

Fleagle



FY05 Aircraft

As of December 31, 2004

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

FY05 Ground

As of December 31, 2004

	Fatal	Class A	Class B
8 AF		2	0
9 AF		0	0
12 AF		0	0
DRU's		2	0

FY05 Weapons

As of December 31, 2004

	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

ACC had two Class As in December. An F/A-22 crashed on takeoff, but fortunately, aviator ejected successfully. The other was a non-rate producing mishap where a B-1B nose gear collapsed post-flight. Don't become complacent! I know that sounds both simple and trite, but it's hard to recognize. Recently, I heard someone brief the local NOTAMs as "standard." Then I got to thinking ... does that mean no change from yesterday or none that apply to our sortie? So, since I didn't fly yesterday, I checked. None applied until we stepped and the operations supervisor (TOP 3) said "Have a good flight! Oh and by the way, the TACAN is out of service." Check yourself before you wreck yourself. Fly Safe!

Ground Notes

The last quarter of FY05 proved to be successful in reduced fatal mishaps. ACC suffered 2 fatalities as opposed to 8 in FY04. That's a 75 percent reduction. There were also 2 Class A property damage mishaps: one invulnerability on aircraft radar and the other a radar tower that collapsed due to winds.

Weapons Notes

We in the weapons safety arena ended FY04 with another great year with regard to statistics. We did, however, continue to see mishaps happening as a result of not following technical data, so we requested additional emphasis to be placed on technical order usage and to focus on ensuring strict adherence to warnings, cautions, and notes. We begin FY05 with the same recurring problem. Failure to follow technical data will always result in an undesired outcome. Utilize any opportunity you have to emphasize technical order usage and understanding. Let's work together to take not following technical data as a cause of a mishap out of the equation.

Symbols for Mishap Aircraft

