



There I Was . . . Tweet Style

Anonymous

It was a fine warm New England summer day. We had just landed at Pease on a T-37 ACE out and back. I was the typical young cocky FAIP working on a supplemental TDY ACE IP at the time. The ACE program had just begun and I found its loosely structured program exciting and a whole lot of fun.

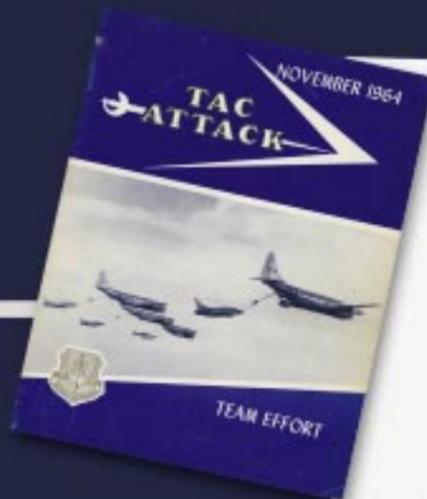
Flying in the northeast environment had its winter-time challenges, but lacked the big bruiner type thunderstorms that made my south central home base flying very interesting at times. The only thunderstorms I experienced in the northeast would be classified as thunder showers in my part of the world.

On our flight down to Pease, we noticed a lot of towering cumulus developing, but nothing to be concerned about. On our stopover weather update, the Pease weather shop briefed increasing likelihood of thunderstorm development enroute and a cell developing 20nm to the northeast but nothing enroute back home yet. After a quick bite to eat, we returned to our T-37 for an uneventful preflight and taxi. As we were taxiing out to a tower called a "thunderstorm within 20 nm." Again, no problem.

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As we were approaching the hammerhead, I called metro for an exact location and they stated 12 nm northeast of the field moving towards Pease. Mentally I planned for a runway 34 departure with an immediate turn to the south to keep me well clear of the thunderstorm. After quickly coordinating my desires I pushed up the power for takeoff and a flawless departure and flight back home. Another flight masterfully planned and executed! Well, when I landed, my TDY boss let me know that while enroute back home, the Pease weather shop called our base weather shop to let them know some interesting facts. That thunderstorm which I had "beaten" spawned a gust front that knocked over the wind measuring gear at Pease seconds after I had departed. Last recorded wind was 100 knots and increasing! The lesson here has been taught, learned, and reiterated over and over again at the cost of many lives. I was extremely lucky and "relearned" the lesson painlessly. You might not be so lucky.

FLY SMART FLY SAFE!



Don't tell the Bartender

BY CAPT JOHN D. MUSGROVE
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THE USER is always the best source of information for up-dating TOs, regulations, manuals and other directives that pertain to flying. Each pilot should consider this and appoint himself a committee of one to submit changes or improvements when he considers them necessary. As pilots, we can recall many occasions when we have had mouthed procedures and directives in briefings and bull sessions, or cursed and discussed the agency responsible for such nonsense. This is natural and just as

it should be. We are the experts in this business and often are more current than the man stuck behind a desk and charged with turning out these reams of paper. What I am suggesting is that we, as expert users, give a helping hand to the weenies in the head shed and help them help us. We are deriding the wrong people when we see a mistake in a directive if we take no action to correct it. We are to blame if we know of a better way to do a job and choose the bar or bull session as our only forum. We should take action to correct it.

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Here's how. Each wing has a Standardization/Evaluation flight whose sole purpose is to help turn out the best aircrews possible. If we will just sit down and write them a letter and tell them what should, in our opinion, be done, they will submit an AF Form 847, through Division DO, to TAC SEG. This gets action, since items must be reviewed by TAC. If it's a local problem, your S/E flight and DO shop should get together and work it out.

This is a unique opportunity for each of you to set policy and establish procedures that will be used TAC wide. This is particularly true in units with new equipment. For example, procedures adopted by us as the original users of the F-4C will be the basis for much of the future F-4 directives. If you want to do a job your way, tell us about it. Now is the time to start.

As a sort of footnote, I would like to mention what prompts me to write this piece. In the month of July, TAC SEG received only two 847s from all of Tactical Air Command. If we are so good that we only need two changes, this piece need not be written. If this is the case, we are so good that none of us will have occasion to partake of any more bull sessions to bad mouth the system. I, for one, would hate to see the second most popular pastime for fighter pilots die such an untimely death!

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From the Archives ...

The old maxim "the more things change, the more they stay the same," has never been more applicable to the magazine than this issue of *The Combat Edge*. At the ACC Safety Conference back in March, I promised that the magazine would not look the same when the conference met again in a year. Since the April 04 issue, the staff and I have put the magazine under a microscope and have given it a new feel and direction. We've implemented new layouts, design elements, and have taken the stance that just because something hasn't been done before, doesn't mean we can't do it. With this month's new cover logo, the first logo redesign in over 5 years; the transformation is nearly complete, and we hope you like the finished product.

The magazine cannot implement change without acknowledging where we've been in the past. *The Combat Edge* began as a result of the merger of Tactical Air Command and Strategic Air Command into Air Combat Command in June 1992. With the appearance of *The Combat Edge* came the retirement of *TAC Attack* (published from January 1961 to May 1992) and

Combat Crew (published from June 1950 to May 1992). Paging through old copies of *TAC Attack* and *Combat Crew*, the first thing we noticed were the old acronyms, aircraft, lack of color photos, and the black and white hand-drawn illustrations. Upon closer examination, a common theme stood out, solid safety messages that transcended time and were as applicable today as they were when first published. With that in mind, we have included one article from each magazine here in the centerfold and will occasionally reprint applicable articles in future magazines.

Safety and flying safety in particular was important enough in June 1950 for Lt General Curtis E. Lemay to direct the establishment of a safety publication, and for TAC to follow suit in 1961. ACC Safety's mission statement is "Preserving Combat Capability through Aggressive Mishap Prevention" and our goal is to accomplish just that, with a nod to the past and an eye on the future.

-The Combat Edge Staff

