



Mishap Statistics Scoreboard

FY05 Aircraft

As of April 30, 2005

	Fatal	Aircraft Destroyed	Aircraft Damaged
8 AF			✈✈✈
9 AF			
12 AF			✈✈
AWFC		*✈ x 4	
ANG (ACC-gained)			
AFRC (ACC-gained)			✈

FY05 Ground

As of April 30, 2005

	Fatal	Class A	Class B
8 AF	☿☿☿	4	
9 AF	☿☿	2	
12 AF	☿☿☿	5	
DRU's			

FY05 Weapons

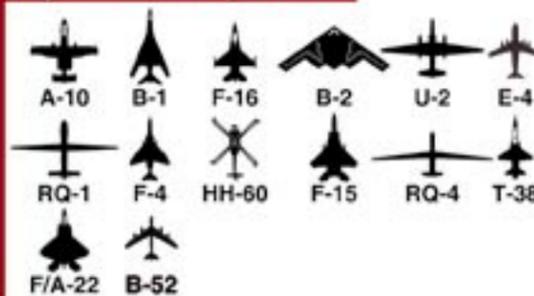
As of April 30, 2005

	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

Symbols for Mishap Aircraft



Aircraft Notes

ACC had 3 Class As in April. A B-52 was struck by lightning, an E-4 shelled a motor and an F-16 engine failed, prompting both pilots to eject. Both heavy aircraft landed safely. Recently, I got a chance to go fly at a strange field for a week. Yes, I'm bragging, but I can't pass up an opportunity to say, "Do like I say, not like I do." The first day, I was way behind the airplane ... the radios were very busy and the accent confused me. What I heard was, "Line 1, fly d'aidy sick ta guff, clear dadoo." What he said was, "Lion 1, fly the W86°00 line to GULF, Cleared the DDUNE recovery." By the RTB on the third day, I had it wired. What a beautiful Friday afternoon! Right up until the point where BOTH my flight lead and I complacently descended thru an altitude restriction. OOOOPS. "Line 1, delete 6, descend and maintain 4000'. Contact tower." Check yourself before you wreck yourself. Fly Safe!

Ground Notes

ACC experienced 3 Class A mishaps during the month of April. Two were PMV4's and 1 was a PMV2 fatality. This brings ACC's total to 11 for FY05, a reduction of 16 percent over FY04's total of 13 mishaps. Fatigue and the operation of PMVs during adverse weather were central factors in 2 of these fatal mishaps. As we enter the summer travel season, we must continue to emphasize the importance of adequate sleep/rest, and the checking of road conditions prior to traveling. PRM is mission essential. We must continue to remind all our Airmen to use PRM when planning their summer travels.

Weapons Notes

Once again, attention to detail can ensure our success, and lack of it can ensure our misfortune. Two recent mishaps continue to prove that not following tech data is still a problem (lack of attention to detail). Don't get disgruntled, get proactive. Information is available to brief at roll calls and staff meetings or even commander's calls. Let's continue to improve our low mishap numbers by working to make them even lower.