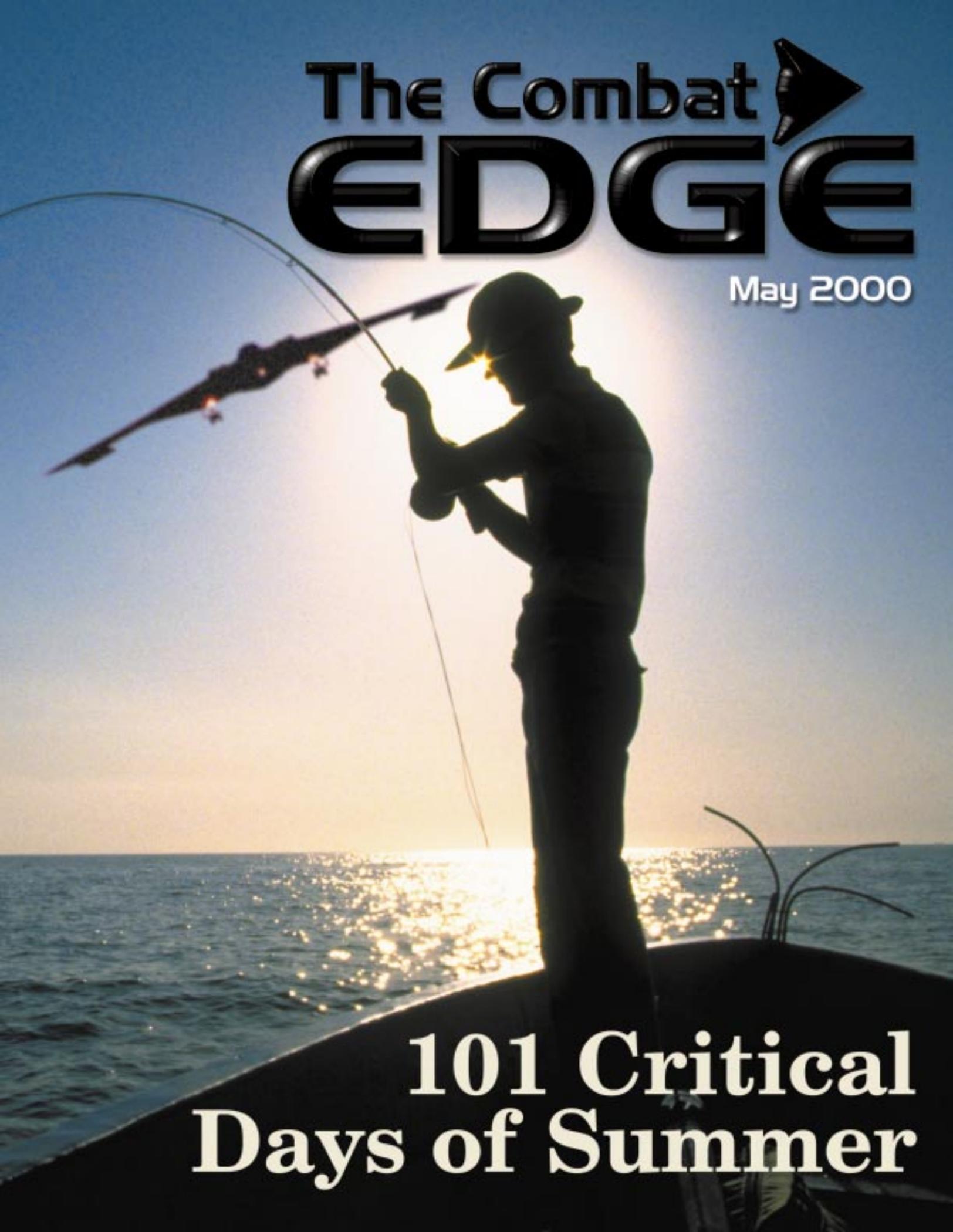


The Combat EDGE

May 2000



**101 Critical
Days of Summer**

The Combat EDGE

Volume 8 Issue 12
May 2000
ACC SP 91-1

Air Combat Command's Mishap Prevention Magazine

GENERAL JOHN P. JUMPER, COMMANDER

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The Combat Edge (ISSN 1063-8970) is published monthly by the Air Combat Command, HQ ACC/SEP, 175 Sweeney Blvd, Langley AFB VA 23665-2700. Periodicals postage paid at Hampton VA and additional mailing offices.

POSTMASTER: Send address changes to *The Combat Edge*, HQ ACC/SEP, 175 Sweeney Blvd, Langley AFB VA 23665-2700.

DISTRIBUTION: F. OPR: HQ ACC/SEP. Distribution is based on a ratio of one copy per 10 persons assigned. Air Force units should contact *The Combat Edge* staff to establish or change requirements. Other Department of Defense (DoD) units have no fixed ratio and should submit their requests to the OPR.

ANNUAL SUBSCRIPTIONS: Available to non-DoD readers for \$35.00 (\$43.75 outside the U.S.) from the Superintendent of Documents, PO Box 371954, Pittsburgh PA 15250-7954. All subscription service correspondence should be directed to the Superintendent, not HQ ACC/SEP.

CONTRIBUTIONS: Articles, comments, and criticisms are welcome. Write:

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The Dreaded "101 Days"

The Combat Edge magazine offers great insights on how to be safe, and this particular issue keeps that tradition alive by presenting extremely important safety tips for this time of year. We are well into spring, and summer is just around the corner. This month begins the "101 Critical Days of Summer," a period from Memorial Day weekend through Labor Day in which the majority of our mishaps occur, some involving fatalities. With increased awareness, however, we can safely enjoy the season's recreational opportunities.

Think of yourself as a bear emerging from your winter hibernation. After a long hard stretch, view the landscape and build a sound plan of action. Don't let yourself become overwhelmed with excitement as you see the variety of outdoor activities available to you. In short, keep an honest safety focus — make sure you're in the proper shape physically and mentally before racing off to tackle a mountain or ski on a lake. Remember, you are the number-one safety officer in your life, so safety begins and ends with you.

It's important to note that when riding bikes or rollerblading, helmets and pads were invented because someone before you was seriously injured or killed. Those unfortunate people didn't plan to have an accident — they fell unexpectedly. In actuality, many folks were injured or killed prior to protective equipment requirements. Some personal protective equipment carries a name that reflects its importance, such as life vests. The word "life" represents what's at stake if you choose not to wear one while enjoying water activities. Most people will enjoy the water in some way this summer, and you can live to enjoy the winter if you plan ahead; wear a vest, get in shape prior to entering the water, have a safety observer with you, and don't mix alcohol with swimming and boating.

ACC members can enjoy a successful "101 Critical Days of Summer" by taking the proper precautions. Our chances are significantly improved if we take care of one another. Watch out for your friends, family, and co-workers by reminding them to wear protective equipment, and be vigilant for signs of heat exhaustion, fatigue, and dehydration. As the number of activities goes up during this time of year, the exposure to summer risks also rises. If you keep your safety awareness peaked, you will avoid or lessen a vast majority of those risks. It's much more fun for everyone when you're not injured and you arrive alive back home.

Col. Greg "Vader" Alston
ACC Chief of Safety



Critical Days of Summer



By Frank Altamura, ACC Ground Safety , Langley AFB, Va.

Will the Year 2000 Bring Triumph or Tragedy?

This year's 101 Critical Days of Summer starts on the beginning of Memorial Day holiday weekend, 27 May, and will run through the conclusion of the Labor Day holiday weekend, 4 September.

This time of year brings great joy to our troops as they plan summer activities, vacations and trips. Unfortunately, this time of year also brings us great sorrow when we lose friends and compatriots to senseless mishaps.

Since the inception of ACC in 1992, we have lost 60 members of our ACC family during this critical time of year, and another 10 received permanent total disabilities. In our worst year we experienced 20 Class A mishaps, and in our best (FY99) we still lost four people. Last year represented a 56 percent reduction in mishaps from the previous year's (FY98) nine mishaps.

In 2000, our goal is NO CLASS A MISHAPS.

How are we going to do this? The answer is simple, and it's the only answer. Everyone must take care of themselves. What we want you to practice is Personal Risk Management (PRM). I know that this is most likely a new term to many of you — think of PRM as the on- and off-duty non-operational equivalent to Operational Risk Management (ORM). In ORM, loss is acceptable if the gains outweigh the losses — just think of Operations DESERT STORM and ALLIED FORCE. We established and executed force protection, tactics, and attacks, even though the chance of a loss was real. In PRM, the only acceptable loss rate is "ZERO." Historically, the failure to use PRM has been the major killer of our personnel. In 1999 alone, 13 out of 17 fatalities were PRM-related. These 13 losses were unnecessary, tragic and unacceptable.

If everyone makes PRM a way of life and practices these principles during all the activities, they WILL survive this deadly time of year unscathed.

So utilize Personal Risk Management and put it to work for you and your families. Let's celebrate our year of success by having everyone still alive, healthy, and safe come September. ■

By Master Sgt. Steven Rommel, ACC Fuels Inspections, Langley AFB, Va.

Hard Lesson

My two sons, 9 and 11, are usually pretty safety conscious. When they take off on their bikes or rollerblades they almost always grab their helmets and pads and throw them on. Then again, when they're in a hurry, they sometimes don't. We as parents try to catch those incidents and immediately make the correction, but sometimes we get complacent and don't enforce the "rules," or even abide by them ourselves. Well, one afternoon right after school, we took off on our usual rollerblade excursion around the neighborhood (without helmets this time) and, sure enough, my youngest son, Trent, got his blades caught up with his brother's, got turned around, and landed right on the back of his head. I'm amazed that he wasn't knocked unconscious. He was hurting and had blood coming from his right ear and nose. Sure, kids fall and bump their heads, but this was giving me a serious message to get him to the hospital.

We took off for the Langley AFB emergency room, which was 8 miles away, but seemed like 20. After getting caught at all the red lights we finally arrived. Trent got sick in the waiting room, his ear was still bleeding, and lethargy began to set in. He is such a tough guy and had yet to cry at this point. Even though the wait to see the doctor was only 30 minutes, it seemed like hours. After being assessed by the doctor, a CT scan was ordered. After another wait, we eventually got into the CT room and, believe me, it was not a pretty sight seeing my youngest son lying in that machine.

The CT results showed a fracture to the back right side of his skull. The Langley doctor wanted a neurosurgeon to look at Trent and the scan results, but none were available at Langley. So Trent was sent, by ambulance, to the Naval hospital in Portsmouth, Virginia,

one hour away. If you're a parent, you can imagine my thoughts during that long drive as I followed that ambulance. He was admitted into the

pediatric intensive care unit (ICU) there. Several doctors came in to assess his situation. Again, as I stood back and watched, I saw my son lying there with an IV in each arm, an oxygen tube in his nose, and five doctors huddled around him. I couldn't believe that all of this was a result of rollerblading. When I was a kid, we did far more dangerous things and never even thought about helmets.

Through the night they had to wake him up every hour and do sobriety tests to check his brain functions. He was so tired. I felt so sorry for him and wanted to trade places with him. Luckily, the next day the doctor said my son would recover from this, but you can imagine the lecture I got from him about helmets and the recent lives lost because of the failure to use them. That's the fastest I have ever learned anything. The message that I would like to pass on is that you shouldn't ignore the possibility that this could happen to you or your kids. Please see to it that they wear helmets, knee and elbow pads, and wrist supports when blading, skateboarding, or biking. And since kids are great imitators, don't forget to set the example by consistently using personal risk management (PRM) yourself. If this story can prevent one injury, it was well worth writing. ■



Time Ticks Away

*By the 355th Civil Engineer Squadron Explosive Ordnance Disposal Team
Davis-Monthan AFB, Ariz.*

One lazy Sunday afternoon a couple visiting Tucson, Arizona, went to a yard sale, where they noticed a war souvenir. It was a 25-pound MK III fragmentation bomb that was made sometime between 1918 and 1930. Not fully knowing what the souvenir was, the couple decided to buy it. As the new owners were driving home, they heard a ticking sound coming from the bomb, which was now in the back seat of their car. They quickly pulled into a gas station, removed the bomb from their car, and placed it in the parking lot. To make the situation worse, the gas station was on two of the busiest cross streets in town. The frantic couple then called the Tucson Police Department (TPD).

Uniformed officers arrived on-scene, secured the area, and began to divert traffic from the incident site. The 355th Civil Engineer Squadron Explosive Ordnance Disposal (EOD) Team from Davis-Monthan responded to assist TPD's Hazardous Device Team (HDT) in examining the bomb. The bomb was initially examined with the "EOD robot." Then, an EOD team member performed a more thorough examination and X-rayed the device. The team determined that

the bomb's fuse was mechanical in nature and that further disturbance of the bomb could cause it to detonate. Together, both teams developed a safety plan for the incident site. TPD extended the cordon perimeter to ensure public safety and ordered sandbags to create a barricade around the bomb. The EOD team then performed a standard de-arming procedure to render the device safe. The teamwork of both units ensured the successful handling of the MK III bomb without damage or injuries.

Each year unsuspecting people put themselves and others in harm's way with "war souvenirs." Although most of these items are harmless, many are still capable of maiming or possibly killing a person. So, if you happen to be out browsing on a lazy afternoon and you notice a tempting war souvenir, remember that, although it may look cool, it could possibly kill or maim you! ■

Left - MK III Fragmentation bomb on sandbags

Below - MK32 X-ray photo of the MK III fragmentation bomb



Cuttin' Up



*By Tech. Sgt. Robert Klein
56th Operational Support Squadron
Luke AFB, Ariz.*

During the summer of 1993 I took some leave and drove to Enid, Oklahoma, to pay another visit to my sister and her family. Most people wouldn't consider Enid as a vacation spot; it's slow, quiet, and boring, but perfect for a little R & R. There's usually nothing spectacular about my family get-togethers anyway, so I didn't think this trip would be any different.

As expected, there was plenty of work to do when I got there. During past visits the work usually consisted of auto repair, yard maintenance, or just firing up the barbecue. I didn't mind helping out anyway; I sort of looked forward to it. Little did I know that this time it would nearly kill me!

One of the chores my brother-in-law Doug had lined up for us was removing a large tree from their next door neighbor's yard. The elderly couple, now in their late seventies, had planted the tree some 40 years ago. The problem was, they planted it between their house and carport, and it buckled the foundation.

My first look at the tree revealed that Doug had previously cut most of it down, but there was still a gigantic tree trunk growing between the house and carport, which extended about 10 feet higher than the roofline. Plus, all of the branches were still lying on top of the roof. I figured the risky part of the job was over and the rest should be a piece of cake. We decided to tackle the branches first — cut them to firewood size and then completely clean off the roof. The huge tree trunk needed some more thought, so it would be last.

The most enjoyable part of this entire job was getting the opportunity to "thrash" Doug's brand new chain saw. The saw was a medium-sized, gas powered industrial type made by McCulloch. It also had a 20-inch bar with a safety bar brake.

I never take operating a chain saw lightly; it's probably the most dangerous power tool I've ever

used. At the time I considered myself an experienced user, and I dressed appropriately for the occasion. I wore jeans, a tee shirt, boots, gloves, ear-defenders, and a cool pair of shades.

Once on the roof, I quickly began clearing away branches. The more I worked the saw, the more comfortable its weight and power felt to me. A running chain saw requires complete attention. In most of the chain saw accidents I've read about, injuries occurred when the saw kicked back into the operators' face or neck, so I was ready for that potential hazard.

Or was I? Without warning, the section of the carport's roof I was standing on collapsed. At that instant, the chain saw was running wide-open, cutting through a 4-inch thick branch of white oak. My body crashed through the roof feet first, opening up a jagged 2-foot hole. I fell 12 feet to the concrete floor and landed sitting upright. Dazed and confused, I stared up through the hole at the chain saw dangling high above my head, still idling! Luckily for me the saw pinched and held in the branch I was cutting through — it could have easily followed me through the hole and mangled my body severely, or just fallen and busted my head open.

Aside from feeling like a fool, unable to operate a common chain saw, my injuries were minimal. I had a bruised knee and hip, plus some nasty scratches on both arms. I kept asking myself, what did I do wrong? If I could go back and do it over again, I would've changed into a heavy long-sleeved shirt and used correct eye protection, but I never even considered the integrity of that old roof. The fact is, when you accept the risks that come along with using a powerful, dangerous tool, you need to also "think outside the box," and consider ALL factors in a situation that could possibly cause a mishap. I was only thinking about my actions and about controlling the chain saw, but it was the external factors that nearly killed me! ■

Fleagle

THERE'S TIMES WHEN FLYING STRAIGHT AN' LEVEL CAN GET DERN BORING.



TO US WHO LONG AGO MASTERED ALL THE FINER POINTS OF FLIGHT...



WE LOOK FORWARD TO LITTLE SURPRISES AN' SLIGHT PROBLEMS TO BREAK THE MONOTONIC FEELING.



HILLS!



WHERE THERE'S HILLS THERE'S VALLEYS.



FIRST A ZIG, THEN A ZAG.



BOOM!

OR WAS THAT... ZAG ZIG?



By ADAN Clayton Storms
VAQ-134, Navy EA-6B Squadron
Incirlik AB, Turkey

A Lesson Learned in PPE

Learning lessons through hindsight can be hard, and even painful at times. While performing a routine maintenance action, I found out that a little attention to detail and forethought could have saved me and my eyes from a lot of pain. The donning of my personal protective equipment (PPE) could have also spared me a trip to the hospital and my safety officer some paperwork.

Three of us from the power plants shop went to perform a low fuel light check on the EA-6B sitting in the hangar bay. This was the final check to complete our portion of the phase inspection. This would require installing a fuel transfer rig so we could move fuel from the main bag to the wings or external tanks, allowing us to see that the low fuel light comes on at the proper time. Once we were sure the engine fuel master switches were off, I started to disconnect the main fuel line from the starboard engine, sans eye protection. After loosening the last four nuts of the securing line, I took hold of it near the attachment so I could remove the last nut by hand. As it

was nearly off, I could feel the pressure still in the line. Suddenly, fuel streamed out of the fitting in a fan-shaped pattern. I was sprayed from head to toe and, though I turned my head, I wasn't fast enough to avoid being sprayed in the face.

Now the pain started. Because it hurt too much to keep my eyes open, I needed a shipmate to help guide me to an eyewash station. Not only did I need to flush fuel out of my eyes, but my mouth as well. My clothes were completely soaked with fuel. After I removed them, I was then rushed to the hospital to ensure there was no permanent eye damage.

Had I been wearing my eye protection the only action needed would have been a shower and a change of clothes. I can handle the taste of JP-8 in my mouth, but the pain in my eyes and the trip to the hospital I could have done without. The maintenance manual warns that face and eye protection should be worn when working on fuel systems. Fortunately I can still see and read those manuals, and next time, I'll follow their words of wisdom! ■

Hail & Farewell...



If the Air Force goal is to "Aim High," then one particular sergeant certainly hit his mark, and then continued to soar. It is with extreme gratitude that all of us here at *The Combat Edge* bid Staff Sgt. David White, the magazine's graphics and layout designer for the past four years, a fond farewell.

Though Sgt. White started this job in 1996 knowing little about the magazine-publishing business, he not only quickly mastered the necessary skills, but also made dramatic improvements to the magazine in numerous areas. As the second designer ever to get his hands on *The Combat Edge*, he provided fresh and innovative approaches to visual impact and design. In fact, one of his special emphasis issues, featuring a fully illustrated article on the formidable Russian ejection seat, was presented to the Air Force Chief of Staff during

a senior-level research and development presentation at the Pentagon.

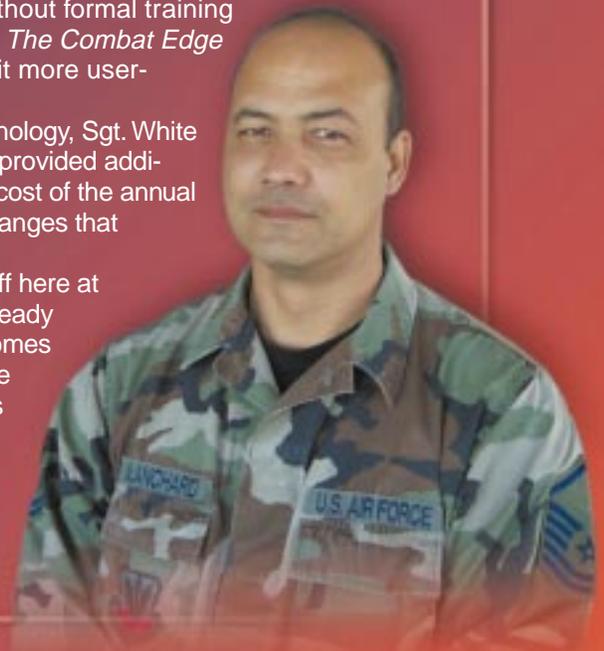
Sgt. White displayed an artistic passion since his youth, and this, combined with a desire to do something meaningful, led him to choose an Air Force career in visual information. His precise attention to detail combined with his natural ability to create appealing and eye-catching designs have come through in vibrant color in each of the nearly 50 issues he has produced. He frequently sacrificed personal time and goals to ensure that the best magazine possible was being produced on time for our thousands of readers.

But Sgt. White didn't focus on magazine production alone. He pushed himself to voluntarily create the initial Web site for the office of Safety, without formal training or previous experience. He then served as the Webmaster for *The Combat Edge* public Web site, and continually made improvements to make it more user-friendly and appealing to our worldwide audience.

Ensuring that the magazine kept pace with leading edge technology, Sgt. White transitioned all magazine production to electronic methods. This provided additional production time for design improvements and reduced the cost of the annual printing contract. Sgt. White also implemented data archiving changes that resulted in enhanced reliability, compatibility, and efficiency.

While Sgt. White has indeed left some big shoes to fill, the staff here at *The Combat Edge* feels very fortunate to have someone who is ready and willing to step into them. Master Sgt. Henry Blanchard, Jr. comes to us from HQ ACC Graphics and with 23 years of experience, we trust you will appreciate, as we do, the talent and devotion he has brought with him.

We hope that you will all join us in warmly welcoming Master Sgt. Blanchard, and wishing the best of luck to Staff Sgt. White, along with his wife, Staff Sgt. AnnaBelle White, and their daughter, Kirsi, on their new assignment to USAFE. We salute you! ■



A high-angle, top-down photograph of a person swimming in clear, bright blue water. The swimmer's head and arms are visible, creating a dark, circular wake in the water. The water's surface is textured with small ripples and reflections of light.

Three airmen died in separate water-related incidents during the weekend of March 24-26. The winter was just beginning its welcome thaw, and it wouldn't be long before weather forecasts become monotonously predictable: hot temperatures, high clouds, and few breezes —perfect days to spend at the pool, lake, or beach. And if history proves to be an accurate forecaster, more airmen will die this spring and summer in water-related mishaps. Most of them will be males between the ages of 19-36, and most of them will have been drinking. But this prediction doesn't have to come true. Non-commissioned officers and other leaders can make a difference in the outcome by ensuring that their airmen/employees know the rules of water safety.

*By Lt. Col. Norman Reece
53rd Wing Chief of Safety
Eglin AFB, Fla.*

OVER

So before airmen/employees head for the waves, leaders should cover ways to make water sports safe. A tailgate session, briefing, roll call, commander's call, or some other forum should cover the following:

1. Swim only in authorized areas.
2. Never swim alone.
3. Don't use drugs or alcohol while swimming.
4. Never jump or dive into unfamiliar water.
5. Use only approved personal flotation devices.
6. Know the water temperature.
7. Know your own and your companions' water survival levels.
8. Know the water velocity (tides, current, undertow).

SWIMMERS BEWARE

- **Inability to swim or swim well.** Many drowning victims had no intention of going into the water. Learn to swim, then work on improving your swimming ability.
- **Cold water.** Any water below 70 degrees Fahrenheit hampers a swimmer's capabilities and endurance. It may even cause instant body reactions that lead to drowning. Water in lakes, gravel pits, and quarries may be below 70 degrees Fahrenheit even during the summer. So, always check water temperature before entering.
- **Swimming alone.** Swim where there are lifeguards and use the buddy system, but don't become overconfident. Your buddy may be having as much fun as you are and look the other way just when you need help.
- **Dangerous areas.** Swimming in off-limits and unauthorized areas can lead to drowning because of unmarked holes, currents, pollution, undertow, cold water, and the absence of lifeguards. Obey off-limits or unauthorized area signs and directives. Obey safety rules.
- **Alcohol and swimming.** Don't! ■

YOUR HEAD?

Ride Ready

Expect Anything . . . Survive to Educate the Next Guy

By Anonymous



So I found myself in a predicament — completely blind on a motorcycle, in traffic decelerating through 45 mph, in a decreasing radius blind left turn, on rough pavement...

I was on my way to work in morning rush-hour traffic, dodging the usual lane-changers and dealing with the usual last minute braking. My trusty bike and I were cruising along toward the major interchange comfortably, aware of all dangers, looking out for surprises, alert and ready.

Then I was confronted by something that no motorcycle safety foundation, rider's course, or the American Motorcycle Association could adequately predict. You know those plastic grocery bags? Ever seen one being blown around in traffic? I saw one a couple of lanes away. Didn't see any reason to pay it much heed, but then, in less than a second, it was caught by the draft of three vehicles in precisely the perfect way to toss it into my path, where it

wrapped around my helmet like an octopus around a meal! And just as I was exiting the freeway.

So I found myself in a predicament — completely blind on a motorcycle, in traffic decelerating through 45 mph, in a decreasing radius blind left turn, on rough pavement with slowing traffic in front, traffic to the side, traffic to the rear, and a guardrail/embankment on the left. The good news? It wasn't raining.

For an instant, I was dumbfounded because I'd NEVER been in any predicament remotely resembling this one. I'll carry the mental snapshot of the moment before the bag "got me" for the rest of my life.

White Saturn braking about one second in front of me, Haverly's delivery truck to my right front, red Cadillac Fleetwood immediately to my right, tractor trailer hauling a flatbed to my rear, concrete embankment and mangled guardrail to my left. And then, instantly, my world became a pale "Tom Thumb" Logo on translucent brown!

What to do?

First reaction - I relaxed the throttle while quickly reaching with my left hand to remove the bag (try turning Bible pages with touring gloves for full effect). I couldn't feel the bag, much less grab it. Next, I wiped my glove across my helmet from side-to-side to move the bag. That didn't work either; the wind had this bag glued to my helmet.

Perhaps a full second had elapsed by now (probably a lot less, but time does funny things when you're in the barrel) and I heard my first horn - the Cadillac to my right. I didn't know if he was honking at me, the truck ahead, or the sun above. I assume it was me because I was probably swinging wide through the turn. So I pulled the right bar back to lean more (left hand still flailing at the helmet) and started rear braking (right hand fully occupied steering). But there was a guardrail over there somewhere and, at that speed, it would mangle my leg beyond repair. So I tucked my knees in as hard as I could.

Back to the helmet. I was clawing at the bag now, but it wouldn't budge, and I

couldn't see a thing. That Saturn ahead was braking, wasn't it? And this turn is getting sharper, I know, but I have no idea where I am in the turn or where I'm headed? All this and vertigo, too?

And then the tractor-trailer behind me let loose with air horns and air brakes. Situation critical!

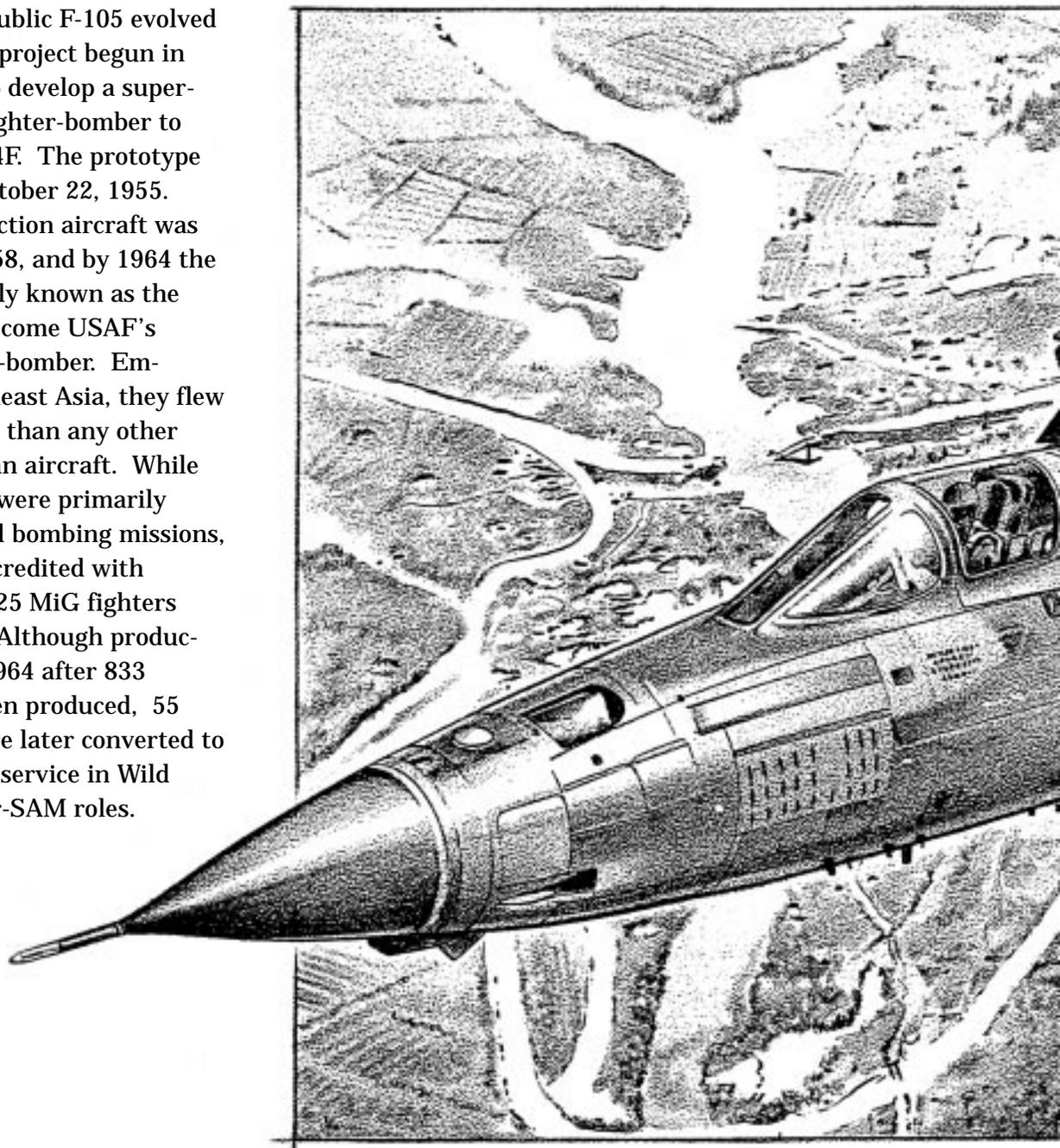
I don't remember consciously thinking of this — it was probably just desperation — but I jammed my thumb under the visor and ripped it up as hard as I could. The visor popped out of the left side of the helmet and I was momentarily given two inches of clear sight — enough to see the guardrail and the nearly stopped Saturn in my path. I braked hard (stalling the engine in fourth gear — remember, my left hand was occupied), slid the rear a bit, and ended up neatly parked between the Saturn's rear fender (with maybe a foot to spare) and the guardrail. A foot or more, and I'd have been in the marbles. I don't really want to think of how nasty that first step would've been!

Immediately, the shopping bag floated lazily from my visor to the ground. The tractor stopped about four feet from my taillight. After a couple of seconds to reorient myself to the planet, I jammed the left side of the visor into the helmet enough so it wouldn't flap, started up and headed off. About half a mile down the road I got severe adrenaline shakes, so I pulled over to get off the bike and sit a few minutes.

Several hours later, I was still thinking about that morning. There I sat, replaying the thing in my mind, shaking my head in disbelief, and staring at my left thumbnail neatly folded back to the quick. There was absolutely NO way to have predicted that, but I credit my salvation to 25 years of riding experience (13 on the street). I knew my bike, I knew my helmet and other gear, and I had an idea of what to expect. Nothing would have adequately prepared me for that morning, but experience and vigilance enabled me to react just enough to save my life, and perhaps the lives of others. Oh, and how about doing me and a million other bikers a favor? Hang on to those plastic bags! ■

F-105 Thud

The Republic F-105 evolved from a project begun in 1951 to develop a supersonic tactical fighter-bomber to replace the F-84F. The prototype first flew on October 22, 1955. The first production aircraft was delivered in 1958, and by 1964 the F-105 (commonly known as the "Thud") had become USAF's premier fighter-bomber. Employed in Southeast Asia, they flew more missions than any other type of American aircraft. While Thunderchiefs were primarily used for tactical bombing missions, they were still credited with bringing down 25 MiG fighters over Vietnam. Although production ended in 1964 after 833 aircraft had been produced, 55 "F" models were later converted to "G" models for service in Wild Weasel, counter-SAM roles.



anderchief

SPECIFICATIONS (F-105F)

Span: 34 feet 11 inches

Length: 67 feet

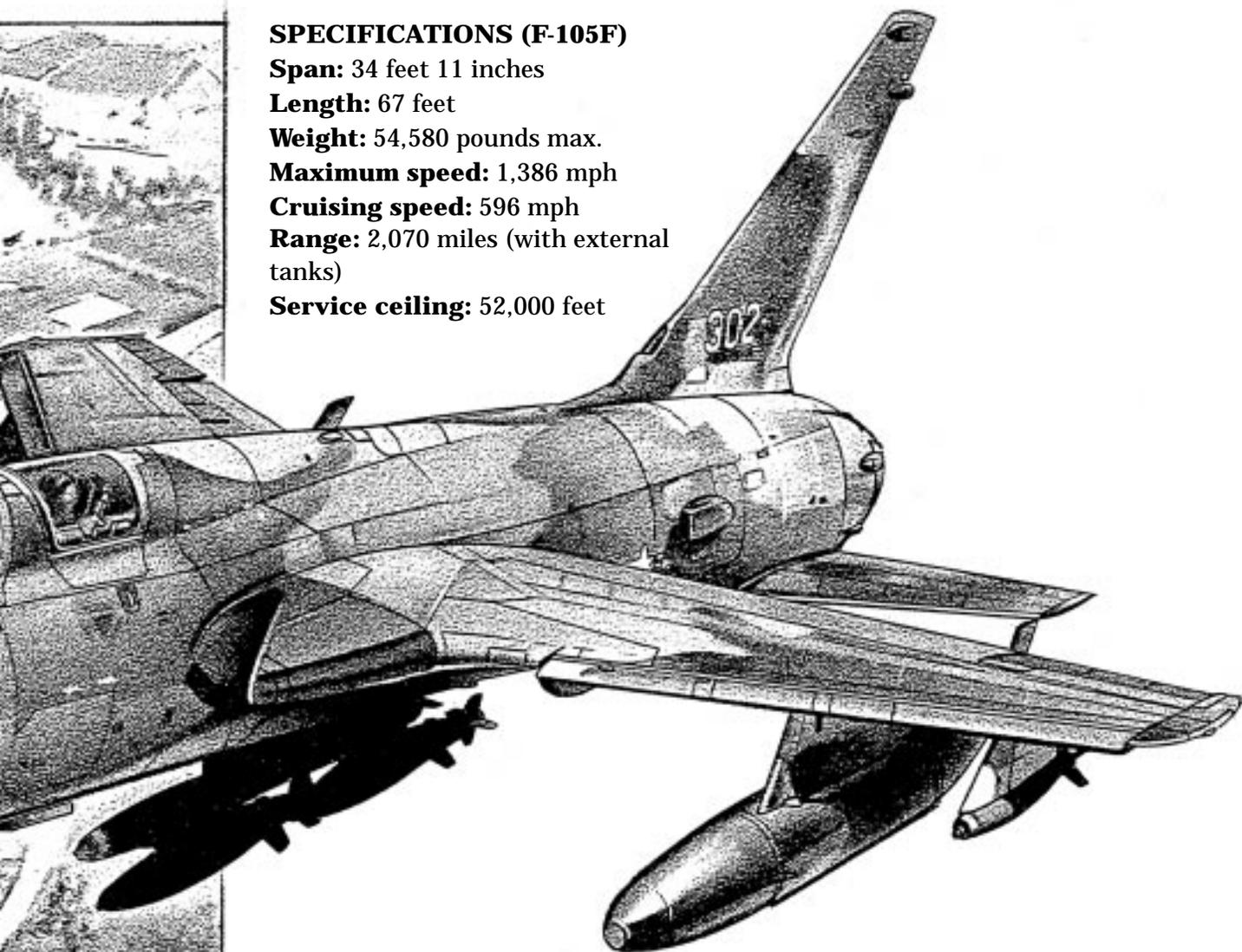
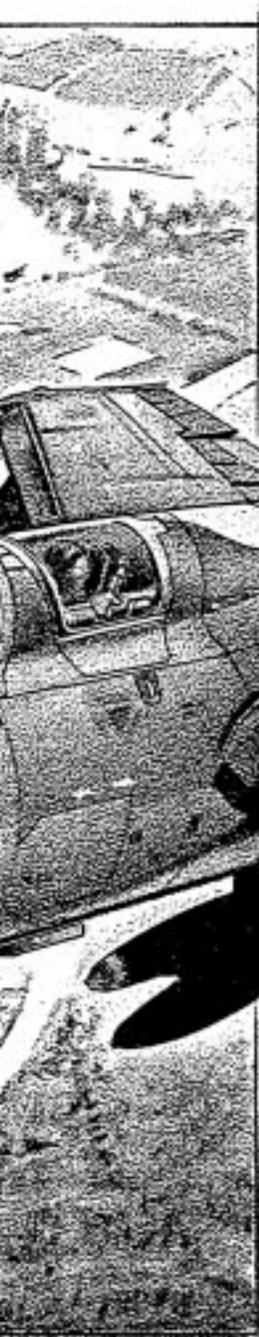
Weight: 54,580 pounds max.

Maximum speed: 1,386 mph

Cruising speed: 596 mph

Range: 2,070 miles (with external tanks)

Service ceiling: 52,000 feet

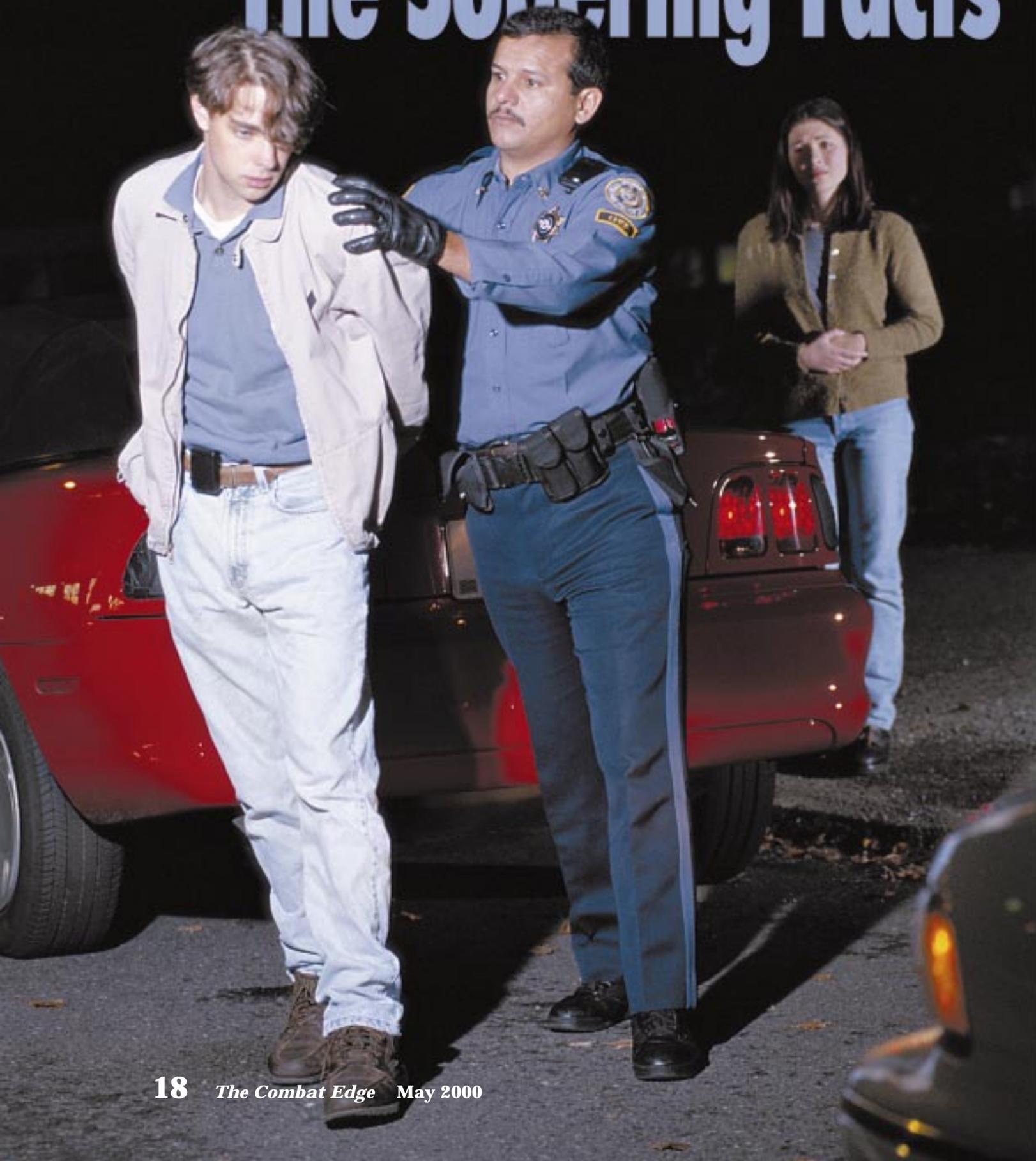


ARMAMENT

One M61 20mm Vulcan cannon plus 14,000 pounds of ordnance — conventional bombs, rocket packs, missiles and special weapons

*Reprinted with permission from the National
Highway Traffic Safety Administration*

The Sobering Facts



About Zero Tolerance

To many young adults, a driver's license is viewed as a symbol of independence and temporary break from parental control. However, the freedom a driver's license affords does not come without responsibilities. As drivers who are relatively new to the road, young adults under the age of 21 are still learning to negotiate roadways and become familiar with the general rules of the road. Adding alcohol to the mix only complicates matters. When alcohol is introduced into the situation, it not only affects the judgement of a driver and his/her ability to react, but also leaves the driver open to potential injury, property damage and criminal repercussions that can result in the loss of driving privileges, fines and possible incarceration. In some cases, these penalties can be even tougher for young adults because, as drivers under the age of 21, they are not only breaking the law of driving while intoxicated, but also the law of underage drinking.

The National Highway Traffic Safety Administration (NHTSA) and law enforcement agencies across the country practice a "zero tolerance" policy toward underage drivers and alcohol. To enforce this policy and better educate young adults about the dangers associated with impaired driving, NHTSA has instituted a public education initiative, **You Drink & Drive. You Lose**, to coincide with Spring Break, prom and graduation celebrations.

What does zero tolerance mean?

The zero tolerance policy ensures that underage drivers will face severe penalties if they are caught drinking and driving. If they possess a Blood Alcohol Concentration (BAC) level over .00, they will be found guilty of impaired driving. While this policy differs from the state-mandated BAC levels applicable

to adult drivers over the age of 21, it is necessary to curb the amount of alcohol-related incidents involving underage drivers.

Why is zero tolerance necessary?

Research has shown that young impaired drivers are involved in fatal crashes at approximately twice the rate of adult drivers, aged 21 and over. And since 35 percent of all fatal crashes for underage drivers involve alcohol, it is imperative that young adults understand that the laws that have been established as a result of the zero tolerance policy are not meant to single out and punish young adults in particular, but rather to safeguard them against unsafe driving behaviors that threaten their well-being.

Why do different laws apply to young drivers than adults?

Zero tolerance laws provide for different policies regarding drivers under the age of 21 because of their increased crash level at low BAC levels. Studies show that more 18 and 19 year-olds die in low BAC alcohol-related crashes than any other group.

By encouraging safer driving habits at a younger age, NHTSA hopes to promote healthier driving behavior for the future. Young adults are an extremely active segment of the population, and traditionally receptive to social issues such as impaired driving. As such, they are vital to help spread the message that, regardless of age, **You Drink & Drive. You Lose.** ■



Glory Days

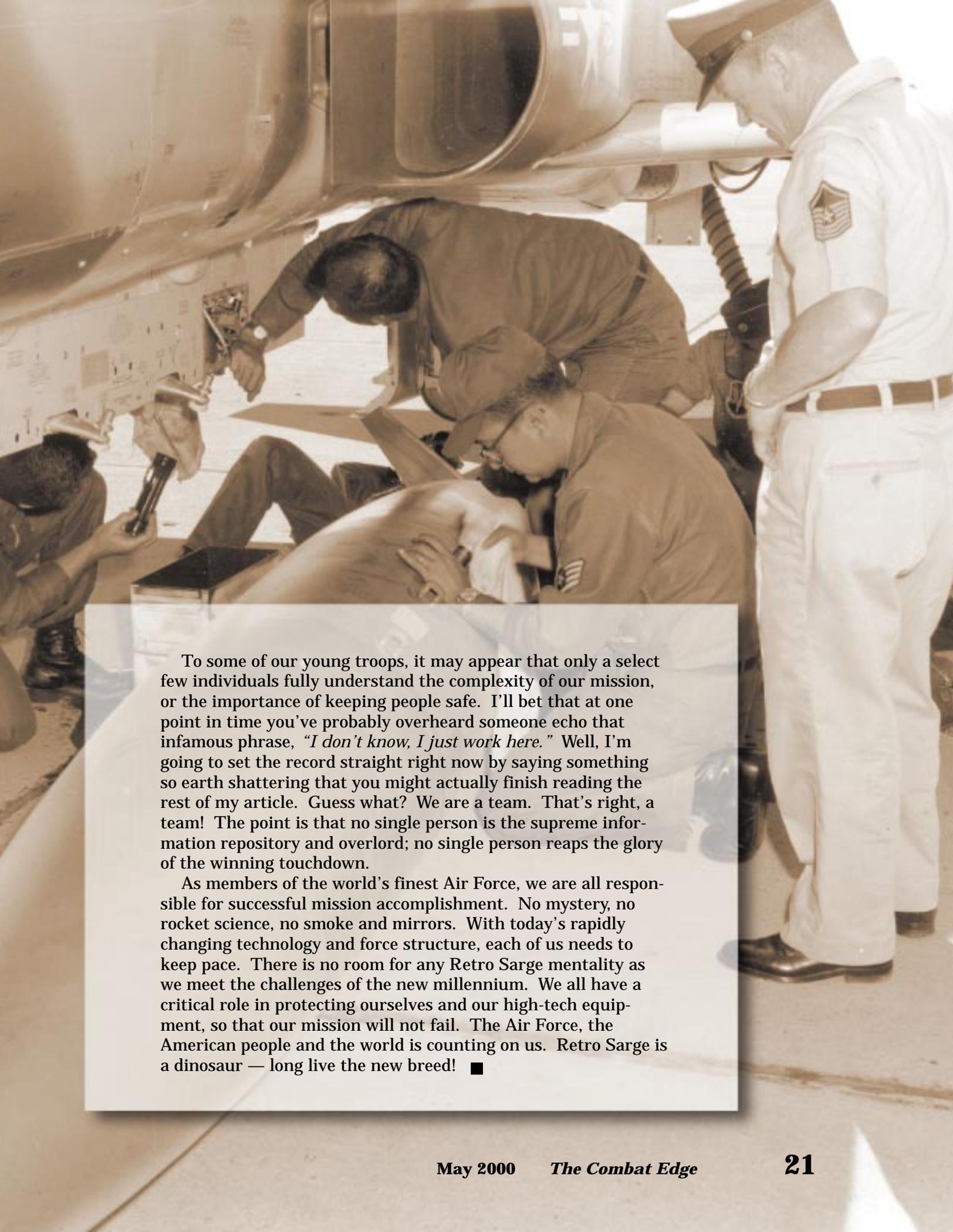
By Master Sgt. Dan Gamboa
552nd Air Control Wing Ground Safety, Tinker AFB, Okla.

Time has a way of sorting out what is important from the mundane. Just a short generation ago it was important to be seen in a polyester leisure suit, wearing an open shirt with a menacing collar, and on a windy day one would swear those platforms never touched the ground! Forbid ever being caught without a comb in your back pocket — one so large it could easily double as a rake. Obviously, we can't remain trapped in a time warp as clever advertising and media moguls would have us believe. Yet, for some, time HAS stood still. There's even a cool buzzword for it these days — it's called "retro." Retro fashion, retro TV, retro furniture, and my personal favorite — Retro Sarge! What? You've never heard of "Retro Sarge"? Well, pull up your mobility bag and sit down for at least 20 minutes, because have I got an earful for you!

Aside from the brown shoes, ol' sarge is an easy target to spot. He's usually the one telling war stories about how he single-handedly won his high school homecoming game, dated the head cheerleader, helped design the stealth (shhh!), and knocked back a few cold ones with Van Halen. Actually, he's the dude who advised Eddie to change lead singers. Today, old "RS," as he's warmly referred to amongst other titles (this article is Rated "G"), is a supervisor, a manager of resources, and the example for young airmen to follow. His shop stands out like a young second lieutenant in a room full of eagles (help!), and his troops are easy to spot — lost tool on the flight line, no red "X" on the form, unsoiled T.O.'s on the rack,

third engine FOD this quarter. In some cases, the troops bear horrible scars, suffer long-term health effects, or heaven forbid, never get to enjoy the rest of their young lives. Friends and family alike will never forget who was ultimately responsible. Yup, old Retro really trained them well! "Rules? What rules? We don't need no stinking rules!" Ahhh...how often I've heard him echo this mighty battle cry. I guess that's my prompt to extend my arm and shake the hand of the man that keeps this safety guy fully employed. Hey, when it comes to the food chain, there are no bounds to this guy's generosity. Other agencies also filter out his actions like a mighty basking shark feeding on plankton, Quality Assurance, Social Actions, Legal Office, Fire Department, Medical Group, any Chief, and especially that mighty, almost mythical figure — the "Wing King."

On the surface, it appears that Retro is resistant to almost all known habit-changing techniques. Wrong! You and I know better. We know how to apply "good practices" as a rudimentary tool. But good practices are worthless if no one knows about them or how they came to be. Significant events, tragic incidents, and major pitfalls promulgated Air Force Instructions, technical orders, consensus standards (fire codes, underwriters lab), and Occupational Safety & Health Administration (OSHA) rules in part because safety and common sense was not always employed. It's no coincidence then that if a supervisor reads, heeds, and, most important of all, leads by example, Johnny will come marching home again, Hurrah!



To some of our young troops, it may appear that only a select few individuals fully understand the complexity of our mission, or the importance of keeping people safe. I'll bet that at one point in time you've probably overheard someone echo that infamous phrase, "*I don't know, I just work here.*" Well, I'm going to set the record straight right now by saying something so earth shattering that you might actually finish reading the rest of my article. Guess what? We are a team. That's right, a team! The point is that no single person is the supreme information repository and overlord; no single person reaps the glory of the winning touchdown.

As members of the world's finest Air Force, we are all responsible for successful mission accomplishment. No mystery, no rocket science, no smoke and mirrors. With today's rapidly changing technology and force structure, each of us needs to keep pace. There is no room for any Retro Sarge mentality as we meet the challenges of the new millennium. We all have a critical role in protecting ourselves and our high-tech equipment, so that our mission will not fail. The Air Force, the American people and the world is counting on us. Retro Sarge is a dinosaur — long live the new breed! ■

Monthly Awards

AIRCREW SAFETY AWARD OF DISTINCTION

*Maj. Douglas Reilly and 1st Lt. Mark Slayton
334th Fighter Squadron, 4th Fighter Wing
Seymour Johnson AFB, N.C.*



Maj. Reilly and Lt. Slayton were leading a flight of two F-15E Strike Eagles on a formal training course basic fighter maneuvers (BFM) sortie on the morning of 2 Dec 99. The training sortie had proceeded normally and the flight was recovering to Seymour Johnson AFB for a briefed formation approach and landing, with Maj. Reilly leading and Lt. Slayton, the student pilot, acting as the wingman. The landing was

normal and nose-tail separation had been achieved when Maj. Reilly lowered the nose to the runway and tested the brakes. As the brakes were initially applied, the crew noticed a master caution light and a rough feeling from the right side of the aircraft. Maj. Reilly maintained aircraft control with differential braking and correctly assessed the situation as a blown right tire. The wingman confirmed this while the crew selected pulse mode and then emergency braking in an attempt to stop the aircraft. As the aircraft slowed, the left tire also blew, compounding the now critical situation with two F-15s attempting to stop without colliding. Excellent crew coordination and braking technique allowed the crew to bring the Eagle to a stop with more than 3,500 feet of runway remaining. The aircraft came to rest on the center of the appropriate side of the runway with no brake fire or significant damage. The investigation revealed that the anti-skid controller had failed on the right tire and had failed in a mode that would not alert the crew. The quick analysis and actions by Maj. Reilly and Lt. Slayton saved the Air Force two irreplaceable combat assets.



CREW CHIEF SAFETY AWARD OF DISTINCTION

*Airman 1st Class James P. Grimsley
78th Fighter Squadron, 20th Fighter Wing
Shaw AFB, S.C.*

On 14 Dec 99, while performing phase top inspection work cards on aircraft 91-1395, Amn. Grimsley discovered a loose bearing and large nut under the M1A1 20-mm gun assembly. He immediately notified the phase dock chief and weapons flight chief to initiate an investigation to find where the parts had come from. The gun system was removed and sent to the armament back shop to be disassembled for the investigation. The investigation revealed that the loose bearing and nut had become liberated from the gun's ammunition transfer unit. This unit transfers live ammunition from the gun drum to the gun firing unit. His actions not only prevented these parts from becoming a serious foreign object damage (FOD) hazard, but also eliminated the inevitable jamming of the gun system. If gone unnoticed, destruction of the gun system would have likely occurred the next time that the gun was fired. His outstanding inspection technique and unparalleled attention to detail averted the loss of a weapons system and probable damage to the aircraft.



FLIGHT LINE SAFETY AWARD OF DISTINCTION

*Staff Sgt. Christopher L. Ingram
388th Maintenance Squadron, 388th Fighter Wing
Hill AFB, Utah*

Sgt. Ingram is a jet engine intermediate maintenance (JEIM) team chief who supervises a four-man team that conducts intermediate level maintenance on the F110-GE-100 engine. On 20 Dec 99, he displayed meticulous attention to detail while conducting a receiving inspection on a depot overhauled compressor variable stator vane case. Sgt. Ingram discovered excessive end movement (approximately .040) on one of the third stage vanes. Upon further investigation and disassembly, he discovered the cause of the excessive movement was a missing vane inner washer. In accordance with technical order 2J-F110-6-11, a warning states: "Compressor failure may occur if the inner washer is not seated in the vane counterbore on inner diameter of compressor stator case, or if the vane will not seat. Compressor failure could result in serious injury or death." Sgt. Ingram promptly notified his supervisor of this crucial defect and his supervisor contacted the depot and informed them of this serious deficiency. Sgt. Ingram correctly reassembled the \$157,628 case and returned it to service.



WEAPONS SAFETY AWARD OF DISTINCTION

*Master Sgt. Mark Stellmach
366th Equipment Maintenance Squadron, 366th Wing
Mountain Home AFB, Idaho*

Sgt. Stellmach distinguished himself while deployed to Prince Sultan Air Base, Kingdom of Saudi Arabia, in support of Joint Chiefs of Staff-directed Exercise Turbo CADS 2000 (Turbo Containerized Ammunition Distribution System 2000). His vast organizational skills and superior knowledge of intermodal munitions shipments led to his selection by HQ ACC and CENTAF staff to spearhead a massive munitions realignment operation comprising 6,420,000 individual munitions items totaling over 1.2 million pounds of net explosive weight. He effectively formulated vehicle, equipment, and personnel requirements, and successfully integrated the talents of 45 personnel from 13 bases and four major commands into one cohesive team.

Faced with austere desert conditions and blistering temperatures, Sgt. Stellmach led his team in cargo prepping, loading, blocking-and-bracing, and shipping of more than 6,800 short tons of excess munitions without an incident or reportable mishap. In the end, a total of 302 international shipping organization (ISO) containers were successfully packed and transported to shipping ports for worldwide distribution. Sgt. Stellmach's profound sense of mission accomplishment and foresight enabled the seamless completion of this labor-intensive project in only 29 days and brought to a swift conclusion one of the largest logistical feats in recent Southwest Asia history.

GROUND SAFETY AWARD OF DISTINCTION

*Senior Airman Willie G. Kelly and Airman 1st Class Richard Murphy
93rd Aircraft Generation Squadron, 93rd Air Control Wing
Robins AFB, Ga.*

Airmen Kelly and Murphy demonstrated outstanding performance and professionalism during a recent incident involving an aerospace ground equipment (AGE) H-1 heater fire that occurred on 16 Nov 99. An H-1 heater was positioned between 93rd Air Control Wing-assigned aircraft when the heater began to smoke and subsequently caught on fire. With quick and decisive actions, Amn. Murphy immediately made notifications to the Robins Air Force Base Fire Department. With the aid of Amn. Kelly, they removed the inflamed heater from the immediate area. They manned a fire extinguisher and prepared to battle the fire, which fortunately extinguished itself prior to the arrival of the fire department moments later. The level-headed actions of Airmen Kelly and Murphy during this volatile ground incident prevented a potential loss of life to personnel on the ground, aircrew on board the aircraft, and certain destruction of over \$500 million in limited Air Force assets.



PILOT SAFETY AWARD OF DISTINCTION

*Capt. Barry R. Cornish
58th Fighter Squadron, 33rd Fighter Wing
Eglin AFB, Fla.*

On 26 Jan 00, Capt. Cornish was leading a four-ship of F-15Cs on recovery to Eglin AFB Fla. Less than two seconds after touchdown, during what began as a normal, on-speed landing, the left main landing gear strut structurally failed and departed the aircraft, severely damaging the underside of the aircraft and engine nozzles. The ensuing violent swerve toward the edge of the runway called for immediate action. Capt. Cornish attempted to maintain directional control, but the damaged aircraft did not respond. As it became evident that the aircraft was going to depart the runway, he made a split-second decision to execute an afterburner go-around, averting certain catastrophe as the crippled Eagle departed the prepared surface. Barely able to achieve sufficient flying speed, he expertly finessed his aircraft airborne and maneuvered the aircraft at low altitude to avoid populated buildings adjacent to the runway. Keeping his landing gear and flaps down, he directed his wingman to rejoin over the water for a damage assessment. Due to his low fuel state, critical decisions had to be made, coordinated, and rapidly executed for Capt. Cornish to safely recover the aircraft.

The supervisor of flying (SOF) and chase pilot quickly assessed the condition of the aircraft in order to determine the best course of action. His wingman relayed that the lower portion of the gear was completely gone and all that remained was the upper assembly. Capt. Cornish quickly applied the appropriate checklist procedures, jettisoned his chaff and flares and coordinated with the SOF and his wingman to determine his landing options. He and the SOF concurred that an approach end arrestment was the best option, in accordance with technical order guidance. With less than 10 minutes of fuel remaining, the SOF discovered the arresting gear for the active runway was severed during the first attempted landing, leaving only two arresting cables rigged/available — one downwind and one with a substantial right crosswind component. The SOF relayed the information to Capt. Cornish, who immediately turned inbound to set up for an opposite direction approach, with just enough fuel to land in the opposite direction. He completed the approach end arrestment checklist and rechecked the winds. Knowing he only had one chance at landing, he modified his approach to account for his low fuel state and skillfully established arrestment parameters on short final. He landed on centerline and rolled into the cable in a perfect two-point attitude, controlling aircraft drift with aileron, rudder and nose wheel steering, and coming to rest on the nose wheel, right main landing gear, left wingtip, centerline fuel tank and the left horizontal stabilizer, approximately 30 feet from the edge of the runway. Capt. Cornish quickly shut down the engines and safely egressed the aircraft. His lightning-fast decisions and swift reactions undoubtedly prevented a loss of life and certain loss of a \$37 million combat asset.

HIGH



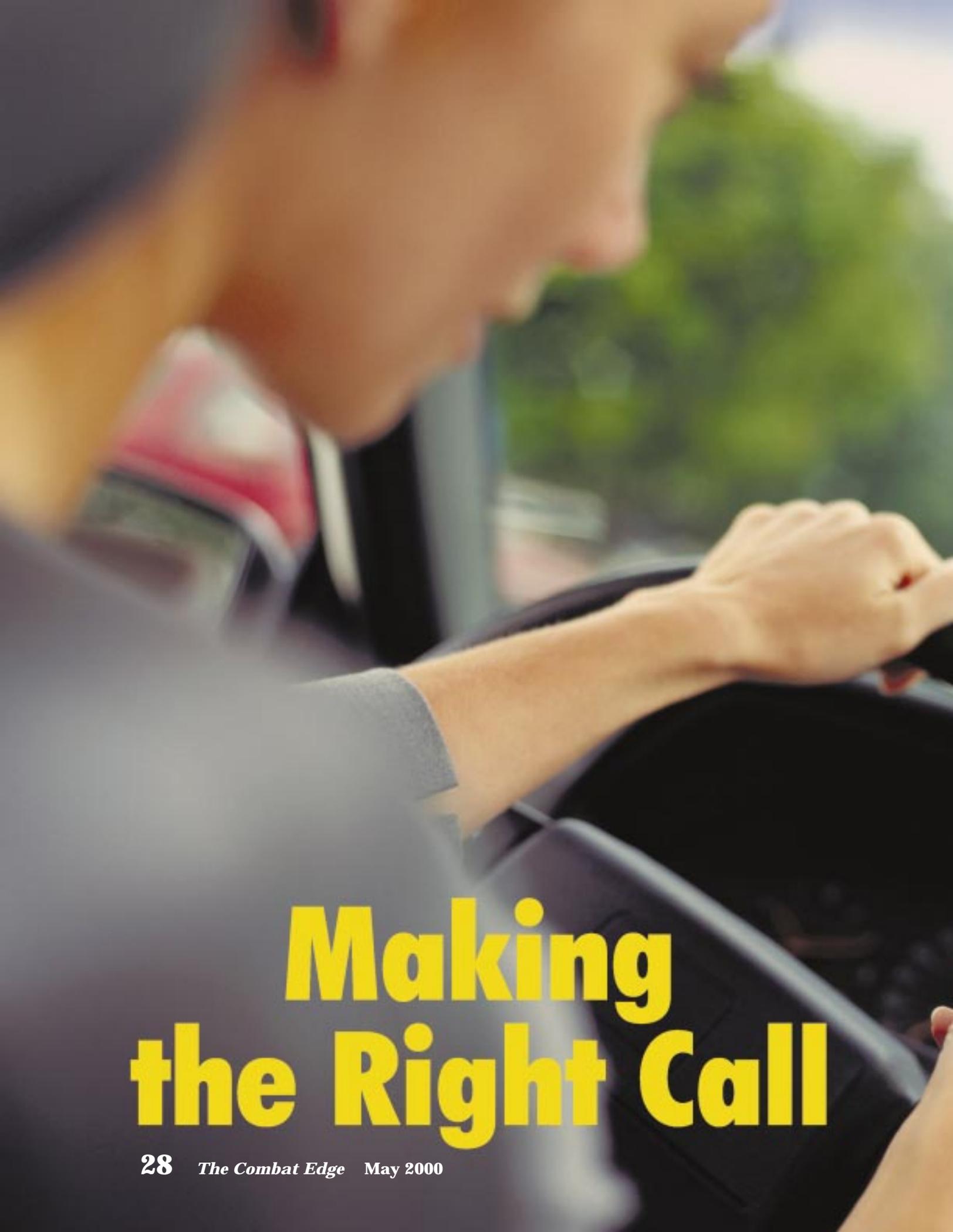
SIDE

*By Master Sgt. Wayne S. Nielsen
944th Fighter Wing Logistics
Luke AFB, Ariz.*

It is not the time or place to think about safety equipment when one has been forcibly ejected from the back of one's motorcycle. It is at this point that you are stuck with whatever cheap, used or broken gear you are currently wearing. The next time you go out and strap that dropped and dented helmet on your head, ask yourself, "is this what I want to be wearing when I hit the ground?" Just recently, I had the opportunity to answer that very question.

On October 6, 1999, I experienced a crash known as a high-side. This is where the rear tire lets go during off-corner acceleration, the back end slides outward, and then the rear tire suddenly regains grip. The resulting kinetic energy violently flips the bike up and over, and most times the rider is ejected into the air — over the high side. When I went over the high side, I was on a closed race course and wearing full leathers, boots, gloves, and a full face helmet. My face was the first thing that hit the ground, with the rest of my body quickly following. Even with the helmet on, the impact was hard enough to raise a sizeable lump on my forehead and give me a slight concussion. If I had not been wearing a helmet, my life would have most likely ended there. The gloves, boots, and leathers did their jobs and kept me from experiencing any "road-rash."

Prior to riding on the track I went over my gear looking for any signs of excess wear and checking the fit. This paid off for me, because if any of my gear had failed, I may not have survived the accident. While this preparation may have been for a ride on a race-track, all of this forethought should go into any street ride. The street is far less safe than a track simply because cars and many other unmovable objects are ready to take a bite out of you. A helmet, jacket, gloves, and boots will go a long way to protect you, but they need to be in top working order to do their jobs. Take a second before heading out on any ride and give your gear a quick once-over. Hopefully you won't need it, but if you do, don't find out too late that it is not up to the task of protecting you as intended. A helmet is replaceable — your brain isn't. ■



Making the Right Call

28 *The Combat Edge* May 2000

Driving can be difficult enough, even when you concentrate completely on the road. But driving while you dial a phone or balance it to your ear can be distracting and potentially dangerous. Car phones may be convenient for those who own them, but, if not used properly, drivers with car phones can be a danger to themselves and everyone on the road.

While there is no research that demonstrates that car phone use while driving increases crash risk, anything that takes a driver's concentration off the road presents a problem and increases the possibility of an accident. At 55 miles per hour, a vehicle travels the length of a football field in 3.7 seconds — less time than it takes to dial a phone number.

America's growing enchantment with cellular mobile phones in autos, vans, RV's, and trucks brings with it the need for renewed emphasis on safe driving practices.

The National Safety Council offers this safety information about cellular phones:

When purchasing a car phone, consider the type of phone and its ease of operation.

The Council strongly suggests a cellular phone with a hands-free speakerphone option, with the microphone installed in the sun visor directly above the driver's line of vision.

The handset should be placed for the driver's maximum comfort and convenience by being easily accessible and allowing the driver to sit and drive normally. Every user also should insist on a dealer demonstration of mobile phone use before and during a test drive.

Once the motorist is ready to begin actual use of a cellular mobile phone, he or she should remember that safe driving is the priority. The driver should keep both hands on the steering wheel and eyes on the road, using the speakerphone and letting the handset stay in its cradle whenever the vehicle is in motion.

Become familiar with how to use the phone. Read the user's manual and practice using the different features.

Using a car phone:

Mobile phone users should also assess the traffic situation before placing or receiving calls, making sure they are fully aware of road and vehicle distractions.

The safest method of calling is to dial phone numbers when stopped. Most phones allow the entry of numbers for calling at the user's convenience. Further, frequently called numbers can be stored within the phone's memory to minimize dialing while driving.

The Council stresses that phone users should remember to obey all traffic signs and signals and observe posted speed limits. A motorist on the phone should drive in the slow traffic lane in case he or she decides to pull over to complete the call. The ability to pull over into a safe stopping place is especially important if notes have to be taken.

No motorist should try to take written notes while driving. Using the voice mail feature on the cellular phone can help to eliminate this distraction.

The Council emphasizes that driving safely must take precedence over phoning. When on the road, you should concentrate on safe and defensive driving, not on making phone calls. ■

Courtesy of the National Safety Council

Deployment Safety Kits

By Master Sgt. David Buentello
USAFE Ground Safety
Ramstein AB, Germany

Editorial note: In this article, Master Sgt. Buentello presents some great guidance and a formidable list of deployment gear for “Safety” personnel. As you read through his article, keep in mind that much of it applies to anyone preparing to deploy, regardless of career field. Also, you need to realize a couple of important things before running out and attempting to procure everything mentioned. First, use this list as a thought stimulator to prevent you from overlooking any key items. Obviously, it would be unrealistic to imagine that anyone could or would take everything listed here (deployment location is a big factor). Second, we are not implying that this constitutes an ACC-directed or approved list. It is up to you and your unit to determine your unique requirements and logistical capabilities. Read on...

We have to think “outside of the box” to equip and train our safety folks to deploy in a timely manner. Remember, priorities of the war-fighter may not be the same as those of an Air Force commander at a CONUS base. Safety personnel should:

- Deploy with all the gear they need (both personal and professional) to hit the ground running.
- Deploy with the mindset of being an asset to the war-fighter (in many cases who isn’t part of the U.S., let alone in the Air Force).
- Deploy ready to become part of an infrastructure building asset, not just an “observer/safety monitor.”
- Deploy with gear to establish a bare base, one-man deep safety office, and fulfill the role of Chief of Safety.
- Deploy with gear that is mobile in size/function and must be able to fit in a backpack.
- Deploy with an open mind and understand that you may not be heading to an Air Force main operating base (MOB), but rather to a field in a country you have never heard of. This location may not have any infra-

- structure other than a dirt airstrip.
- Deploy with full mobility qualifications (weapons/shots/dog tags).

With these issues in mind, I'll list the things I feel we should be working towards. Money (or lack thereof) and mental attitude drives a lot of these subjects.

Pro Gear (things to do your job)

- Cell phones (worldwide capable)
- Laptop computers with modem/internet capabilities and the latest software (Word/PowerPoint/Excel/Access)
- NOTE: All electronics have to be multi-voltage and have the proper adapters (plugs) to work.*
- Electronic copies (CD ROM or loaded on laptop) of references (Air Force Instructions/other applicable manuals and standards/checklists/forms/command deployment guides)
- Reflective gear ("disco belt")
- Crew chief holding pouches (Leatherman, flashlight)
- Measuring devices (range finder/100' metal tape/Global Positioning System)
- Mishap kit (checklist(s)/witness forms/collection bags/tape recorder)
- Digital camera
- Extra batteries for all electronic devices
- Office supplies (pens/pencils/paper/markers/sticky notes/floppy disks)
- Local conditions/driving guides course (many driving guides are posted on Web sites or at the nearest MOB)
- Command/MOB points-of-contact listing
- Surveyors warning tape
- Snap lights ("glow sticks")
- Backpacks or rucksacks

Personal Gear (things to keep you alive and relatively comfortable)

- Mandatory allotment of BDUs and associated clothing (underwear/socks/cold weather liners)
- Gortex jacket/pants (with liners)
- Gortex boots (Danners)
- New toilet brush (used to clean mud from boots before entering tent)
- One-foot square of carpet/astroturf (used to stand on while dressing)
- Cot shelf and clothes rack (both items

break down, are light, and attach to the cot to provide storage space of personal items, hang clothes, and drape bug netting). You can find these in "Cabelas" outdoor catalog.

- One-gallon zip lock bags (used to keep gear, like clothing, dry)
- Padlocks (used to keep honest people honest)
- Stencil kit/etching tool (identify all gear with permanent markings before deployment)
- Laundry bag
- Summertime: Bug net bed cover and hat, bug spray and sunscreen
- Camel Back water bag
- Walkman/Radio
- Watercraft shoes (used as shower shoes and walking around tent)
- Athletic gear (shoes, clothes, limited equipment)
- Sleeping bag liner/sheet
- Toiletries, to include two-months' supply of medications, foot and body powders, and baby wipes (remember...no showers!).
- Winter: Requires a whole slew of extra clothing.

A final thought... We in the Air Force safety community are very comfortable with doing business at AF MOBs. The problem is, in the 21st century we will move more and more towards joint/combined operations away from U.S.-controlled MOBs. As much as it kills me to say so, we need to foster a new mentality that mimics the Army/Marine's way of deploying. If you watch how they flow packages, everything is standardized... from the members' pro gear to the personnel baggage to the members themselves. Nothing is left to chance. When in doubt, they bring extra, NOT less. This is important considering that they rely on the effective use of manpower. No one is "single-hatted." Everyone deploys knowing that they will be utilized in multifaceted roles in order to support the joint task force (JTF) commander and the war-fighter. We must absorb and assume this same line of thinking. If you are not directly supporting the war-fighter and being used as an asset, then you might as well stay at home. ■

Flight Safety Stats

ACC & ACC-Gained Losses for FY99

1 Oct 99 - 4 Apr 00
Class A Flight Mishaps

8 AF	
9 AF	
12 AF	
AWFC	
ANG	
AFR	
Aircrew Fatalities	

Class A - Fatality; Permanent Total Disability; Property Damage \geq \$1,000,000

* Non-Rate Producing