

FY05 Aircraft

As of January 31, 2005

	Fatal	Aircraft Destroyed	Aircraft Damaged
8 AF			
9 AF			
12 AF			
AWFC			
ANG (ACC-gained)			
AFRC (ACC-gained)			

FY05 Ground

As of January 31, 2005

	Fatal	Class A	Class B
8 AF		2	
9 AF			
12 AF		2	
DRU's			

FY05 Weapons

As of January 31, 2005

	Class A	Class B
8 AF	0	0
9 AF	0	0
12 AF	0	0
AWFC	0	0

Legend

Class A - Permanent Total Disability; Property Damage \$1,000,000 or more
 Class B - Permanent Partial Disability; Property Damage between \$200,000 and \$1,000,000
 Class C - Lost Workday; Property Damage between \$20,000 and \$200,000
 *Non-rate Producing

Aircraft Notes

Nice work. ACC's only Class A in January was non-rate producing. An MQ-1 crashed during an AOR mission after losing its data link. Last week, I was working to get airborne when a caution light came on in the cockpit. "Clearly," I reasoned, "it's too cold for this 1978 jet. I'll just let the hydraulics warm up, cycle the switch and be on my way." No dice. So I asked a wise old bird, "Sir, do you know any tricks to get this light to go out?" Again, no dice, but the spare worked fine. If you know a fix that is not in the official guidance or have a cheat sheet labeled "Witches in the Systems," get it published. See Safety for the forms so the young pups have the trick when they cross the fence into the AOR. Check yourself before you wreck yourself. Fly Safe!

Ground Notes

As of 1/31/05, ACC has reduced Class A mishaps by 50 percent over FY04. Fatal mishaps have been reduced by 63 percent, lack of seat belt use has been a factor for all 3 Class A motor vehicle mishaps this year. Alcohol also has been a factor in 75 percent of the mishaps.

Weapons Notes

Surprise! Mishaps are on the rise! We had a series of missile mishaps throughout the command this quarter. Four of these mishaps were sheared umbilicals on AIM-9s and AGM-88s. All were due to inattention to detail and not following written guidance. Surprise again! Over the last three quarters we have seen an alarming increase in tech data violations that resulted in mishaps. Make a conscious decision to follow guidance and ensure others do the same. By doing so we can reduce mishaps and keep resources ready for the battlefield instead of in the repair shop.

Symbols for Mishap Aircraft

