight ratings

- I. 300 pounds (heavy duty)
- II. 250 pounds (heavy duty)
- III. 225 pounds (medium duty)
- IV. 200 pounds (light duty)

SUICIDE

Is It Inevitable?

by Doyle Newsom

For some people in the military, the idea or commission of suicide carries the sense of weakness or the inability to cope. The whole notion of self-murder is anathema to the ideas of discipline, a sound mind in a sound body, or other perceptions of strength in defending forces. The only exclusion is the voluntary death for a higher gain, such as is rewarded with medals—the sacrifice of one’s own life for the saving of others, or for the preservation of the country.

However, research now tells us that over 700,000 people a year think about suicide, and 30,000 of those succeed in it. Each day, some 80 people kill themselves, and the largest number of those dead are in the ages between 15 and 44. Some of these people are in the military, and their acts are not rational decisions for the greater good, but irrational behaviors that develop because of depression or depressive illnesses. Military leaders

understand this and are working actively to correct the impression of stigma associated with those who seek help.

Depression, the largest factor in death by suicide, is linked to stress, lack of control over life’s circumstances, failed interpersonal relationships (or lack of them), all of which can be made worse by the disruption of life that is demanded of those who serve. Depression is exacerbated by substance abuse. The single factor that works against suicide is belonging to a social group of some significance.

What does all this have to do with you? Maybe nothing, but perhaps you or someone you know is suffering from depression. If so, there may be some risk of suicide. This is not a subject to ignore or to pretend doesn’t exist. It is a topic to be brought out into the open and discussed and dealt with. There is no shame in being

depressed. Most people, at some point in their lives will experience some degree of depression. Some forms of depression can be classified as depressive illnesses. Depressive illnesses are not caused by personal weaknesses or character flaws. They are biological illnesses, which can be traced to imbalances in brain chemistry. Depressive illness is affected by a combination of genetic, psychological, and environmental factors. Depressive illnesses are not causes for shame or embarrassment, just as other biological illnesses like heart disease or diabetes are not. You would never expect a friend or loved one to treat their high blood pressure themselves. You shouldn’t expect them to treat their depression on their own either.

If you or anyone you know suffers from the following symptoms, ask the person how he or she is feeling. The key to suicide prevention is getting

help, early! Here are some warning signs of suicide:

- Talking or joking about suicide. Statements about being reunited with a deceased loved one.
- Statements about hopelessness, helplessness, or worthlessness. Example: “Life is useless.” “Everyone would be better off without me.” “It doesn’t matter. I won’t be around much longer anyway.” “I wish I could just disappear.”
- Preoccupation with death. Example: recurrent death themes in music, literature, or drawings. Writing letters or leaving notes referring to death or “the end”.
- Suddenly happier or calmer.
- Loss of interest in things one cares about.
- Unusual visiting or calling people one cares about - saying his/her good-byes.
- Giving away possessions, making arrangements, setting one’s affairs in order.
- Self-destructive behavior (alcohol/drug abuse, self-injury or mutilation, promiscuity).
- Risk-taking behavior (reckless driving/excessive speeding, carelessness around bridges, cliffs or balconies, or walking in front of traffic).
- Having several accidents resulting in injury. Close calls or brushes with death.
- Obsession with guns or knives.

What should you do if you suspect someone you know might suicidal?

Ask a question like: “Do you ever feel badly enough that you think of suicide?” While this may sound like a scary thing to do, you need to ask the question. Don’t worry about putting ideas into someone’s head. Suicidal thoughts are common with depressive illnesses. If a person has been thinking of suicide, he or she will be relieved and grateful that you are

willing to talk about it with them. If you are open and nonjudgmental, it will show them that you truly care and that you take their situation seriously.

If the answer to your question is yes, ask more questions and then listen. Ask if he or she has a plan or if they have thought of how and when they might do it. The answers to these types of questions will give you an indication of how serious the individual is and if they are in immediate danger. If so, do not leave them alone. This person needs to see a doctor or psychiatrist immediately. You should consider taking them to the nearest hospital emergency room.

Always take a suicide threat seriously. It does not help to remind the person contemplating suicide that he or she has much to live for, or that his friends and family will be hurt by such an act as suicide. You will only increase guilt and feelings of hopelessness. Instead, you must reassure the individual that the right someone can help. Tell the person that what he or she is feeling may be treatable, or that a solution might be available, with outside help. Tell the person things like, “I can see that you are really in pain.” Help the person find a mental health professional. Stay with them until they make the contact, and if possible, go with them to their first appointment. You have an opportunity to interrupt and change the process that can lead to suicide.

For some people, the coming holiday season may intensify depression. The gathering of families can increase stress, and sad or angry memories can result. There are those who feel more alone during the holidays. Does this mean that December and January are the months when most suicides occur? Psychologist Kay Redfield Jamison says no. She is the author of Night Falls Fast, an insightful book about self-inflicted death.

Even though many people do become unhappy during the end of the year holidays, Jamison says, “...it’s a

By just being aware and knowing what to look for, you may save your own life or another’s. Here are some symptoms of depression to watch for:

- ▲ Persistent sad or empty mood.
- ▲ Feelings of hopelessness, helplessness, guilt, pessimism, or worthlessness.
- ▲ Chronic fatigue, loss of interest in ordinary activities, including sex.
- ▲ Disturbances in eating or sleeping patterns.
- ▲ Irritability, increased crying; generalized anxiety (may include chronic fear of dying/ convinced dying of incurable disease), panic attacks.
- ▲ Difficulty concentrating, remembering, or making decisions.
- ▲ Thoughts of suicide; suicide plans or attempts.
- ▲ Persistent physical symptoms or pains that do not respond to treatment - headaches, stomach problems, neck/back pain, joint pain, mouth pain.

Since the inception of The Air Force Suicide Prevention Program in 1966, the suicide rate in the United States Air Force has been cut in half. Maj. Frank Budd, Ph.D., behavioral sciences flight commander, 437th Medical Operations Squadron, Charleston Air Force Base (AFB), SC has stated that, "The program requires mental health officers stationed on every base to provide training to all active duty, guard, reserve and civilian employees. Their work heightens the awareness of basic risk factors, immediate intervention skills, referral procedures and efforts to end the stigma associated with seeking help." Budd continues, "The stigma that getting help will hurt your career is almost gone and now our supervisors are encouraging their people to get necessary help so we can all be better at what we do."

The Air Force has given each base the option of changing the name of its mental health clinic to "behavioral sciences clinic" or "life-skills center" to counter the assumption that only the "mentally ill" need assistance. If you attempting to assist a buddy or fellow-worker who is depressed or suicidal, emphasize the enlightened view that is now prevalent in the military. Depression and the accompanying symptoms are treatable and need not have any stigma attached. The individual who is suffering the mental anguish and pain of depression should seek help immediately. Suggest to them that they make an appointment with the chaplain or a doctor at the base behavior sciences clinic as soon as possible.

Air Force leaders are adamant in their position that "one suicide is too many" and have taken an active role in providing the standardized tools and working to remove the stigma applied to those who turn to mental health for professional assistance.

myth that the holidays are worse for people than other times of the year. In fact, contrary to popular belief, December and January have the lowest numbers of suicides. Statistics show that May, June and July are the months when the most suicides occur. Actually, most people enjoy the holidays."

Despite what these statistics tell us, the days ahead between now and January 1, 2003 will be dark days for some. Because of what is happening around the world, because of the threat of terrorist acts in the United States, and because of the necessarily heightened alert status of our military personnel, the individual citizens of America are under additional stress and strain.

We can help each other and our nation by being aware. We are being encouraged by our President and our government to be aware of possible threats of terrorism. We are told to be on the lookout for particular kinds of activity and telltale actions or attitudes. We can each make a contribution to the well-being and stability of our national mental health by extending this heightened sense of awareness to the people around us. We can be aware of the terror that directs itself inward and deprives the country of many valuable citizens.

Remember, the number one cause of suicide is untreated depression. Depression and depressive illnesses can distort an individual's thinking. They often do not know they have a treatable illness or that they can be helped. Their depressed state of mind leads to thoughts of hopelessness and helplessness, which in turn can lead to thoughts of suicide. They reach the point where they cannot see any other way out. This is why it is so important for you to know the symptoms of depression and the warning signs of suicide. This awareness and knowledge can make it possible for those suffering from depression and depressive illnesses to obtain the help they need. We all must understand

and remember that depression and related depressive illnesses are treatable. Individuals suffering from these illnesses can be helped and can feel better again.

Look at the following web sites for more information on suicide:

Suicide Awareness Voices of Education

<http://www.save.org/>
FAQ file, general info, common statistics, symptoms, book list

The Samaritans

<http://www.samaritans.org.uk/>
Emotional support by phone, visit and letter; absolute confidentiality,

Suicide: Read This First

<http://www.metanoia.org/suicide/>

The Real World: Suicide

<http://www.rochford.org/suicide/>
Suicide prevention info, FAQ file, essays, emergency help, warning signs, statistics, international crisis resources, other suicide site links

Haveaheart's Home

<http://www.have-a-heart.com/>
Rest stop for the depressed and suicidal, articles on depression, guide to helpful resources.

American Association of Suicidology

<http://www.suicidology.org/>
Promotes research, public awareness, education and training

Characteristics of an Emotionally Healthy Person

from "Reducing Stress through Creative Relaxation" by James, Joy Humphreys

These characteristics are neither absolute or static. We are not always happy, and sometimes find ourselves in situations where we are not overly confident. These may help us to conceptualize goals for our classrooms, however.

1. Emotionally healthy persons have achieved basic harmony within themselves and a workable relationship with others. They are able to function effectively, and usually happily, even though they are well aware of the limitations and rigors involved in human existence.

2. Emotionally healthy persons manage to adapt to the demands of environmental conditions with emotional responses that are appropriate in degree and kind to the stimuli and situations and that fall, generally, within the range of what is considered "normal", within the school and home environment.

3. Emotionally healthy persons face problems directly and seek realistic and plausible solutions to them. They try to free themselves from excessive and unreal anxieties, worries, and fears even though they are aware that there is much to be concerned with and much to be anxious about in our complex modern society.

4. Emotionally healthy persons have developed a guiding philosophy of life and have a set of values that are acceptable to themselves and that are generally in harmony with those values of society which are reasonable and conducive to human happiness.

5. Emotionally healthy persons accept themselves and are willing to deal with the world as it exists in reality. They accept what cannot be changed at a particular time and place, and they build and derive satisfaction within the framework of their own potentialities and those of the environment.

6. Emotionally healthy persons tend to be happy, and they tend to have enthusiasm for living. They do not focus their attention exclusively upon what they consider to be their inadequacies, weaknesses, and "bad" qualities. They view those around them in this way too.

7. Emotionally healthy persons have a variety of satisfying interests and maintain a balance between their work, routine responsibilities, and recreation. They find constructive and satisfying outlets for creative expression in the interests that they undertake.

AMC Excellence in Airmanship

On March 19, 2002, Reach 2294 experienced a total aileron lockup moments after takeoff, which induced a 45-degree roll while less than 50 feet above ground level (AGL). This situation required extraordinary actions by the crew to regain level flight, climb to a safe altitude and circle and configure for an emergency landing.

During a mission to move a wind-damaged C-130E, crewmembers experienced the dangerous situation that brought out the best in the well-trained crew and earned them the coveted "AMC Excellence in Airmanship Award" and submission for the "Aviation Well Done Award". The situation began after temporary repairs of the C-130E were completed at Gander International Airport in Canada. The mission was to move the C-130E to Robins Air Force Base (AFB) in Georgia for final depot-level repairs.

Due to the nature and extent of the previous damage sustained to the tail section, leadership insisted that only the most qualified would fly the aircraft to depot. This insistence factored prominently in the crew selection and the Pilot and Flight Engineer (FE) were the best the squadron had to offer, both of them high-time/functional check flight qualified.

High surface winds hindered pre-departure tasks. Preflight and loading became a two-day endeavor. On the day of departure, the weather was cold with light snow and crosswinds gusting to 25 knots. The runway was

icy and visibility was below 2.5 miles with a 1,500 feet ceiling that occasionally dipped down to 700 feet AGL -- marginal flying conditions. The crew preflighted the aircraft with specific attention paid to the flight controls.

The start-up and taxi out proceeded normally. The Command Pilot, Captain Allerheiligen, gave a detailed briefing, which addressed the icy runway, near-max takeoff weight; two-engine ops would require jettisoning 28,000 pounds of fuel. Line-up/takeoff roll were uneventful. At 121 knots, the copilot, 1st Lt Jewett, called "GO" and the pilot rotated normally.

The trouble began at 25 feet AGL when the aircraft began to drift right. Captain Allerheiligen attempted to apply left aileron to return to centerline with no aircraft response. The ailerons were locked and the aircraft continued to roll right. By 50 feet, the aircraft was approaching 45 degrees of bank and continuing to drift right.

Captain Allerheiligen reacted instinctively and applied full left rudder, full asymmetrical engine power. Engines 1 and 2 were set to flight idle while engines 3 and 4 went to max power to counter the roll. The wings began to level as the crew continued to struggle to maintain altitude and then climb. Partial control returned slowly as the magnitude of the emergency was assessed.

The copilot helped level the wings while the pilot ordered fuel to be

dumped. The Flight Engineer (FE), SMSgt Joslin, began dumping fuel immediately. The 15-minute IFR pattern was tense as binding continued; 28,000 pounds of fuel had to be dumped. Weather prevented visual navigation, several checklists needed completion, radio calls were made, and aileron options were explored. Crew attention was focused as they prioritized tasks to eliminate the binding and prepared the aircraft for an emergency landing at Gander.

On short final, under 300 feet AGL, high crosswinds pushed the aircraft right as the ailerons bound again. Full pilot/copilot aileron effort and full asymmetrical power halted the right roll, but they could not land. After aborting the landing, Captain Allerheiligen climbed to clear weather. Knowing fuel reserves were low, the Navigator, 1st Lt Stephens, scrutinized nearby airfields for suitable winds. The best choice was Halifax, Nova Scotia, 30 miles west.

Captain Allerheiligen directed the maintenance crew to find the malfunction. Intensely analyzing the aileron system, they found the viscous damper had broken free and was blocking the control valve. The Loadmaster (LM), SrA Schultz, conferred with the aircrew on the malfunction. Navigator 1st Lt Stephens established a Conference HOTEL radio patch with the C-130 engineers to corroborate the safety of removing the failed part. Engineers verified that flight safety was not affected and the decision was made.

Award



61st Airlift Squadron, Little Rock AFB, AR

Maintenance must remove the part.

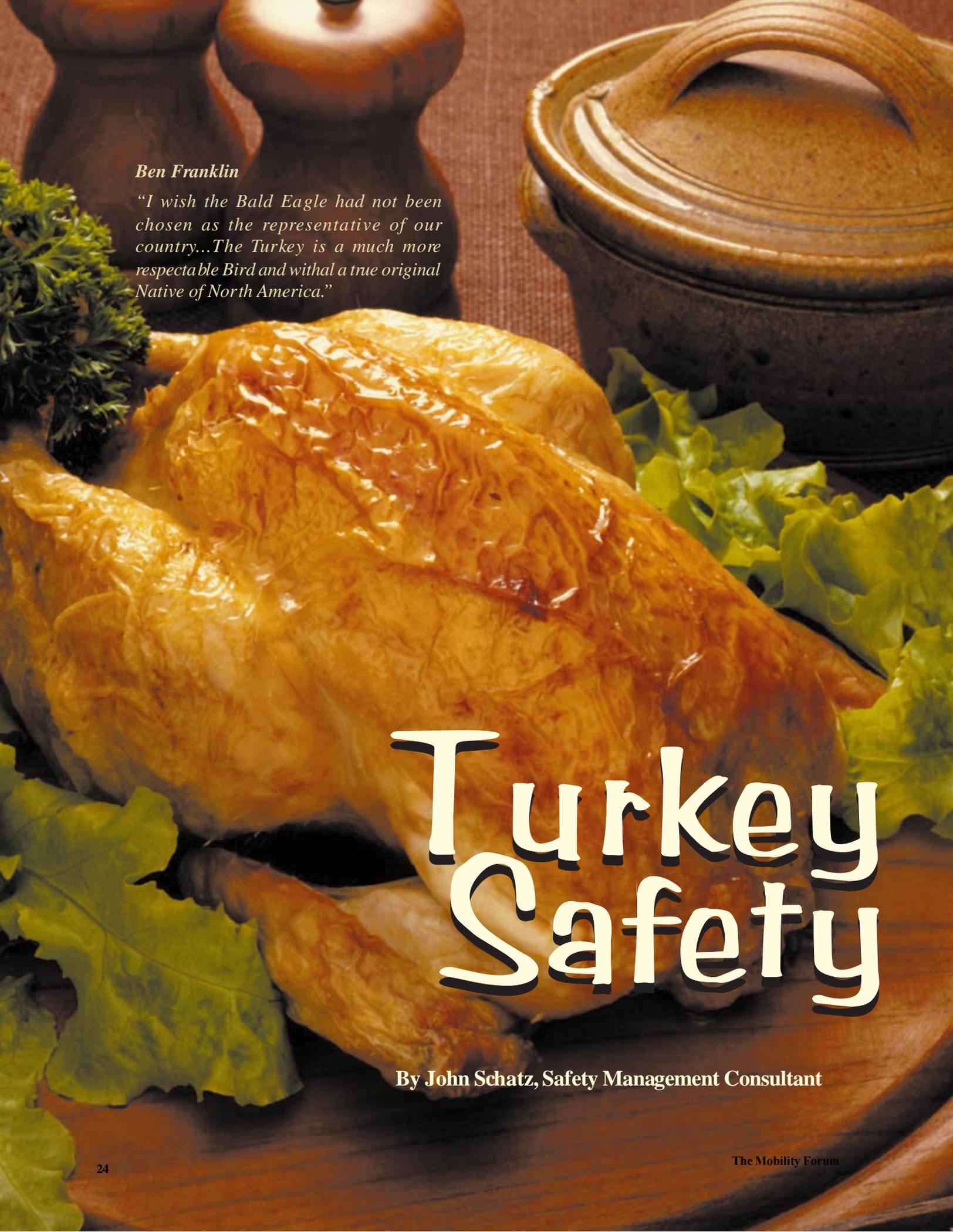
Relaying the decision, the LM, SrA Schultz, notified the MX crew to pull the part. The LM kept Captain Allerheiligen advised once they reached into the booster pack, preventing them from being crushed by the flight control movement. Once the failed part was removed, the FE requested a controllability check. The aileron operation was verified, free and clear.

Descent and landing at Halifax were uneventful, but the crew remained vigilant for flight control anomalies. The crew's extraordinary effort saved nine lives and prevented the loss of

an aircraft. Phenomenal CRM!

Crew members who worked together to avoid disaster and who later received the "AMC Excellence in Airmanship Award" are as follows:

- Captain Nathan A. Allerheiligen, Command Pilot
- 1st Lieutenant Christopher E. Jewett, Copilot
- 1st Lieutenant Matthew K. Stephens, Navigator
- SMSgt David W. Joslin, Flight Engineer (FE)
- SrA Colin Schultz, Loadmaster (LM)
- TSgt Timothy Tackett, Crew Chief
- TSgt Dale A. Newman, Crew Chief
- SrA Ryan T. Freund, Crew Chief.



Ben Franklin

“I wish the Bald Eagle had not been chosen as the representative of our country...The Turkey is a much more respectable Bird and withal a true original Native of North America.”

Turkey Safety

By John Schatz, Safety Management Consultant

When we think of Thanksgiving, we often picture that famous meal with Pilgrims and Native Americans setting down side-by-side and sharing a bountiful meal. We imagine that in the center of a long table covered with all types of tasty dishes is the most famous of Thanksgiving icons, the Turkey. Although there is no real evidence that turkey was served at the Pilgrim's first Thanksgiving, the bird was the subject of several written documents of that time. In a book written by the Pilgrim's Governor Bradford, wild turkeys are mentioned. In addition, another Pilgrim, in a letter sent to England, describes how the governor sent "four men out fowling." These men returned with turkeys, ducks and geese. No matter the truth about what was served at the first Thanksgiving, turkey is the choice of fowl to be served at Thanksgiving celebrations across the nation today. For your Thanksgiving to be enjoyable, follow the steps below to ensure a delightful, tasty turkey at your meal.

Choosing the Right Turkey for You

Frozen, Fresh, or Free-Range

One of the first steps towards a delicious Thanksgiving meal is purchasing the turkey. Be advised, however, that purchasing a turkey comes with plenty of options. So many options, in fact, that you might find it a tough decision. Today, your choices range from frozen vs. fresh, free range vs. standard, and there are different sizes, weights as well as checking out the product dating. Confused? Listed below are a few definitions that might help you to decide which turkey is right for you:

- **Fresh:** The term "*fresh*" may be placed only on raw poultry that has never been below 26°F. Poultry held at 0°F or below must be labeled "*frozen*." No specific labeling is required on poultry between 0 and 26 °F.
- **Free Range:** Producers must demonstrate to the USDA's Food Safety Agency (FSIS) that the poultry has been allowed access to the outside in order to be labeled "Free Range".
- **Product dating:** Federal regulations do not require product dating. However, stores and processors may voluntarily date packages of turkey or turkey products. There are several types of dates: First, the "*Sell-by*" date tells the store how long to display the product for sale. The product should be purchased before the date expires. Next, the "*Best if used by*" date is recommended for best flavor or quality. It is not a purchase or safety date. Lastly, the "*Use-by*" date is the last date recommended for the use of the product while at peak quality.
- **Size:** The size of turkey depends on how many folks you have to feed, so a good rule of thumb is 1 to 1 ½ pounds of turkey for each person.

Now, that you've decided the type, size, and weight of the turkey, study closely the following information concerning how-to-prepare the big bird for the big day.



Preparations

First Step:

Thaw the Turkey

Once you have made your selection, you are ready to prepare the turkey for roasting. If the bird is frozen you will need to defrost it. The proper way to thaw turkey is to leave the turkey in its original wrap on a tray placed in the bottom section of the refrigerator. Allow about 24 hours of defrost time for every 5 pounds of turkey. For example, a 20-pound turkey will take 4 to 5 days to thaw. Another method you might use is thawing the turkey in cold water. Submerge the bird in its wrapper in a deep sink filled with cold water and change the water every 30 minutes to keep it cold. Allow 30 minutes per pound to defrost a turkey in cold water. Do not use warm or hot water. **Remember:** Do not thaw on the counter at room temperature as bacteria on the turkey can multiply rapidly when the outside portion of the bird begins to thaw. These bacteria can multiply to dangerously high levels producing toxins that cooking may not destroy. (See Sidebar for a list of bacteria and the illnesses they create).

Wash the Turkey

After the turkey has properly and safely thawed, wash the bird with cold water. If you like stuffing in your turkey, you may add the stuffing at this time. However, many people recommend that you cook the stuffing outside the bird for uniform doneness.

Calibrate and Use of the **Meat Thermometer**

You want to calibrate the meat thermometer before using it. Place it in a 50/50 ice and water slush for 10 minutes. It should read 32 degrees Fahrenheit.

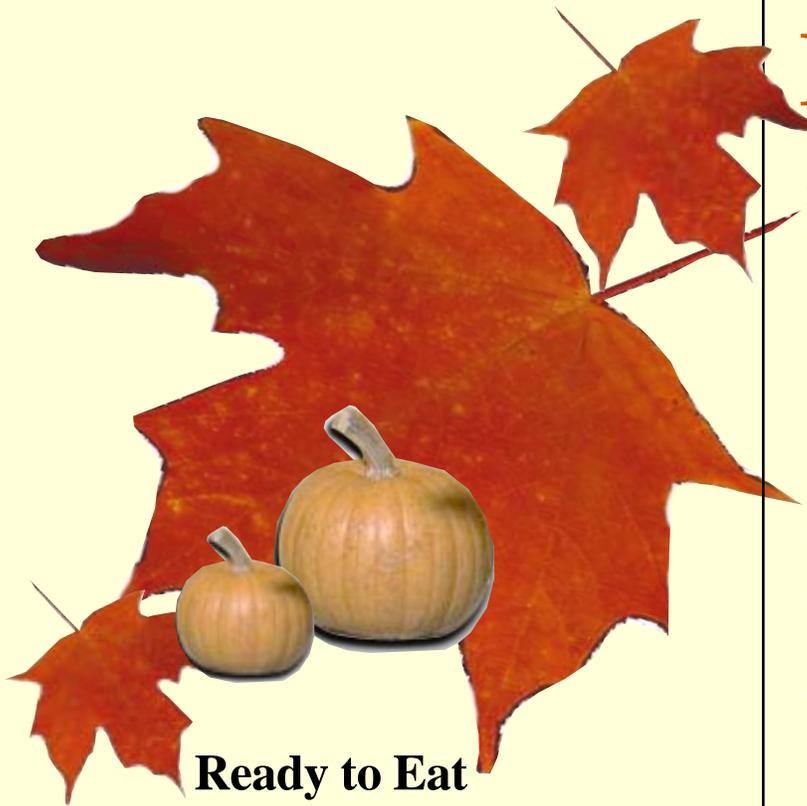
Thermometers are considered accurate if they are within two degrees on the plus or minus side. If you do need to correct the temperature, then turn the calibration nut.

To use the thermometer, place it in the thickest part of the turkey's thigh, away from the bone. Select the thigh because the dark meat takes longer to cook. The minimum temperature you want the turkey to reach is 180 degrees Fahrenheit.

In the Oven

Be sure to preheat your oven to the proper temperature. As your oven preheats, you may decide that one of the following baking methods will be the best for your turkey. First, decide what type of pan is best for your turkey. Although pan size is determined by the size of your bird, you do need something deep enough to catch any excess turkey "juice" and prevent spillovers as it bakes. Once you have your pan, you might choose to place the bird in a plastic-cooking bag, then place it into the pan. Some cooks, however, "swear by" the use of foil tents covering the turkey as it rests in an appropriate size pan. Although each method has its merits and either one will ensure a tasty turkey, you must remember to use a meat thermometer to guarantee the bird is truly done and safe to eat.

Once the proper oven temperature is reached, set the turkey and pan inside the oven. While the turkey is baking, be sure to clean all of the surfaces used in preparation of the uncooked turkey. Thoroughly wash your hands and scrub sink, countertops, utensils and platters with hot, soapy water. You may want to add a little bleach to the soap and water mixture to ensure that you kill any harmful bacteria.



Ready to Eat

“Ding” goes the timer and it’s time to see if the turkey is done. If the turkey has been in the oven the appropriate amount of time and the meat thermometer reads over 180 degrees Fahrenheit, it’s time to take the turkey out of the oven. Allow the baked turkey to set 20 minutes before carving. During this time, the juices will be redistributed and the turkey will be easier to carve. After the meal, return the turkey to the refrigerator as soon as possible. Remember the safest margin is two hours from the time you take the turkey out of the oven to the time you store it properly in the refrigerator. Leftover turkey will keep in the refrigerator for three to four days.

Questions?

If you find yourself with questions concerning preparing and baking a turkey, the folks at *Honeysuckle* and *Butterball* have excellent web sites that offer a plethora of information. See their web sites listed below:
www.honeysucklewhite.com/
www.butterball.com

Have a great Thanksgiving day !!!!

Why the Precautions?

Why all the precautions while cleaning and preparing a turkey? There are several food-borne organisms associated with turkey that can make you very ill. Those organisms are as follows:

Salmonella Enteritidis may be found in the intestinal tracts of livestock, poultry, dogs, cats and other warm-blooded animals as well as inside fresh shell eggs. *Salmonella* infections occur when a person ingests live *Salmonella* bacteria, which then survive digestion and reproduce in the small intestine to numbers large enough to cause symptoms. This strain is only one of about 2,000 kinds of *Salmonella* bacteria. Thorough cooking destroys *Salmonella* bacteria.

Campylobacter jejuni is one of the most common causes of diarrhea illness in humans. It is found in the intestinal tracts of chickens, turkeys, cattle, swine, sheep, dogs, cats, rodents, monkeys, some wild birds, and some asymptomatic humans. In addition, it has been found in water, soil and sewage sludge. Avoiding cross contamination and maintaining proper cooking methods prevent infection by this bacterium.

Staphylococcus aureus can be carried on human skin, in infected cuts and pimples, in nasal passages and throats. These organisms are spread by improper food handling by people. Always wash hands and utensils before preparing and serving food. Cooked foods that will not be served immediately should be refrigerated in shallow, covered containers. Perishable foods should not be left at room temperature more than two hours. Temperature abuse can allow the bacteria to grow and produce staphylococcal enterotoxin. Thorough cooking destroys staphylococcal bacterial cells, but it is not destroyed by heat, refrigeration or freezing.

Listeria monocytogenes bacteria are common in the intestines of humans and animals and in milk, soil, leafy vegetables, and food processing environments. It can grow slowly at refrigerator temperatures. Although cooking destroys this bacteria, a cooked product can be contaminated by poor personal hygiene.

C.R. TERROR and a

Birthday CELEBRATION

The gray light of dawn had just begun to creep across the horizon when a brand-new bright red H2 made its way unsteadily past the gates of the flight field. At the helm was the inflated but rakish figure of the Bulging Bon Vivant, one C.R. Terror himself. He waved to the crewmembers who had gathered around the C-141 and shouted, “Morning, amigos! T’is a wonderful morning for flying! What cretin would waste a minute of it earthbound...one moment of it sleeping?”

“Morning, Boss,” mumbled Sammy as he watched the Portly Pillar of Pilotdom attempt with some difficulty to climb out of the Hummer. Ten or so white foam coffee containers could be seen lining the dashboard of the Massive Machine.

C.R. finally planted his feet firmly on terra firma and shoulders back, stomach in (more or less) and eyes front, he threw the ends of his violet scarf back over his shoulder and greeted his crew. “Ready for a flyover, m’boys?” he

muttered with one eye closed and the other slightly twitching.

“You OK, Major?” asked Sammy as they boarded the aircraft. The Rotund One maneuvered his fleshy frame into the cabin and into the pilot’s seat with a loud Plllllummmmpohhhh!

“Of course, I am! Never better! Best shape I’ve been in years!” he blustered with a slight wheeze.

The Rhinestone Flyboy sat with his elbow against the side of the cabin as he began the flight check — one finger propping his left eyelid open while the other eyelid drooped to his cheek. He started the run-through, then seemed to lose his place, restarted, lost his place one more time, then restarted yet again.

Sammy met the worried eyes of Lt. Blinky Donivan and shrugged. They had both been on enough flights



MSgt.
WCPDE

with the Tanker Terror to remain stoic in the face of the unexplained, the unexpected, and the peculiar.

Finally, they were cleared for take-off and the metal bird lifted off to dance once again through the footless halls of sunsplit clouds with all aboard breathing a sigh of relief. The Addled Aviator seemed momentarily invigorated by the flight. He turned a florid face to look at his crew and boasted, "It's my birthday tomorrow! Celebrated early! What a party! Lasted for two days straight! Haven't slept since Wednesday!"

"What do you mean, you haven't slept since Wednesday?" came the voice from the tower.

Sammy looked in horror at Blinky

and made a motion with his finger across his throat. The navigator turned his face, now as white as chalk and watched as the Round One turned silent and began listing to one side. The plane followed.

A voice from the tower crackled over the headset. "Flight 72, what is your status?"

"Majooooooooooooorrrrr!" Blinky yelled to the Terror of the Airways. Terror jumped. "Huh! What? What's going on?" gasped the Portly Pilot as he brought the plane slowly back to a level flying position. "Just checking out the instruments! Seems navigation is working well! Good job! All is well, tower. This plane is safely in the hands

of the World's Most Terrific Pilot!"

"Major Terror, this is Col. Fang. You know the rules about pilot rest," came the voice. "Get that plane on the ground!"

"Not a problem, sir!" yawned the Perplexed Pilot. "Got it under control!"

Blinky relaxed back in his seat, wiping the film from his forehead. With a glance at Sammy, he turned back around to concentrate on his job. He was rechecking their position when he heard a low reedy whistle and felt the air vibrate from the sound. He looked quickly for an instrument indication of where the noise was coming from. All the read-outs were normal. He heard it again. It was coming from the cockpit! "Did you hear that, Sir?" He turned around to see the open mouth of the Gripper of the Throttles vibrate as another whistling snore bounced around the cabin.

"What is that noise?" came the voice from the tower. "Flight 72, what is your status?"

"Majjjjjooooooooooooorrrrr!" came the call from Sammy. The eyes of the Flying Derelict flew open once more. Owl-eyed, he tried to focus on the stick. "Haaaaaaa! Testing you again!" he muttered. Then once again the weight of his eyelids seemed to exceed his ability to keep them open.

"What's going on there, Terror?" yelled the voice from the tower. "Flight 72, I say again. What is your status?"

"Majooooorrrrrr! I am taking the stick," yelled Sammy as he watched the Sultan of the Skyway slump into his seat, a



multitude of chins resting on his Obesity-Gene Receptacle.

At Sammy's movement, the Weakened Warrior looked up and around. "Tut, tut, m'boy," complained the Round One. "What do you keep shouting about? We are riding on the wings of angels—breaking the surly bonds of earth. What more could a man ask for?" he contended, looking back at the faces of his crew.

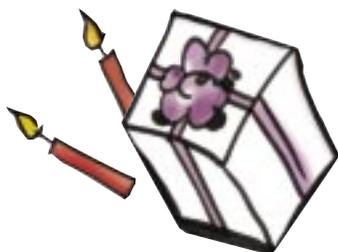
"Gadzooks! You all look a rather unsightly shade of puce! Well, I, for one, am disappointed. Can't hold the Spirit Fermentus, huh?" he scolded. "Well! You are lucky the World's Most Terrific Pilot has come to your rescue. Just let me sit this craft down and we'll go find some hair of the dog that bit you!"

Sammy and Blinky stared, their mouths agape as the Terror of the Tarmac began preparations for landing.

"Tower, we're coming in," announced the Bald One.

After the wheels touched down and the plane came to a standstill by the hanger, Sammy, Blinky and the rest of the crew slowly began to disembark. Col. Fang, his face several shades of angry, met them on the tarmac. "Where's Terror?" he steamed.

"Ummmm, Sirrrrrr," Sammy began when a low reedy whistle and rumble shook the jet behind him.



"What's that noise?" growled Col. Fang. "That's coming from the cockpit!" he yelled as he threw open the cockpit door. In the pilot's seat with his head resting on a custom-made Eiderdown pillow was the Fiend of Flight.

"Major Terror," Col. Fang uttered very slowly and deliberately, "I hope you enjoyed your flight. It's the last one you'll see for a long time to come."



Flying Hour Milestones

13,500 HOURS

932 AES, Scott AFB, IL
MSGT Russ Hauser

10,000 HOURS

139 AW, St Joseph, MO
SMSgt Michael G Reinert

932 AES, Scott AFB, IL
SMSgt David Rainey

8,500 HOURS

89 AS, Wright-Patterson AFB, OH
CMSgt Timothy Bellamy
MSGT Ricky D Smith

109 AW, Scotia, NY
Lt Col Bryan Fennessy

167 AW, Martinsburg, WV
Lt Col Joseph E Myers
SMSgt Randall P Shafer

185 AS, Will Rogers ANGB, OK
SMSgt Johnny W Waller

300 AS, Charleston AFB, SC
SMSgt Frederick Geist
SMSgt Timothy E Simmons
SMSgt David R Turner

328 AS, Niagara Falls ARS, NY
Col Wade Farris

701 AS, Charleston AFB, SC
MSGT Benjamin E Alexander

914 AW/SE, Niagara Falls ARS-IAP, NY
Col Wade Farris

7,500 HOURS

18 ARS, McConnell AFB, Wichita, KS
CMSgt Donald L. Askren

89 AS, Wright-Patterson AFB, OH
Lt Col Philip A Pierce

109 AW, Scotia, NY
Lt Col Linda Dills

139 AW, St Joseph, MO
MSGT Ronald L Downer

167 AW, Martinsburg, WV
SMSgt William L Scott
SMSgt Ronald D Unger

185 AS, Will Rogers ANGB, OK
CMSgt Charles R Bentley

701 AS, Charleston AFB, SC
MSGT Darryl M Brown

6,500 HOURS

3 AS, Dover AFB, DE
SMSgt Leonard R Shore

4 AS, McChord AFB, WA
TSgt William E Habenick

73 AS, Scott AFB, IL
Maj Mark Cook

89 AS, Wright-Patterson AFB, OH
Maj Kurt A Greenlee
CMSgt Richard Standridge

97 AS, McChord AFB, WA
Maj Edwin R. Woodward

139 AW, St Joseph, MO
MSGT Wayne A Ward

167 AW, Martinsburg, WV
Lt Col William P Farrell
Lt Col Donald T Magners
Lt Col Steven R Truax
Maj Peter O Westendorff
CMSgt Charles R Burke
MSGT Timothy W Blankenship
MSGT Donald L Jackson

300 AS, Charleston AFB, SC
Lt Col Allan L Swartzmiller
CMSgt Nolan L Mole
MSGT Brad C Day

328 AS, Niagara Falls ARS, NY
Lt Col Burnell Stuchell
TSgt Michael Stepanian

Milestones

701 AS, Charleston AFB, SC

Maj Michael W Gault
CMSgt Dwain B Dodd
TSgt J Robert Martin

914 AW/SE, Niagara Falls ARS-IAP, NY

Lt Col Burnell Stuchell
TSgt Michael Stepanian

5,000 HOURS

PAG, Andrews AFB, MD

MSgt Dana A Lark
TSgt Paul D Guyon
TSgt David L Honrath

1 AS, Andrews AFB, MD

TSgt Edwin Dennis

40 AS, Dyess AFB, TX

Lt Col Richard J Dieringer
Lt Col Jon A Duresky
Maj Victor Fiorentini
Maj Brandt K Tibbitts

73 AS, Scott AFB, IL

Maj Harry Hughes
Maj Bo Mahaney
Maj James Vasatka

89 AS, Wright-Patterson AFB, OH

Lt Col Richard T Hyland
Maj Gregory L Green
Maj Hans C Lauderbach
MSgt Steven R Parker
MSgt John W Wesley

97 AS, McChord AFB, WA

Maj Dale R. Huhmna
SMSgt David L. Kist

109 AW, Scotia, NY

SMSgt Larry Lisowski

139 AW, St Joseph, MO

Lt Col Ken R McDaniel
MSgt Rickey R Ellis
MSgt Raymond M Thormin
TSgt Jason M Horn

167 AW, Martinsburg, WV

Maj Charles S Hostler
TSgt Michael J Bayne
TSgt Randolph F Young

185 AS, Will Rogers ANGB, OK

Maj Peter J Browning
MSgt David E Mays

300 AS, Charleston AFB, SC

CMSgt Stephen B Brunson
MSgt Douglas L Guthrie
MSgt Kenneth A Whetsell

317 AS, Charleston AFB, SC

MSgt Charles E Akins
MSgt John F Bartosh

328 AS, Niagara Falls ARS, NY

Lt Col Merle Hart
Lt Col Glenn Moore
Lt Col Mark Murphy
Maj Patrick Baskerville
Maj David Brown
Maj Larry Kroecker
Maj William Peters
SMSgt David Tarnowski
MSgt David Lenk
TSgt Franklin Hoffman

701 AS, Charleston AFB, SC

Maj Julian S Blackwell

912 ARS, Grand Forks AFB, ND

SMSgt Jeffrey L Potter
TSgt Michael G Cahill

914 AW/SE, Niagara Falls ARS-IAP, NY

Lt Col Merle Hart
Lt Col Glenn Moore
Lt Col Mark Murphy
Maj Patrick Baskerville
Maj David Brown
Maj Larry Kroecker
Maj William Peters
SMSgt David Tarnowski
MSgt David Lenk
TSgt Franklin Hoffman

931 ARG, McConnell AFB, Wichita, KS

Maj Robert R. Silvia

3,500 HOURS

PAG, Andrews AFB, MD

SMSgt Tina M Stein
MSgt Marcus W Holling
MSgt Wanda M Joell
TSgt Susan C Brown

1 AS, Andrews AFB, MD

Maj Christopher J Rossi

3 AS/CC, Dover AFB, DE

Maj Harold L Richard

18 ARS, McConnell AFB, Wichita, KS

Maj Christopher T. Amend
Maj Paul E. Horton

40 AS, Dyess AFB, TX

Lt Col Terry L Johnson
Maj John J McDonough
Maj John R Romero
Maj James B Williams
TSgt William T Goddard

73 AS, Scott AFB, IL

Maj Brad Cooper
Maj Scott Hanken
Maj Bill Schratz

89 AS, Wright-Patterson AFB, OH

Maj Christopher F O'Neil
Maj Richard J Photinos
Maj Ted R Schiller
Maj David E Turner
Maj Thomas A Walters
SMSgt Michael A Gingras
MSgt Steven Armstrong
MSgt Roger L Schliesman
TSgt David L Withers

97 AS, McChord AFB, WA

Maj James B. Finney
Maj Diego M. Wendt
Capt David E. Denney
CMSgt Lawrence J. Wise-Erickson

109 AW, Scotia, NY

TSgt Tim Putman

126 ARW, Scott AFB, IL

MSgt Keith Wagner

137 AW, Will Rogers ANGB, OK

CMSgt John H Carlile

139 AW, St Joseph, MO

Maj Kurt G Westfall
Capt Rodney D Orr

167 AW, Martinsburg, WV

Maj Daniel C Bernazani
Maj David V Cochran
Maj Todd J Henney
Maj Douglas D Jocz
Maj Karl A Levy
Maj Martin D Place
SMSgt William A Hilliard
MSgt Mark W Phaneuf
TSgt Mark D Snyder

179 AW/SE, Mansfield AFB, OH

Maj Jeffrey C Siwick

185 AS, Will Rogers ANGB, OK

Maj Eric D Meyn

300 AS, Charleston AFB, SC

Maj Mark M Bauknight
Maj Westel W Willoughby
MSgt Monica Flores-Reeder
TSgt John G Nevitt
TSgt Roland M Newbold
TSgt Peter J Shovey

317 AS, Charleston AFB, SC

Maj John W Rodgers
Maj Trace S Williams
Maj Michael Zaccardo
TSgt Alan C Luchay
TSgt Gregory K Scott

328 AS, Niagara Falls ARS, NY

Maj Frank Amodeo
Maj Samuel Bellia
Maj Duane Dreon
Maj William Grubbs

Milestones

Maj George Hoffman
CMSgt Robert Jackel
MSgt James Annunziato

701 AS, Charleston AFB, SC

Maj Scott M Rider
Maj John M Riordan
Maj Douglas T Slipko

914 AW/SE, Niagara Falls ARS-IAP, NY

Maj Frank Amodeo
Maj Samuel Bellia
Maj Duane Dreon
Maj William Grubbs
Maj George Hoffman
CMSgt Robert Jackel
MSgt James Annunziato

932 AES, Scott AFB, IL

Maj Barry Friedman

2,500 HOURS

PAG, Andrews AFB, MD

TSgt Randy C Williams
SSgt Paul W Germain

1 AS, Andrews AFB, MD

SSgt Donnie R Ballard

3 AS/CC, Dover AFB, DE

TSgt Timothy D Preszler
TSgt Brandon L Trolinder
SrA Jerome B Schrock

18 ARS, McConnell AFB, Wichita, KS

Capt Glenn T. Clark
Capt Marco A. Moor
Capt Blake T. Tibbetts
SrA Gregory S. Carron

40 AS, Dyess AFB, TX

Capt Donald S Allison
MSgt Steven A Brauch

73 AS, Scott AFB, IL

Maj James McIntyre

89 AS, Wright-Patterson AFB, OH

Maj Stanley J Bascone

Maj David W Clemmer
Maj Matthew A Duffy
Maj Steven A Schnell
Maj Daniel J Witt
SMSgt Michael W Daulton
MSgt Bryan W Ayers
MSgt Teresa A Pitstick
MSgt Denise R Roberts
MSgt Robert M Welshhans

97 AS, McChord AFB, WA

Maj Mary K. Kunzie
SSgt Michael J. Mundell

109 AW, Scotia, NY

Capt Dean Johnson

139 AW, St Joseph, MO

Maj James E Noble
Capt Kirk W Nichols
TSgt Mark M Hummer
TSgt Thomas V Lawlor

167 AW, Martinsburg, WV

Lt Col Michael G McMillie
Maj Jacob P Calo
Maj William S Dorman
Maj Joseph L Powell
Maj Randall M Richter
Capt Jeffrey W Burkett
TSgt Robert S Twigg

179 AW/SE, Mansfield AFB, OH

Maj Peter G Tesner
Capt Bruce A. Fogle

185 AS, Will Rogers ANGB, OK

Capt James C Sanders
MSgt William D Blanton
MSgt Eric O Salgado
MSgt John M Wesley

300 AS, Charleston AFB, SC

MSgt Phillip J Johnson
MSgt Howard P Mair
TSgt Wilson A Ham
TSgt Beverly J Thomas

315 AES, Charleston AFB, SC

CMSgt Myron Christopher
MSgt James R May
MSgt George W McKoy
MSgt Gary F Thompson

317 AS, Charleston AFB, SC

Maj James A Caldwell
Maj Edward W Fleuren
Capt Kurt A Galchus
Capt Malcolm G Quincy
MSgt Michael L Miles
TSgt Eugene F Rorie
TSgt Deborah K Ross

328 AS, Niagara Falls ARS, NY

Lt Col Mark Nestler
Maj Mike Geysler
Maj Pamela Norkaitis
Maj John Schonhorst
1Lt Reed Mohilewsky

701 AS, Charleston AFB, SC

TSgt Russell B Bennett
TSgt William E Raymond
SSgt Bryan E Dubois

914 AW/SE, Niagara Falls ARS-IAP, NY

Lt Col Mark Nestler
Maj Mike Geysler
Maj Pamela Norkaitis
Maj John Schonhorst
1Lt Reed Mohilewsky

932 AES, Scott AFB, IL

Maj Sally Bird
MSgt Daniel North

1,500 HOURS

1 AS, Andrews AFB, MD

MSgt Cliff Fouts
TSgt Jorge A Aracil
SSgt Willie Watson
SrA John Vera

3 AS/CC, Dover AFB, DE

Capt Timothy D Vislocky
TSgt Eric H Hurns
SSgt Charles C Sherman

18 ARS, McConnell AFB, Wichita, KS

TSgt Warren E. Bearup

40 AS, Dyess AFB, TX

Maj Samuel T Skaggs
Capt Daniel R Abshere
Capt Andrew J Belanger
Capt William K Bosch
Capt Ronald A Bottoms
Capt Adam M Faulkner
Capt Daniel J Fielder
Capt David C Flynn
Capt Sean K Gradney
Capt Shannon D Hailes
Capt James M Hawley
Capt George C Lugo
Capt Carlos V Salinas
Capt Jason B Terry
MSgt Brian A Humecki
MSgt William E Wardell
TSgt David B Montgomery
SSgt Mark J Blinn
SSgt Norman O Bowie
SSgt John F Carew
SSgt William Hughes
SSgt Jason A Main
SSgt Vicente Romero III
SrA Jonathon Peirce

73 AS, Scott AFB, IL

Lt Col John Hunt

89 AS, Wright-Patterson AFB, OH

Maj Romans Skujins III
Capt Robert J Ehrenborg
MSgt John L Costello
MSgt Jonathan C Winters
TSgt Jon A Brown
TSgt Randall J Lynch
TSgt Sherwood G Sharp
SrA Lorenzo Law Jr

91 ARS, MacDill AFB, FL
SrA Bernardo A Uribe

97 AS, McChord AFB, WA
MSgt Timothy J. Sertich
TSgt Kim C. Fabian
TSgt Brian S. Horton
TSgt Heather R. Latimer
SSgt James C. Madrid
SSgt Bruce A. Perkins

109 AW, Scotia, NY
Capt Pat Brew
MSgt Scott Hansen

139 AW, St Joseph, MO
Capt Jason L Hetrick
TSgt Bartle G Watts

167 AW, Martinsburg, WV
Maj Maynard S Osborne
Maj Mark D Wallace
Capt Charles C Nasser
TSgt Joseph D Daniels
TSgt Bernard B Parrish
TSgt Jamie A Widmeyer

179 AW/SE, Mansfield AFB, OH
Capt Joseph P Gargarin

185 AS, Will Rogers ANGB, OK
Capt Aaron S Wardlaw
TSgt Lloyd T Hawkins
SSgt Dewayne E Seabolt

315 AES, Charleston AFB, SC
Lt Col Winifred Butler
Lt Col Linda D Hanf
Lt Col Barbara A Werth
Maj Dona M Iverson
SMSgt April M Hamilton
SMSgt Richard E Henslee
MSgt Eric Beam
MSgt Frederick L Bennett
MSgt James R May
MSgt Teresa A Putman
TSgt Roland McKinney

317 AS, Charleston AFB, SC
Capt Edward A Baldrige

328 AS, Niagara Falls ARS, NY
Lt Col Mary Capparilli
Maj Paul Seyfreid
Capt Theodore Nadelen
2Lt Thomas Scozzafava
CMSgt Wendy York
SMSgt Kenneth Crosby
SMSgt Donald Platts
MSgt Aaron Achenbach
MSgt Sharon Annunziato
MSgt Doug Jensen
MSgt Mike Reed
TSgt Theodore Balbierz
TSgt Benjamin Canetti
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MSgt Mike Reed
TSgt Theodore Balbierz
TSgt Benjamin Canetti
TSgt Victor Reid
SSgt Niles Dupont
SSgt David Woodworth

932 AES, Scott AFB, IL
MSgt John Smith

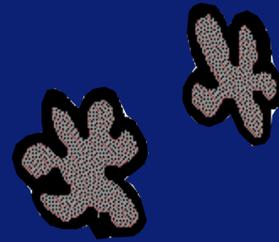
QUICK STOP

Got Wipers?

Capt Jennifer Austin needed bread. They had been in the midst of their hottest and driest summer ever when two days ago, there came a welcome downpour. And the downpour hadn't stopped until it had caused flash flooding. The roads were still dotted with big puddles of water. Capt Austin loved the smell of the earth after the rain and she knew that her need for bread was an ill-disguised excuse to get out of the house early and smell the air. Her flight was due to depart at 1000 hours and she had extra time.

She headed the car towards the base, taking the long way. As she looked around at all the freshly rain-washed terrain, an eighteen-wheeler pulled out to pass her. There was a bit of water in the road in front of the truck and as the wheels hit the puddle, Capt Austin found herself blinded by the amount of water that was splashed over her car. She turned on her wipers but found that they could not remove the water fast enough. Big areas of her windshield were untouched by the blades. She instinctively slowed and cars behind her honked and applied their brakes. It took several minutes until the windshield was cleared enough to see a gas station ahead. She pulled the car into the station to clean her windshield and the attendant shook his head. "This happens all the time," he said. "People don't realize that the hot weather causes their windshield wipers to deteriorate faster than winter weather. So they are unprepared when their blades don't work in an emergency. A good rule is to check your blades every couple of weeks."

Capt Austin had the attendant replace the blades and looking through a clear windshield again, she headed back into the wet streets.



Flight Delayed

Their reservation was at 7:00 and Jean, putting on her earrings as the door closed, was just now getting into the car. Fred gave her that "You Are Late Again" look and turned to back out of the driveway, looking both right and left to check that it was clear behind him. When he was sure it was safe, he began to back into the street. "Rinnnnnggggg," chirped his cell phone. "Yeah," Fred barked impatiently.

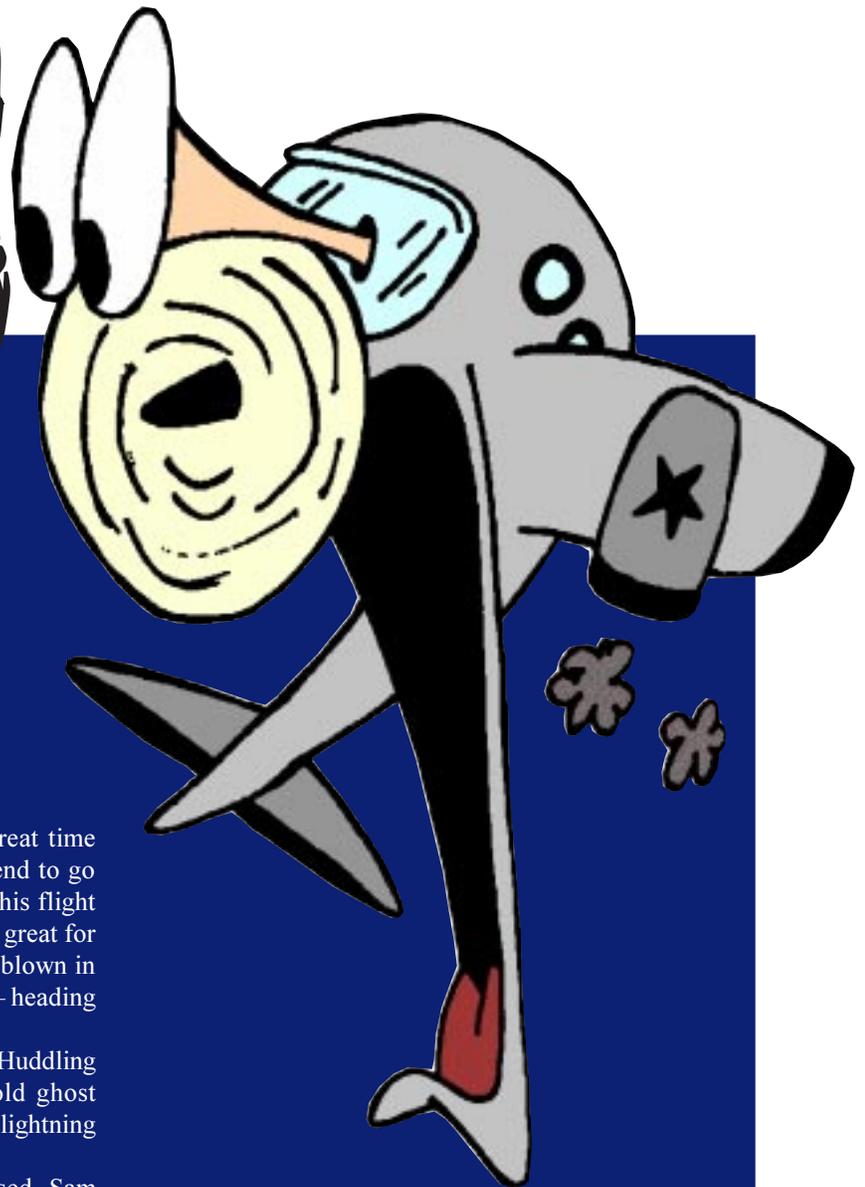
"Where are you guys at?" asked the voice of his co-pilot, James. "Sheila and I have been here 20 minutes!"

"We'll be there in 10 minutes," Fred said as he shot Jean "The Look" again and stepped on the gas only to hear the sickening crunch of metal upon metal.

As the patrolman reminded him once again about the dangers of distracted driving and the importance of checking in the rearview mirror before backing into traffic, Fred phoned the restaurant.

"Flight delayed," he told James with a sigh.

PEERS



A Lucky Man

Sam and his two boys had been having a great time until now. They had taken the three-day weekend to go on a fishing and camping trip long delayed by his flight schedule. The weather and the fishing had been great for the first two days, but now a thunderstorm had blown in and Sam and the boys were running for cover — heading for their tents in the campground ahead.

They dived into the tents, soggy and laughing. Huddling together under blankets to get warm, they told ghost stories and laughed nervously when they felt the lightning strike too close for comfort.

When the morning came and the storm passed, Sam unzipped the tent and noticed a Forest Service Ranger nearby. The Ranger was calling on his radio for emergency help.

“What’s wrong?” asked Sam as he warned his boys to stay close.

“You boys were lucky,” the Ranger said. “Others weren’t! These tent poles act as lightning rods. Three people were killed in their tent on the other side of the river. Next time, get in your car with the windows rolled up. That’s a much safer place.”

As Sam gathered his boys close, he realized that the Ranger was right. He was incredibly lucky.

POPE'S Puns

