

The Combat EDGE

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OOPS!

The winner of the Ground Safety Award of the Quarter is located at the 28th Bomb Wing, not the 28th Fighter Wing as previously published in the October 2000 issue.

ACCent on Safety

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
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 Denotes images digitally manipulated.

MAKING THE HOLIDAYS HAPPY

Happy Holidays! It's that time of year again, from Thanksgiving to New Year's, when we hope to be home for the holidays. It's a wonderful time of year when family get-togethers help us catch up on family news and, in my case, over-eating. This time of year also brings long, tiring travel, often with encroaching winter weather. Unfortunately, it also means we stand a higher risk of losing lives.

Too often I hear of young folks involved in fatal mishaps while driving home for the holidays. Sometimes an ACC member is fortunate to be stationed in his or her hometown. But that is not the norm. Most folks must travel a long distance to get home for Thanksgiving. When ACC members live extremely far away, they stand an excellent chance of arriving home safely because the distance is so great that they must fly home. The people at the highest risk are those whose homes are somewhere in the middle — too close to justify an expensive airline ticket, and too far to safely drive in one day. The stories surrounding fatal mishaps are all similar: the person involved couldn't afford to fly, didn't want to spend money on a motel along the way, worked the day before they left, and drove all night. Essentially, they were fatigued before they hit the road for home... and then they never made it there. Please consider these factors before driving home for the holidays this year, and share your ride with a friend, if possible. And remember this, a few bucks for a motel is money well spent.

There is another high-risk person during the holiday season — the guy who, for some reason, can't go home for the holidays. That person may feel lonely or despondent, and may resort to alcohol to try to escape the feelings of loneliness. Any time a person resorts to alcohol, whether it is for fun or an attempt to escape an uncomfortable situation, they place themselves at a higher risk of something bad happening. If you plan to stay in your local area for the holidays, be mindful of those who are in the same boat. Find out if they have plans to enjoy the holidays with friends or if they'll be alone. A good rule is to "buddy-up" for the holidays... let's not let someone suffer a lonely holiday season.

Best wishes for a joyful and safe holiday season.

Col. Greg "Vader" Alston
ACC Chief of Safety

“There I was...”

By Maj. Gen. Larry Arnold
1st Air Force Commander
Tyndall AFB, Fla.

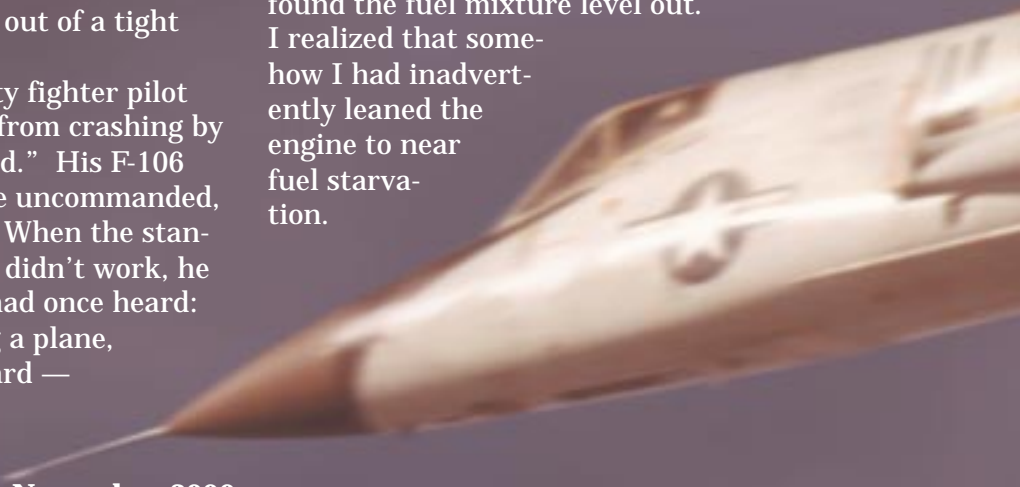
Editor’s Note: *In the following article, Maj. Gen. Arnold shares exactly the sort of story we look forward to receiving from the field. In his example, what once worked to save an F-106 transferred nicely to saving a Piper Arrow years later. We are not suggesting that the same technique would work in every situation, but his story highlights the value of paying attention whenever you hear someone say, “There I was...”*

I’m a firm believer that aviators learn more from experiences than we do from books. Exchanging a “There I was...” or “war” story is an extremely valuable, time-honored part of a flyer’s education. By learning from other people’s experiences we hopefully don’t have to learn the hard way. There are very few new ways of crashing planes; it’s simply new pilots repeating old mistakes they personally haven’t yet experienced. Today’s world of never-ending deployments seems to allow less time for aviators to trade stories and learn from each other. *The Combat Edge* is a great forum for this sort of exchange, and I’d like to relate a tale of mine that helped me out of a tight spot.

I was once told by a crusty fighter pilot that he had saved a fighter from crashing by “pushing everything forward.” His F-106 suddenly started doing huge uncommanded, uncontrollable barrel rolls. When the standard emergency procedures didn’t work, he reverted to something HE had once heard: if all else fails in controlling a plane, “just push everything forward —

stick, throttles, everything...” In executing this last-ditch effort, he somehow pushed the speed brake switch forward to the retract position, as it had inadvertently been put in the extend position. In the extended position, with the speed brakes on both sides of the vertical stabilizer, one side had departed, creating an asymmetric situation in the F-106 and causing the barrel roll situation. I never forgot that “push everything forward” philosophy.

Years later I was taking off at night in weather in a Piper Arrow, which was nearing maximum weight with people and luggage. Standard procedure after takeoff was to retract gear, retard the throttle to 2,500 rpm and execute a climb-out. While doing so that night, the plane suddenly stopped climbing. It seemed as though I was hanging in the air VERY close to the ground. Airspeed was not increasing, vertical velocity had gone from a climb to a descent, and we didn’t have much altitude to spare. In one nanosecond my mind reverted to the F-106 story, and I “pushed everything forward.” As I did, I found the fuel mixture level out. I realized that somehow I had inadvertently leaned the engine to near fuel starvation.



Once corrected, the plane responded as expected and, like any responsible pilot, my passengers never knew how close we came to disaster.

I'm sure I'm not the first to be saved by a war story. I never figured out definitively if it was my sleeve that caught the lever or maybe I grabbed the wrong lever at the wrong time, but the "war story" I heard those many years before saved me. Compliance to regulations is pre-eminent in handling an emergency and keeping aviators out of deadly square corners. Hopefully you'll be farther from the ground than I was, and you'll have the time to take a breath and catch your mistake. That F-106 driver never knew that sharing his story with me would help save my life, but it is an example of how important it is for

aviators to continue to talk to each other and tell each other about our experiences, both good and bad.

We aviators have an unwritten responsibility to continue this tradition of passing on our stories to one another.

The Combat Edge is an excellent forum for this. That was my story. My challenge to you is: Where's yours? ■





Photo by Tech. Sgt. Lou Hernandez

Element Deconfliction in the Multibogey Arena

*By Maj. Kevin J. Robbins
USAF Weapons School
Nellis AFB, Nev.*

From ACC Flight Safety: *As long as we continue to fly and employ warplanes, mid-air collision avoidance will remain a valuable topic of discussion. With the indulgence of the Weapons Review staff, we're reprinting the following article to highlight the relationship between sound tactical employment and safe flying. The two are inseparable, and each is required to preserve our combat assets.*

Weapons Review Editor's Note (from original publication): *Much of this article draws directly from the 3-1 Volumes 1 and 4 (Winter 1999), which were not in publication at the time this was written. All references are from the draft versions of 3-1. Maj. Robbins was a member of the 3-1 Volume 4 working group.*

In a recent low-tech poll many experienced fighter pilots responded differently to questions regarding who is responsible for deconfliction within the element and in what instances “engaged” and “support” roles should be established. The question of who is primarily responsible for element deconfliction is far too important to allow any confusion. This article will clarify these issues by addressing the basic element deconfliction contract, as well as deconfliction in a visual fight with more than one bandit.

WHO DECONFLICTS FROM WHOM?

In the last 10 years the roles of both flight lead and wingman have become much more demanding and difficult to execute. However, there should be no confusion about who is primarily responsible for deconfliction within the element — the wingman is responsible. Without the “engaged” role, the

wingman is always 100-percent responsible, but there are times when the flight lead is 100-percent responsible as well. The wingman flies formation off the flight lead and the flight lead is responsible for monitoring the wingman. According to 3-1 Volume 4, the role of the wingman is to “ensure element deconfliction while executing the briefed plan.” However, this does not alleviate the flight lead from deconfliction responsibility. Volume 4 also states that, “all fighters are responsible for clearing their own flight path,” and “flight leads will exercise techniques to assist in flight path deconfliction.” This means flight leads cannot fly with blatant disregard for their wingmen. The demanding airborne environment in which fighter pilots work demands that the wingman feel the full weight of deconfliction responsibility, while the flight lead should recognize the difficulty of this task and assist by using good flight lead technique, and, at times, assuming equal responsibility.

HOW TO DECONFLICT

The only way the wingman can guarantee deconfliction is by maintaining visual and managing tasks to allow enough “eyeballs out” time to take action if flight paths begin to converge. If the wingman is unable to ensure deconfliction, then he/she must communicate this immediately. These calls alert the flight lead to shift priorities; they do not alleviate the wingman from the responsibility to deconflict. The wingman should strive to deconflict at all times, but there are times when both wingman and flight lead need to prioritize “deconfliction” at the top of their list. Some examples of this are:

Blind: “Eyes in” time is a fact of life in modern fighters. In order to work the radar, multi-target and shoot, a pilot must look inside at the displays. It is important to keep a crosscheck, constantly updating the

element mate’s position and actions. If the flight lead is maneuvering aggressively, it will require more “eyes out” time by the wingman. If a wingman looks back outside and does not reacquire the flight lead in a reasonable amount of time, he/she should call “blind.”

A “reasonable” amount of time varies with the stage of flight. In the combat air patrol (CAP) on the same heading, with air-to-air tactical air navigation (TACAN) remaining constant, the wingman could attempt to regain visual for 8 to 10 seconds before making the “blind” call. On the other hand, during the intercept, with the flight lead possibly cranking into the wingman, 2 to 3 seconds would be the maximum allowable delay. Once the wingman calls “blind” and the flight lead is visual, the flight lead should assume full responsibility for deconfliction and communicate his/her position as required to the wingman. If the flight lead is also blind, he/she should communicate “blind,” and both element members become equally responsible for deconfliction.

The flight lead must take steps to ensure deconfliction by communicating his/her position, altitude, and flow direction to reestablish visual mutual support. Once the flight lead communicates his/her altitude, the wingman should deconflict above or below the altitude without transiting it. Both flight members should monitor trends in air-to-air TACAN, and flow direction to deconflict and regain the visual.

Splits: If either flight member communicates and executes a split, both flight members are equally responsible for deconfliction. “Split” is defined in 3-1 as “an informative call that a flight member is leaving formation to engage a threat; visual may not be maintained.” The assumption is visual will be lost, but both members should strive to stay visual for as long as possible even after “split” has been called. By using

air-to-air TACAN and communicating flow directions, the flight members can positionally deconflict while outside visual range. Flight members should communicate any changes in flow direction that may bring them back into close proximity to one another. For example, “Rambo 2 head’s up, Rambo 1 is flowing south at 10,000.” This will alert the other flight member to increase vigilance in “blind” deconfliction techniques. Once the visual is regained by the wingman, he/she will again assume the primary responsibility for deconfliction.

FLIGHT LEAD TECHNIQUE

There are times during the intercept and targeting phases when the wingman’s deconfliction role becomes difficult due to task load. While the wingman is primarily responsible for deconfliction, flight leads should employ techniques to help deconflict, especially when maneuvering aggressively or unpredictably. The more dynamic phases of flight mandate that flight leads use sound technique to assist wingmen in deconfliction and, at times, assume full responsibility for deconfliction as well. Some examples of these situations are:

Cranks: In instances when the wingman locks, shoots and cranks first, he/she is still responsible to deconflict and stay visual. If the wingman gets to visual limits, he/she should check back to the flight lead’s heading to maintain visual. If the wingman is unable to do this due to weapons engagement zone (WEZ) denial or intercept considerations, he/she should call “split.” Flight leads should execute a check turn into the wingman if able, allowing the wingman to maintain visual while still maximizing the crank. When cranking first, the flight lead should call the crank to alert the wingman, and maneuver to ensure deconfliction.

All-Aspect Missile Defense (AAMD): When either element member notches in the beyond visual range (BVR) arena, it becomes

difficult for the hot fighter to maintain the visual. If the flight lead notches, the wingman is still responsible for deconfliction, but the flight lead must realize the difficulty involved and consider him/herself equally responsible for deconfliction. Once either flight member reaches visual limits, or task loading prevents the hot fighter from maintaining the deconfliction responsibility, the element should utilize “blind” or “split” as appropriate. The notching fighter should always communicate changes in flow direction to alert the other flight member of potential deconfliction problems and aid in re-establishing visual mutual support. If both flight members are notching, the standard contract should still apply.

DECONFLICTION RULES OF THUMB

Flight leads should consider themselves equally responsible for deconfliction any time it is obvious the wingman is in a position where it is difficult or impossible to maintain sight, or under a heavy task loading for his/her experience level. The wingman should never assume less than full responsibility for deconfliction unless he/she has requested and received the “engaged” role IAW the 3-1 Volume 4 ACM section.

FOUR-SHIP AND LARGE-FORCE EMPLOYMENT

These concepts apply in any size formation. Any time a flight member is maneuvering unexpectedly, or against the flow, they should consider themselves primarily responsible for deconfliction. For example, if number five in an eight-ship wall needs to flow across the formation to attack his/her maneuvering group, it only makes sense that he/she would deconflict from the other members of the eight-ship. If seven and eight were flowing cold to a reset CAP and the rest of the flight was committing from that CAP, based on the lighter task loading,

number seven should assume primary deconfliction responsibility between his/her element and the rest of the eight-ship. Everyone should always strive to deconflict from everyone else, but flight members must recognize the times when they are best able to ensure deconfliction and take the required action.

AIR COMBAT MANEUVER (ACM) IN MULTIBOGEY SCENARIOS

When maneuvering visually against multiple bogeys in close proximity to one another, it is undesirable to establish the classic 2v1 “engaged” and “support” roles. These roles assume that, while both fighters should clear their own flight path, the “engaged” fighter has the option to completely disregard the other fighter if required to kill or survive. Neither fighter can afford to “disregard” the other when maneuvering aggressively in a multibogey engagement. It is paramount that both fighters feel fully responsible for deconflicting from each other and all the bogeys in the furball. When entering a multibogey merge, the wingman should continue to strive for deconfliction and the flight lead should no longer assume that the wingman is able to deconflict once the visual maneuvering begins (post-merge). This mindset will help guarantee element deconfliction.

In this scenario, it is possible to have two 1vX engagements in close proximity with both fighters flying their best basic fighter maneuvers (BFM) to kill while deconflicting. “Best BFM” is only as good as can be flown while still able to deconflict! The “big sky” theory is not good enough in this situation. There may be times in combat that we’ll have to count on that theory, but in training it is unacceptable and deconfliction must take a higher priority than BFM. Units must train to this standard to avoid mid-air and increase pilot proficiency in deconflicting while still executing top-notch

BFM. If either fighter is blind in this situation, a “blind” call must be made. The visual fighter will assume full responsibility to deconflict and give visual point-outs as appropriate. If both fighters become blind, the flight lead should assess the fight’s proximity to each other (situational awareness [SA], air-to-air TACAN, ground-controlled intercept [GCI], etc.) to determine subsequent actions.

During training, a terminate or knock-it-off may be warranted. It is not reasonable to put all responsibility to deconflict on the wingman in this environment. Both flight members should be responsible due to the difficulty in determining who has or does not have the ability to guarantee deconfliction on their own. It would be great to have one fighter able to concentrate solely on the job at hand without regard for deconfliction, but it is unrealistic in a large-force, comm-intensive war. Take for example a situation where both fighters merge with a multibogey single group and begin to BFM. If the wingman subsequently becomes defensive, how effective can he/she be at surviving and deconflicting if the flight lead is not attempting to deconflict as well? Attempting to communicate engaged and support roles in this situation based on status could quickly become comm-intensive and confusing. Is number two calling engaged with the flight lead’s bandit or his own? We should always attempt to give right-of-way to a defensive fighter because of his/her high task loading, but the defensive fighter should still be striving to deconflict because several of the fighters in the furball may be defensive at the same time.

“ENGAGED” AND “SUPPORT” ROLES

The 3-1 Volume 1 defines “engaged” as “an informative call used to establish engaged and support roles in the visual arena.” Therefore, “engaged” should not be used when targeting a group long-range. The

terms “locked, sorted, or monitoring” should be used long-range to avoid confusion regarding roles. Roles are not established until the “engaged” call is followed by a “press” call; so if a wingman calls “engaged” long-range, the flight lead should acknowledge with call-sign only to avoid establishing roles.

DISSOLVING ROLES

When SA is high enough to confirm that the flight is merging with a single bandit (2v1) and BFM will be required to kill, it is most efficient to establish “engaged” and “support” roles in accordance with 3-1 Volume 4. Once these roles have been established, if the support fighter detects additional bogeys and the deconfliction responsibilities cannot be maintained, then that fighter should call “split” or “defensive” with the appropriate descriptive comm. The engaged fighter should acknowledge the call and the classic 2v1 “engaged” and “support” roles dissolve. Two examples of the support fighters’ calls are, “Rambo 1, split high, tally-ho additional FULCRUM directly above,” or, “Rambo 1 defensive, additional bandit at my six for 3,000.” The engaged fighter acknowledges the call, “Rambo 2” and the roles are dissolved. Both fighters are fully responsible for deconfliction.

EXCEPTIONS

While it is undesirable to establish “engaged” and “support” roles in the multibogey environment, there are some instances when the flight lead may choose to do so. If the wingman feels he/she needs the ability to concentrate solely on the job at hand, then he/she should request the role by calling “engaged.” If the flight lead can accept the support role, then he/she responds with “press.” Flight leads always have the option to call “engaged,” but must realize it is unrealistic for the wingman to

be solely responsible for deconfliction in a prolonged visual engagement against multiple bandits. Dissolving these roles is executed as previously discussed.

“PRESS” CALLS

“Press” is defined in 3-1 as a “directive to continue the attack; mutual support will be maintained. Supportive role will be assumed.” This call is required to establish roles, but when used apart from an “engaged” call it does not. For instance, if Rambo 2 calls, “Rambo 2, split north, snap-lock BRA 340/10, 15,000,” then Rambo 1 could respond with “Rambo 2, press.” This tells Rambo 2 to continue the attack and that Rambo 1 is flowing with number 2. It does not establish roles. Rambo 2 still strives to deconflict in this situation, while Rambo 1 places deconfliction as a higher priority based on Rambo 2’s task load. Rambo 1 has simply given Rambo 2 the go-ahead to prosecute the attack and take the element to the merge.

CONCLUSION

Modern aerial conflict involves high-task loads, but deconfliction responsibilities must be clear. All fighter pilots are responsible for clearing their own flight path. Wingmen should always consider themselves 100-percent responsible for deconfliction unless they own the “engaged” role. Flight leads must use good technique to assist wingmen in deconfliction and, at times, assume equal responsibility. We must teach and debrief these basic concepts at the fighter training unit and operational levels. Scenarios should assist in this training, so ACM should not be limited to 2v1. Keeping track of each other, and establishing and dissolving roles must be second nature because the “big sky theory” does not always work. Good hunting. ■

YOU DON'T HAVE TO BE A PRO LIKE ME TO WRITE FOR THE COMBAT EDGE. IF YOU HAVE A STORY TO TELL, LET US HEAR FROM YOU.



By The Combat Edge staff
HQ ACC Safety
Langley AFB, Va.

How to Write for *The Combat Edge*

Perhaps you've never written an article before. Don't let that scare you. It can be surprisingly easy, and the results can be quite rewarding. You don't have to be a professional writer to contribute to *The Combat Edge*. Our authors come from all services, with ranks varying from airman to general to civilian. But they all share one thing in common — they have something that they believe needs to be said.

In the Air Force, we often refer to shared experiences as “war stories” or “there I was...” stories. War stories are experiences that have left a lasting impression on you. Everyone has a war story because that's how we learn — by experience.

People like to trade these stories because it gives them a chance to share experiences and possibly learn things they haven't encountered before. Sometimes we find ourselves in an emergency situation and our readers want to find out how we handled it. What were we thinking about? What was our first impression? What would we do differently if it happened again? Answering these kinds of questions holds the reader's attention. However, you don't have to be flat on your back, running out of airspeed, or in the middle of a fully loaded munitions storage area surrounded by a raging fire to have a valid war story. Many times we have an emergency or a problem; and although nothing exciting happens, a lesson is learned. These first-hand experiences are extremely effective in teaching, proving a point, or supporting your way of doing things; and everyone can identify with them.

Sometimes we don't have a war story but rather a thought or idea about a better way to do something. Again, share these ideas and thoughts with others. If your thoughts or ideas are safety related in any way, write them down and send them to us. Don't prejudge the applicability of your article — we get paid to make those calls. Send us the material, and we'll decide if the theme is

appropriate for *The Combat Edge*.

Here's a quick potpourri of potential areas and subjects where we'd love to see articles:

OFF DUTY: Seat belt experiences, recreational incidents, sports safety, home workshop tips, how to survive the summer/winter/spring/fall at home safely, safety in the kitchen, how to get to and from work without a mishap.

FLIGHT: Great ideas on how to keep from being that next flight mishap statistic, flying safely and effectively in the low-level/deployed/air-to-air/air-to-ground/over-water/bad weather/night/on the tanker/mass gaggle/on the range/in combat/clear VFR (certainly not all at the same time!) environment. How does your squadron pass along the hard-learned lessons from other flying incidents or mishaps experienced throughout the Combat Air Forces? What does your squadron, wing, direct reporting unit, or numbered air force (NAF) do effectively that seems to get the word out? What's the role of a good aviator, flight leader, element leader, wingman, flight commander, etc.? What have you done — unwisely or for whatever reason — that really got your attention (i.e., scared the wits out of you) that you'd rather not have anyone else experience?

GROUND: What does it take to be a great maintenance person or crew chief? What are the important ingredients to having a good flying jet or safe work place? How does your organization ensure the mission gets done right the first time — safely? What are the safety roles of maintenance, supply, security, transportation, and operations personnel as they all work together in accomplishing your unit's mission? What sorts of experiences have you had in or around the flight line, office, hospital, dining hall, or work site that you don't ever want to have again? What happens when complacency, misprioritization, lack of attention to detail, etc., get the upper hand in your life as you accomplish your job?

WEAPONS: Have you ever dinged a bomb/missile or damaged any munitions handling equipment? What could you have done to prevent it from happening? What does it take to operate day-in and day-out safely and mishap-free with training — as well as live — munitions? How can you ensure the most efficient and successful combat turns during aircraft operations? What lessons did some of you pick up on getting the mission done right during Operations DESERT SHIELD, DESERT STORM, PROVIDE COMFORT, SOUTHERN WATCH, etc.?

Remember, you are writing for people just like yourself. How do you tell a story to your friends or family? It's the same for the magazine. Most people don't talk about the energy scaling of phase-conjugate solid-state lasers and the ramification on eye protection while operating laser test equipment. So, don't write like that for the magazine.

Figure out what point or lesson you're going to try to relay to the reading audience and build your entire article around that idea. Don't try to write about the entire history of USAF maintenance or every possible sortie that can be flown by an F-16. Just pick one idea and work on that. If we need to broaden it a little, we'll tell you.

Don't be afraid to tell it like it really happened. You get more points for spreading the word than you lose by admitting to an error. Tell the reader why you think you made a mistake. Give a good reason. By the way, no one has ever gotten into trouble by writing an article for *The Combat Edge*.

We understand that few, if any, of you are trained journalists, but what we do ask all of you to remember when writing articles for our magazine are the basics we were all taught in school. You start with an introduction that hopefully grabs the reader's attention and gives them an idea of what you're about to tell them, then you go into detail with the main body, and finally wrap things up with the conclusion, where you summarize your main points and really drive them home.

There are no regulations, supplements, or directives concerning the submittal of ar-

ticles. We are completely dependent on voluntary submission of articles written by people who care and have something to share with their team members. *The Combat Edge* is published monthly and is 32 pages in length. As a result, our need for new articles is high, and we are typically forced to live "month-to-month" on articles. In planning to write about specific topics, keep in mind that it takes two to four months to get an article into print. In addition, as you select a subject to write about, be advised that some topics are purely seasonal. For instance, we wouldn't print an article on lawn mower safety in December. Remember to consider the lead time for getting an article into print, and plan ahead.

Drafts should be submitted double-spaced and typewritten. We prefer to receive them via e-mail, but we'll take them on a floppy disk via regular mail as well. Feature-length articles of approximately 1,000 to 1,500 words or about four double-spaced pages (12-point font) normally allow us to do a 2-page layout with artwork. Longer is acceptable as is shorter. The bottom line is, use whatever length is necessary to tell your story. Don't forget to include your name, rank, DSN phone number, and e-mail and unit addresses when you send in your article. Photo submissions to accompany articles are always welcome as well, but remember that there are many journalistic style regulations governing which photos are acceptable. Also, digital photos must be high resolution (at least 300 dpi) in order to be usable in our magazine. If at any time you have a question concerning your submission, give us a call at DSN 574-8842.

Unfortunately, as a government publication, *The Combat Edge* cannot offer monetary rewards for material published. What we can offer is the opportunity for you to make our Safety culture better. By sharing your knowledge, you make a valuable contribution to those who need your information to do their jobs in a safer manner. It may sound trite, but your input — whether a long feature or a simple tip — might just save someone from injury. It might even save a life. ■

The Harsh Truth

Two hours ago I returned home from attending the funeral of an employee of one of our contractors. His head was crushed under the overhead guard on one of our forklifts. It was his job to tarp the flatbed loads of our product (cardboard boxes). Usually our lift truck operators place the folded tarps on the fully loaded trailers, then the tarpers spread the tarps out and tie them down. It was the last load of the day. Our lift truck operators went on break and this young man got impatient. So, rather than wait for a qualified operator to return, he jumped on our lift truck and placed the tarps on the load. As he was returning the lift truck, he made a sharp turn with the mast fully extended. He apparently tried to jump free as the lift truck tipped over. He never made it and was killed instantly. He, along with the other employees of the contractor, had been instructed never to use our lift trucks. He had no training or experience. He was not wearing his seat belt — had he been, it is likely that he would still be alive. Instead, a 21-year-old young man is dead and a newborn baby no longer has a father. What a waste.

As Safety director I knew the possibility existed that I might someday have to deal with a situation like this, but I was not prepared for the devastation that a simple, reckless act could cause. Please, please, please, insist that everyone who has access to your lift trucks be trained and qualified operators. Develop a no-tolerance policy for lift truck safety violations. Enforce the rules. Make sure your lift trucks are equipped with seat belts and insist that seat belts are used — no exceptions, no excuses. No one should have to go through what the victim's family, my company and I have had to endure for the past week. ■

*By Darrell Wyatt
Originally written Sunday, 10 September 2000*

HQ ACC Off

CHIEF OF
Col Gre
DSN: 5

DEPUTY
Col Kerry May
DSN: 574-8804

FLIGHT SAFETY
Col William Snow
DSN: 574-8819

Col(S) Cesar Rodriguez
Asst Chief, Flight Safety
F-15/F-22/A-10

Lt Col Ronald Maxwell
Deputy Chief, Flight Safety
F-117/F-4/E-3/JSTARS/RC-135
U-2, UAV, HH-60

Maj Michael McDonald
B-1/B-2/B-52/C-130

Maj Craig King
F-16/T-38

Capt John Schroeder
Mishap Review

WEAPONS SAFETY
SMSgt Aaron Solomon
DSN: 574-8959

SMSgt Aaron Solomon
Chief, Explosives/Missile Safety

MSgt Robert Ogurek
Command Manager, Nuclear
Surety Safety

MSgt Kenneth Washington
Command Manager, Explosive
Safety

TSgt Tommy Clark
Command Manager, Missile Safety

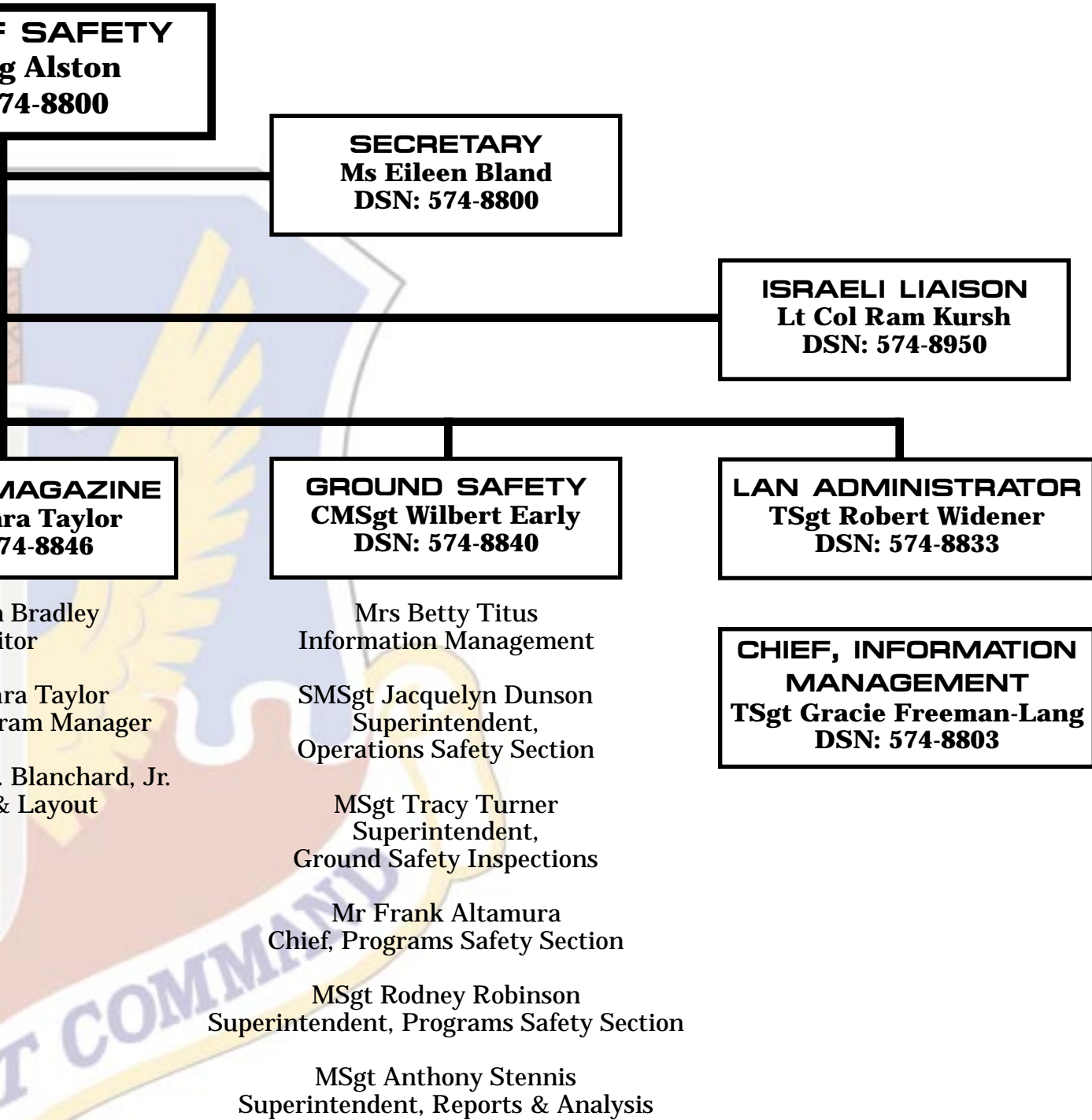
SAFETY M
Ms Barba
DSN: 5

1Lt Erin
Ed

Ms Barba
Awards Progr

MSgt Henry C.
Design &

Office of Safety



MONTHLY AWARDS

PILOT SAFETY AWARD OF DISTINCTION

1st Lieutenant Michael S. Starr
71st Fighter Squadron, 1st Fighter Wing
Langley AFB, Va.



The flight was a scheduled F-15 Demo Team return trip from Andrews AFB. The en route weather was 600 feet overcast solid up to 5,000 feet, scattered to 10,000 feet, and broken to overcast up to 20,000 feet. They planned on recovering via a radar trail instrument landing system (ILS) to Langley AFB (forecast weather was 800 feet broken, poor visibility), with Lt. Starr assuming "Nav Lead."

On final, Maj. Chandler (now in the weather and in trail) lost most of his navigational equipment, his left generator, and his radar broke lock on Lt. Starr. With no way of safely continuing the approach, he went missed approach. Lt. Starr was on short final with the runway in sight (actual weather was closer to 600 feet overcast and two miles visibility) as Maj. Chandler began his missed approach. Recognizing his predicament (no navigational instruments in instrument flight rules conditions), Lt. Starr began his own missed approach. He immediately got on the radios, deconflicted altitudes, and coordinated a climb to facilitate a rejoin with the wingman in fingertip formation. With no navigational instruments and a failed generator, the best course of action was to have Lt. Starr lead the formation approach and drop his crippled wingman off on short final.

With the situation under control, Lt. Starr asked for vectors back to the ILS but arranged to delay descent back into the weather until aligned with the ILS. This allowed the wingman to accomplish all his pre-landing cockpit tasks prior to entering the weather on the wing. Lt. Starr then flew a very smooth approach, placing his wingman on short final, on glidepath, on speed and in position for a normal safe landing. Once his wingman was safely down, Lt. Starr executed a second go-around, re-entered the weather and received vectors for an uneventful ILS full stop landing at Langley.

Although Lt. Starr is not yet a qualified flight lead, his situational awareness, decisive actions, and skillful airmanship quickly defused this potentially hazardous situation and allowed this mission to be completed successfully.

AIRCREW SAFETY AWARD OF DISTINCTION

Cpts. Kevin Armstrong, Dan Moy and
Robert Williamson, and Staff Sgt. David Campbell
965th Airborne Air Control Squadron, 552nd Air Control Wing
Tinker AFB, Okla.



Mission R56604 was flown out of Cold Lake Canada on 2 Jun 00 in support of MAPLE FLAG, a multi-national exercise. Eleven minutes into the E-3 AWACS sortie and climbing through 9,500 feet, all generators failed, leaving the aircraft with only emergency power and lighting. Capt. Armstrong leveled off to stay out of the clouds and remained visual

flight rules. The loss of all generators emergency checklist was initiated to restore power to the aircraft. While running the checklist, Sgt. Campbell noticed the number-four engine oil temperature was out of limits, requiring a second emergency checklist to be executed. Capt. Armstrong had to reduce the thrust to idle on the number-four engine to bring the oil temperature into tolerance. This corrective action caused the engine to produce nominal thrust and the crew then properly followed three engine procedures.

After taking care of the oil malfunction, all generators were isolated, restoring partial aircraft power. Following the checklist, the flight engineer connected the generators to the sync bus. When attempting to do so, the connected generator's voltage went out of limits, indicating a sync bus problem. Since the checklist does not cover this situation, the crew decided to operate the generators isolated, leaving the sync bus powerless. During the time these checklists were being executed, Capt. Moy and Capt. Williamson coordinated with air traffic control for a safe fuel dump area. Once partial power was restored to the aircraft, Capt. Armstrong declared an emergency; a third emergency checklist was accomplished to adjust weight of the aircraft to a safe landing weight. Using three engine procedures, the crew successfully recovered the aircraft at Cold Lake Airfield, saving the aircraft from further damage and saving the lives of the aircrew on board.

FLIGHT LINE SAFETY AWARD OF DISTINCTION

Staff Sgt. Steven Davenport, Senior Airman James Yates,
Airmen 1st Class Shawn Morris and Jedediah Badders
4th Operations Support Squadron, 4th Fighter Wing
Seymour Johnson AFB, N.C.



Amn. Badders was the assigned team chief during the recovery of a 336th Squadron F-15E Strike Eagle due to non-rotation, resulting in a high-speed taxi and a ground abort. The aircrew, not realizing their hot brake condition, attempted to park the aircraft at the end of runway spot 1. When Amn. Yates and Amn. Morris approached the aircraft to park and chalk for dearming, they sensed extreme heat and discovered a hot brake condition. Amn. Yates informed Amn. Badders, who signaled by hand signs for the aircrew to leave end of runway spot 1 and proceed to the end of runway hot brake area.

Amn. Yates then ran into the end of runway building and informed Sgt. Davenport about the situation. Sgt. Davenport radioed the maintenance operations center and declared a ground emergency for hot brakes.

Ninety seconds after the aircraft pulled into the hot brake area, both main landing gear tires blew. At this time Amn. Yates called the maintenance operations center and requested assistance from the fire department. The fire department showed up as the aircraft burst into flames. The fire department foamed down the aircraft as the aircrew was ground egressing from the aircraft.

The rapid response, cool thinking under pressure, and performance by these young maintenance technicians averted possible injury to the pilot and weapons system officer, and prevented further damage to and possible destruction of an F-15E Strike Eagle aircraft, valued at \$44 million.

WEAPONS SAFETY AWARD OF DISTINCTION

Airman 1st Class Jake W. Bayler
33rd Maintenance Squadron, 33rd Fighter Wing
Eglin AFB, Fla.



Amn. Bayler acted swiftly and decisively to evacuate all personnel after an MJU-7 countermeasure flare module container was run over by a flight line fuel delivery vehicle. Amn. Bayler, assigned to deliver chaff and flare modules to F-15 aircraft in support of upcoming mission requirements, was securing remaining munitions when notified by the line expediter that a fuel track had just run over a full MJU-7 flame container. Amn. Bayler immediately notified munitions control, proceeded to the scene, and noted approximately 10 people standing around a demolished ammunition can in proximity to parked mission-ready F-15 aircraft. After a quick and decisive assessment of the mishap scene, Amn. Bayler evacuated all personnel to a proper withdrawal distance and directed others to help cordon off the mishap area, and remained on-scene as a fireguard until Explosive ordnance disposal and emergency personnel arrived. Airman Bayler's quick thinking, knowledge of munitions mishap procedures, and decisive actions averted the potential loss of human life and the possible loss of a multimillion-dollar aircraft.

GROUND SAFETY AWARD OF DISTINCTION

Airman 1st Class John M. Pace
93rd Maintenance Squadron, 93rd Air Control Wing
Robins AFB, Ga.



Amn. Pace demonstrated outstanding performance and professionalism during a recent E-8C preflight inspection while deployed to Operation COLD HARVEST. He discovered a loose hi-lock fastener on the right upper wing top surface. His quick, decisive actions and expert structural knowledge prevented damage to the right center wing tank fuel system, an in-flight emergency, or, even worse, an in-flight mishap.

Amn. Pace is a structural maintenance technician but was assisting the crew chiefs in an upper wing preflight inspection. His attention to detail revealed evidence of a fuel leak originating from a hi-lock fastener. Further investigation led him to discover the hi-lock fastener could be removed with his fingertips. He discovered the collar wasn't installed on the fastener and that its removal left a 5/16-inch hole. His attention then focused on the possibility of a foreign object (hi-lock collar) in the fuel tank and the dire consequences it could cause. He recommended opening the fuel tank and doing a thorough foreign object inspection. The production superintendent immediately grounded the aircraft and arranged the aircraft to be defueled and towed into fuel cell for tank entry.

Since he is tank entry qualified, Amn. Pace assisted the fuel technician in his preparation for tank entry and entered the tank to perform the foreign object inspection. His discovery was nothing less than startling; trapped on a structural ledge, directly beneath the hole, was a hi-lock fastener. The beveled head was drilled out and the collar was still installed, but nothing else was found. He then properly installed the correct size fastener and helped close up the fuel tank. Once again he assisted in the aircraft tow and refuel.

His discovery indicated that this condition only occurred during flight because the level of fuel is never at this height to cause a leak. The tank would have to be full to observe a leak on the ground, but the mission fuel loads used would never allow this to happen. Once the fastener was removed with the aircraft in-flight, the airflow across the wing would have caused a venturi effect. This would quickly allow fuel to drain from the right center wing tank.

One could only imagine the consequences if this foreign object had migrated to the refuel valve, float assembly, or even the fuel boost pump. The overall actions of Amn. Pace during this unsafe condition averted a potential disaster. His quick thinking, sound judgment and technical knowledge should serve as a shining example for others to follow.

Home for the Holidays... Safely

*Courtesy of the Bureau of Transportation Statistics,
U.S. Department of Transportation,
and HQ ACC Safety staff
Langley AFB, Va.*

Highway Fatality Rates are Lower During the Holidays

Despite the increased numbers of travelers and passenger miles traveled by automobile, the holidays are a relatively safe time of the year to travel. There are 9.3 highway fatalities per 100 million miles of long-distance automobile passenger travel during the year, compared with 3.4 fatalities at Thanksgiving, and 4.6 fatalities at New Year's. Lower fatality rates during the holidays can be attributed to the high proportion of interstate driving, a greater police presence, and lower rates of commuter driving, where most highway-related deaths occur.

Although highway fatalities decrease during the holidays, alcohol-related highway deaths increase. In 1995, the proportion of alcohol-related deaths was 49 percent during the holiday period, compared with 41 percent for the year as a whole. Surprisingly, in 1995, the proportion of alcohol-related highway fatalities was higher at Thanksgiving (52 percent), than at either Christmas (47 percent) or New Year's (48 percent). However, during the 10-year period between 1986-1995, alcohol-related deaths were highest at New Year's (59.5 percent), while Thanksgiving and Christmas were lower at 53.9 percent each.

Cars Dominate Holiday Travel

With more families traveling, a higher proportion of people drive and a lower proportion of people fly on long-distance holiday trips. The share of trips made by personal use vehicles is 83 percent for both Christmas and Thanksgiving, compared with 81 percent for the entire year, while the share of air travel is 15.2 percent for the year. New Year's is the only exception, with a lower than average share of driving (78.9 percent) and a higher than average share of flying (18.5 percent).

About 5.8 million Americans make only one long-distance trip during the year, either at

Christmas or Thanksgiving. Another 6.6 million people travel home for both holidays, but make no other trips during the year. And since holiday travel often involves families traveling together, this raises the size of the traveling party and lowers the median age of all travelers.

Despite the fact that more people drive to and from their Thanksgiving and Christmas destinations, air travel doubles during the holidays. Airports are the most congested on the Sunday after Thanksgiving (2 million people traveling), the Wednesday before Thanksgiving, December 27th, and New Year's Eve (each with about 1.7 million people traveling).

Sunday after Thanksgiving is Heaviest Travel Day of the Year

The most traveled day of the holiday period — and of the entire year — is the Sunday after Thanksgiving, when 13.7 million long-distance trips are made. The day after Christmas is the second most traveled day during the holidays, with 12 million people trips. While Christmas and Thanksgiving record about the same amount of travel, Thanksgiving's high volume of travel is concentrated in fewer days, which places a heavier burden on the transportation system.

Trip Safety

Make an informed decision when it comes to holiday traveling. Know that planning and preparation is the best mishap prevention. Things to think about include: getting plenty of rest, packing a winter survival kit, bringing tools, using seat belts and child safety seats, and, if at all possible, avoiding driving during peak traveling periods.

For additional information, call your base Safety office or HQ ACC Ground Safety at DSN 574-8840. Have a happy, and safe, Thanksgiving! ■



A man wearing a white shirt, light-colored pants, and a cap is standing in a field of tall grass. He has a large black backpack with blue gear on top and is leaning on a metal case. The background shows rolling hills under a blue sky with light clouds.

HUNTING SAFETY

*By Master Sgt. Robert Ogurek
HQ ACC Weapons Safety
Langley AFB, Va.*

The big day has finally arrived. You have looked forward to this day since the season closed last year. You purchased a new gun, spent numerous hours at the shooting range, worked up the perfect round, and scouted for the perfect hunting spot. Now it's opening morning, the sun has just begun to peek over the horizon, and you are sitting in your stand. You hear a twig break, and you know it's that big buck you have been watching all summer. You slowly raise your gun and point it in the direction of the sound and, just before you pull the trigger, another hunter walks out from behind a tree.

Do you remember everything you were taught during the hunter safety course you attended a few years ago? Rule # 5 reminds us that we need to be sure of our target before we pull the trigger, and always know what lies beyond the target. Now let's review some of

the potential hazards you may incur while out in the field and safety precautions to be taken to reduce these hazards.

Many accidental shootings happen while hunters are crossing fences or other obstacles. These are areas that are covered during the hunter safety course as well. Methods to perform these relatively simple maneuvers include unloading your weapon and setting it on the ground while climbing over that fence, or handing your gun to your hunting partner while you cross the fence, and then returning the favor as they cross. Sounds simple, but these are very important rules to use while you are enjoying the sport you love.

Another obstacle that is dangerous to negotiate is climbing in or out of a tree stand. Steps to take to make this a much safer task include unloading your gun, tying a rope to it, climbing into the stand, and then pulling it up

after you have put on your safety harness. Likewise, when you get out of a tree stand, unload your gun, lower it to the ground, and then climb down. Since we are on the topic of tree stands, there are some other things you can do to ensure you have a safe hunt. Take additional precautions, such as checking tree stands for indications of excessive wear and damage, and using a safety strap. Also, examine trees for rotten wood or other signs that they might not support your body weight.

There are so many things that can happen while you are out in the woods or prairie hunting. Many hunting accidents are the result of heart attacks and other physical or mental problems. Preparation for the hunt goes much further than scouting and shooting. Physical conditioning and mental preparation are major factors, and you should spend equal time on these areas as well.

This next area should go without saying. However, people still consume alcohol and take to the field with a gun in-hand. We all know that alcohol impairs our ability to make good rational decisions as well as our motor skills. Alcohol and firearms do not mix. Enough said!

If you have been safe and successfully filled your tag, there are still more safety considerations to take. While performing the field dressing task, be sure not to pull the knife toward any part of your body. Too many times hunters are found dead lying next to their kill with a severe cut in their leg or upper arm.

Weather is another important area to consider. Hypothermia can set in when the body is exposed to cold temperatures for extended periods. To avoid these potentially dangerous situations, check the weather prior to the hunt, dress in layers, and have clothing for the weather that was forecasted (i.e., rain gear, extreme cold weather gear, etc.).

If you are one of those hunters who likes to take to the woods alone, there are some measures that you can take to help you out in case something unforeseen happens. First and foremost, always let someone know where you will be hunting. Additionally, pack a small first aid kit, take along some food and water, and an emergency fire starter in case you get lost and have to spend the night out under the stars. With today's improvements in technology, having a global positioning system or cell phone available could save your life.

Every year millions of hunters take to the field in hopes of bagging the buck of their dreams. The number of hunting accidents has been decreasing for several years due to the efforts of those who have taken time out of their busy schedules to train adults and children on the basics of hunting safety. The results of this training are remarkable. According to the National Rifle Association, "in the last 30 years the national hunting accident rate has decreased steadily, with some states reporting as much as a 75-percent decline. By 1996, the U.S. accident rate was down to a low 6.12 accidents per 100,000 hunters, and the fatal accident rate had dropped to only .57 per 100,000. To help put this into perspective, the 1995 swimming accident rate was 218 per 100,000 swimmers. And based on estimates by the National Safety Council, the fatal accident rate was 2.44 per 100,000 swimmers." These numbers are good, but let's work on reducing the accident numbers to "0."

These are just a few safety-related areas to remember while you are hunting and enjoying the great outdoors.

Here are the 10 rules for safe firearm handling:

1. Treat every gun as if it is loaded.
2. Control the gun muzzle at all times.
3. Guns not in use are to be unloaded and stored with actions open.
4. Be sure the barrel and action are clear of obstructions and that only the proper ammunition is carried with every gun in use.
5. Be sure of your target identification before you pull the trigger, and always know what lies beyond the target.
6. Never point a gun at anything you don't want to shoot.
7. Never climb a fence or tree, or cross a ditch or other obstacle, with a loaded gun, and never pull a gun toward you by the muzzle.
8. Never shoot at water or a flat, hard surface, and always be sure your backstop is adequate.
9. Store guns and ammunition separately; out of reach of people who are unfamiliar with safe gun handling.
10. Never handle a firearm or operate a vehicle while under the influence of alcohol or drugs.

See you in the woods! ■

Travel Safely



Photo illustration by Master Sgt. Henry C. Blanchard, Jr.

*By Senior Master Sgt. Gnanapragasam Gabriel
ACC Inspector General Team
Langley AFB, Va.*

In March of 2000, after having completed 25 years of active duty military service without a vacation in many years, I decided it was time for a vacation in Europe. I waited for a space available (Space-A) flight out of Norfolk Naval Air Station, Virginia. After more than an 18-hour delay due to mechanical problems with the aircraft, I was finally on my way to Rota Naval Air Station in Spain. I spent almost a day in Rota, and then decided to go visit some friends and relatives in the Madrid area of Spain. Having traveled in Spain since 1977, I used extra caution by keeping my wallet in the side pocket of my trousers rather than in the back pocket. By this time I had traveled non-stop for two and a half days without much rest. Feeling pretty tired and worn out from the jet lag, I wasn't as cautious and alert as I usually am. After paying for a sandwich and coffee at a restaurant, instead of putting my wallet back in the side pocket of my trousers, I stuck it in my back pocket. Mistake number one. Wearing my old squadron hat with an F-15 eagle embroidered standing out like a neon sign was mistake number two. Showing off as an American tourist was inviting trouble.

A stranger walked in front of me and threw some coins on the sidewalk. Acting like he was going to pick them up, he knelt down and grabbed both of my legs, immobilizing me on the crowded sidewalk. The next thing I knew, there were two other strangers grabbing me by my arms and pointing a knife at my back. By the time I began to yell for help, the two individuals had taken my wallet and run away. Even though I was stunned by the lightning speed of this robbery, I managed to chase down the individual who was holding my legs and get the local police to take him into custody. Mistake number three — chasing one of the armed robbers in the middle of a crowded city and detaining him until police arrived. Though it worked this time, it could have backfired if the robber had attacked me with a concealed weapon.

I was fortunate that there were three young ladies who witnessed the robbery and joined me when I screamed for help. They helped chase the robber and assisted in getting the police to the scene. I went into a slight shock shortly after the police took custody of the robber. Going into shock did not help me with my communication, even though Spanish happened to be one of four languages I speak fluently. One of the ladies who spoke English assisted me in translating to the Spanish police. She further assisted me in making telephone calls back to the U.S. to report the loss of stolen credit cards, etc. It took more than an hour from the time the wallet was stolen to report the stolen credit cards. By this time, the robbers had begun to run up the cards. After calling off the vacation, it was difficult trying to get back home. Upon my return to the U.S., I began to sort out issues related to the robbery, and during this process I learned a few things I wanted to share with other world travelers.

Consider these tips:

◆ Only take in your purse or wallet what you will need for your vacation. Leave what you don't need at home.

◆ Consider wearing a concealed wallet under clothes while keeping a fake wallet in your pocket with bare minimum items; small amount of money needed for frequent use. Have your credit card numbers and card companies' customer service phone numbers in a safe box so you can readily access the information to report theft or loss. Planning is the key.

◆ Keep your travel documents, credit cards and the majority of your money separate, and concealed, so you can eliminate your chances of losing everything in one instant. Do not carry any personal identification numbers (PIN) in your wallet or purse.

◆ If you are an online trader, do not carry a credit card issued by that company because you can encounter more difficulties straightening out an online trading account after an incident of this caliber. You are better off carrying a credit card from a different financial institution that has no ties to your online trading account. Carry credit cards with certain limits, like \$5,000, even though some card companies will grant you up to \$50,000 or \$100,000 in line of credit. Why carry credit cards with such high credit limits when you can get by with lower limits?

◆ Keep enough coins of the country where you are traveling and know how to use their phone system to make emergency calls back to the states or relatives. You may also want to call friends in the country in which you are visiting.

◆ Memorize important telephone numbers, preferably someone with a cell phone that you can contact in the U.S. in the event of an emergency. If you keep the phone numbers in your wallet, you are making things tougher for yourself, but easier for the thief. If you don't have the telephone numbers memorized or written down somewhere, other than your wallet, you will be in more trouble. Consider not listing your address in

your telephone book. Listing just the name and number in your telephone book may be sufficient if you are not owning or operating some sort of business.

◆ Ladies — don't carry all your valuables in your handbags. Thieves who may be riding bicycles, mopeds and motorcycles snatch handbags easily. Usually the person who is riding on the backseat of a moped or motorcycle will be the one to grab your handbag while you are walking on a crowded sidewalk, in a park, or practically anywhere. Try to purchase a mini backpack-type bag and carry a minimum amount of things in it, so if it gets ripped off you don't lose too much. Even ladies should carry valuable items like credit cards and travel documents separately and concealed. Use your imagination; once again, planning is critical to safety.

◆ Know various tricks thieves use in order to distract your attention. When they try to get your attention and divert your focus to whatever their gimmicks are, you won't fall for it. Be alert. Avoid distractions and think in terms of how to avoid being robbed. If someone drops a bunch of coins in front of you, get out of the spot in a hurry. Don't try to bend over to help pick it up. Being a good samaritan doesn't always pay off, and may get you in trouble. If you are not vigilant of your surroundings at all times, you may be the next victim.

◆ Another good ruse is small children approaching you crying and asking for help to find their mom or dad. They may be asking you for money or even demonstrating some sort of street shows, like playing musical instruments and other street side entertainment, to distract your attention just long enough for their partners to get a hold of your handbag, wallet or camera.

Know what steps you can take in the event you get robbed and lose your identification cards, credit cards and other valuables. Know the three major credit bureaus mentioned at the end of this

article and how to contact them.

If you suspect identity theft, you can call all credit bureaus and ask them to place your credit file on fraud watch. You must tell them to call only your home phone to validate with you if anyone is trying to obtain credit cards under your name and your social security number. Some of these companies will provide a free statement within a few days after you contact them, and you may request additional statements by contacting the credit bureau at least once a year.

Some banks provide a special service known as "Credit Notify" for their card members for a small fee. This kind of special report may enable you to know fraudulent activity by reviewing it quarterly. You must dispute fraudulent activity by immediately contacting credit grantors and getting help from law enforcement agencies.

Stolen checks are another item of concern. Know some of the companies who can collect, report and investigate returned checks. Examples are as follows:

Check Rite	(800) 766-2748
Chex Systems	(800) 328-5121
Equifax-Telecredit	(800) 437-5120
NPC	(800) 526-5380
SCAN	(800) 262-7771
Telecheck	(800) 685-5000

Here's wishing you a safe and pleasant trip, no matter where you may be headed. ■







Major Credit Bureaus

Trans Union P.O. Box 6790 Fullerton, CA 92834	(800) 680-7289
Equifax P.O. Box 740256 Atlanta, GA 30374	(800) 270-3435
Experian P.O. Box 1017 Allen, TX 75013	(800) 397-3742

Flight Safety Stats

ACC & ACC-Gained Losses for FY00

1 Oct 99 - 30 Sep 00
Class A Flight Mishaps

8 AF	
9 AF	
12 AF	
AWFC	
ANG	
AFR	
Aircrew Fatalities	

Class A - Fatality; Permanent Total Disability; Property Damage > \$1,000,000
* Non-Rate Producing

WHAT'S THE BIG RUSH?

Where are we going and why are we in such a rush?

*By Mr. Ken Morris
1st Air Force Ground Safety
Tyndall AFB, Fla.*

I've asked myself that question many times during my daily commute to and from work. As I was driving to work this morning, that very thought struck me as I watched a car switch lanes to pass the car in front of me, as well as myself. Normally that wouldn't have been such a big deal, but we had just passed a warning sign indicating that the road would be reducing to two lanes about 500 yards ahead. We were also in a road construction area with barricades and cones as visual warnings. Up until now traffic was moving at the speed limit, except for the person who felt the need to pass as many cars as he could before the road narrowed.

I travel this route twice a day and routinely see the same cars, and every day I see the same drivers pulling the same stupid stunts. My commute to work takes 25 minutes. There are several routes I could take, but I've settled on this particular one because the pace is a little calmer. At times I've caught myself hurrying, but it didn't seem to matter because it still took 25 minutes to reach my destination. The only noticeable difference was in my stress level.

Road rage seems to be the craze of the decade and drivers like the one I witnessed this morning cause it. Unfortunately, there aren't enough law enforcement people to catch the offenders, so the road rage problem gets exacerbated when an abused driver takes off in pursuit of an "offender." Now the problem is compounded.

Where does it stop? Maybe when the pursuer decides it's not worth the effort or risk. Worse yet, when one or both of them involve an innocent bystander/motorist in an accident.

How do we fix the problem? First we have to take a look at our own driving habits to make sure we are not part of the problem. Do we live in the left lane? Do we box people in by staying abreast of another vehicle? Do we block intersections when traffic comes to a halt and backs up? Are we notorious speeders, non-signaling lane changers or habitual lane



changers? All of these cause other road occupants to get irritated and, all too often, make them want to seek revenge.

There's no easy, painless way to satisfy that urge for revenge. The safest way to achieve satisfaction is to put some distance between you and the aggressive driver by falling back. The greater the distance between the two of you, the more satisfied and safer you should feel. The amount of time you lose by slowing down is minuscule, especially when you're only on a short commute. Besides measuring the travel time lost or gained in terms of minutes, you've also got to consider the mental aspect. You can usually measure it by whether you want to kick the dog or pet the dog once you get home. If you can avoid the stressful aspects of the trip, you'll most likely find yourself petting the dog. And the dog will most definitely like you more for it. ■

Safe Holiday Cooking

With the holidays quickly approaching, cooking and baking are soon to reach their peak of the year. With this increase in kitchen activities comes a need to observe some basic precautions. Raw meats such as beef, pork, and poultry have natural bacteria that thrive on improper handling and preparation. Here are a few safety tips for cooking that could help ensure your Holiday Season remains an enjoyable one. Remember, the best way to deal with food poisoning is to prevent it!

*Reprinted from the
November 1998 issue of
The Combat Edge*

- Thaw frozen raw meat in a refrigerator that maintains a temperature of 41° Fahrenheit (F) or below and **not on a counter top**. Plan on at least 24 hours of thaw time per 5 pounds of meat.
- Thoroughly wash your hands, utensils, and work surfaces with hot, soapy water **before and after** handling raw meat to prevent cross-contamination.
- With poultry, wash both the inside and outside with cold water before cooking.
- If you are stuffing a turkey, do so **just prior** to cooking.
- To ensure your meat is thoroughly cooked, insert a meat thermometer into the thickest part of the meat. Beef, ham, and pork should reach 165° F for at least a minute. The proper temperature for turkey and other poultry is 180° F, and the internal stuffing must reach 165° F.
- Do not allow meat to sit out in temperatures between 41° F and 140° F for longer than 2 hours; these are ideal temperatures for bacteria (such as salmonella) to grow and cause food poisoning.
- When saving leftovers for snacking or quick meals, store them promptly and properly. Store all items (such as stuffing, gravy, ham, and turkey) separately. It is recommended that you separate the meat from the bone and divide it into smaller portions for rapid cooling. If any items have been left at room temperature for longer than 2 hours, discard them.
- Discard meats that have been refrigerated for over 72 hours.

