THE MOBILITY FORUM

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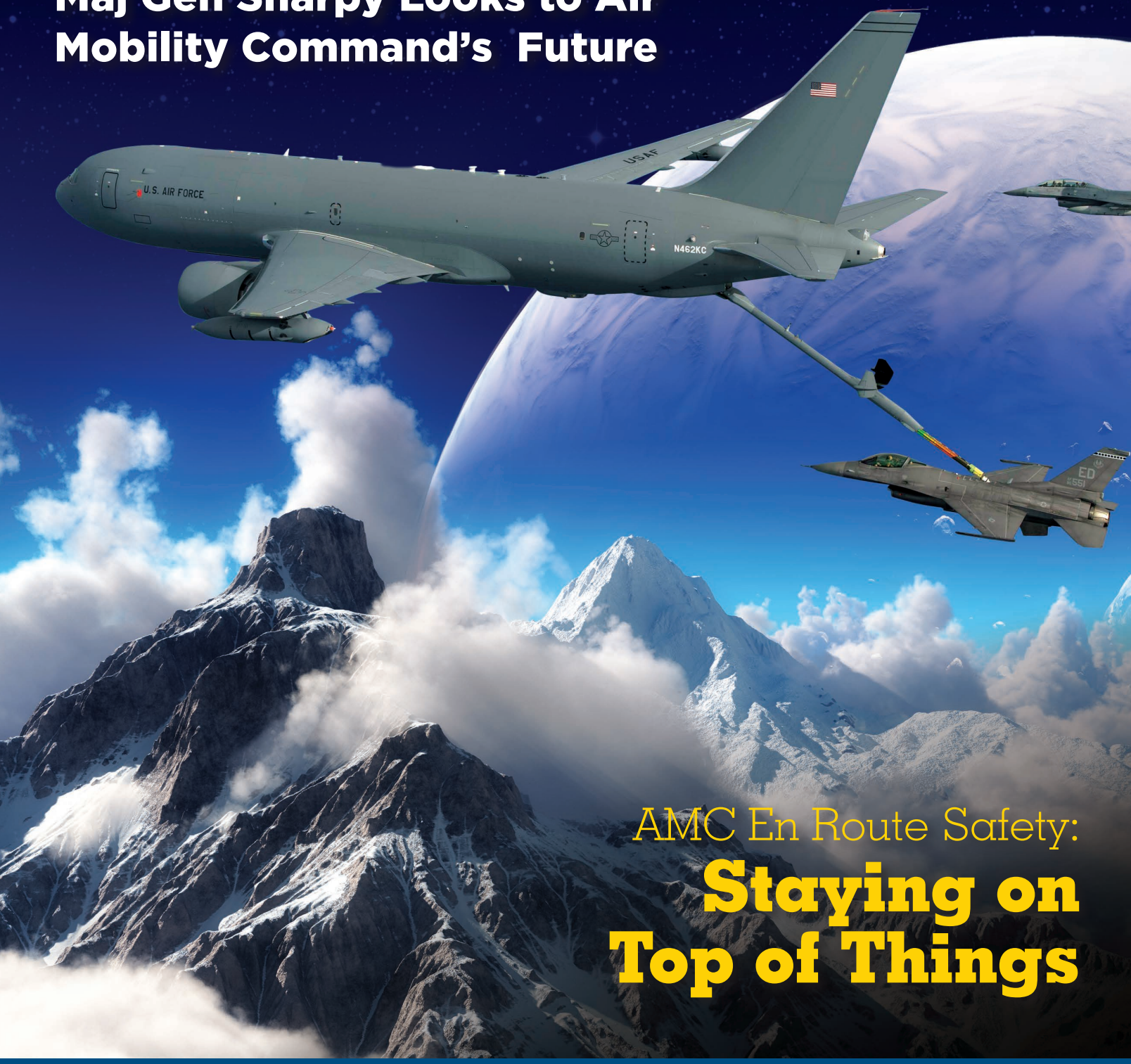
Incoming AMC Vice Commander Maj Gen Sharpy Looks to Air Mobility Command's Future



AMC En Route Safety: Staying on Top of Things

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ON THE COVER

Boeing's KC-46 tanker marked a key milestone on Jan. 24, 2016, by successfully completing its first aerial refueling test. DE

PHOTO BY BOEING

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AIR MOBILITY COMMAND
Gen Carlton Everhart II

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Incoming AMC Vice Commander Maj Gen Sharpy Looks to Air Mobility Command's Future

By MS. RITA HESS, Staff Writer

Currently, Maj Gen Thomas Sharpy is the Director of Strategic Plans, Requirements, and Programs (A5/8) at headquarters Air Mobility Command (AMC) located at Scott AFB, Illinois. In August 2016, Sharpy assumes the position of AMC Vice Commander.

"My team is responsible for making sure Airmen have what they need to be successful now and in the future," he said. "A big challenge though, is that people think what AMC does is easy because it works every time. But it's not easy. For every airplane delivering munitions in the area of responsibility, there are 150 or 200 AMC personnel making sure that plane gets where it needs to go. It looks easy, but it takes time, effort, practice, and leadership to make it happen."

A key focus area for AMC is the KC-46A Tanker Modernization Program, scheduled in the near future to bring more capability and reliability to mobility Airmen. "The KC-46 has advanced medical evacuation capability and defensive systems not available in our current tanker fleet," said Sharpy. "But perhaps most impressive is its air refueling ability. In addition to a boom for traditional receivers, it also has the centerline drogue and wing air refueling pods on the wings for probe-equipped receivers. So you can fuel—say, two Navy fighters simultaneously on the wings and a traditional C-17, C-5, F-15, or F-16 on the same mission, followed by more Navy fighters on the centerline drogue system. That's incredible."

Sharpy, who started flying in the KC-135A model, flew the KC-46 simulator and called it very capable—and very cool. He expects the first deliveries to occur in the late summer to early fall 2017 timeframe, with the first planes slated for McConnell AFB, Kansas as a main operating base and Altus AFB, Oklahoma for flight training.

"The KC-135 is still extremely capable for air refueling, but converting it to an evacuation platform takes a lot of time and effort versus the KC-46, which carries all the pieces for a quick conversion. The electrical, oxygen, and other special systems for medical evacuation are built into the KC-46," he continued, "with better temperature and

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>
> It looks easy, but it takes time, effort, practice, and leadership to make it happen."

> Every day we have Soldiers, Sailors, Airmen, and Marines in combat operations ... we can't be so focused on the future that we stop giving them the tools they need today.

pressurization systems for comfort. Plus, it provides real-time combat threat and data awareness communications. Boom refueling is also much better suited for long duration missions. Instead of lying on your stomach on a padded board with your chin propped on a tray for hours on end, you control the boom while seated, with the help of visible and infrared cameras."

Sharpy credited the vision of AMC's Commander, Gen Carlton D. Everhart II, as he looked to continue recapitalizing the air refueling fleets.

"He knew we needed to develop future replacements soon or we'd be in trouble," Sharpy said. "So he looked at the gaps—what we need to continue being relevant today and what we think we'll need in 2030 and beyond. For example, after the KC-46, we will still have 300 tankers that will probably be KC-135s, and they will eventually need to be replaced. "

We continue to invest in the capabilities we will need tomorrow and communicate those to our industry partners, said Sharpy.

"We're relying on those partners to tell us what's possible, and we're looking at how we'll acquire the follow-on replacements based on Air Force resource allocation plans."

While General Everhart's vision forces us to think long term, we must not neglect the current fight, said Sharpy.

The KC-46A program's first test aircraft, EMD-1, conducts tests of aircraft acceleration and vibration exposure while flying in receiver formation at various speeds and altitudes behind the KC-135 Stratotanker.

U.S. Navy photo by PO1 Christopher Okula

"Every day we have Soldiers, Sailors, Airmen, and Marines in combat operations," he said. "We can't be so focused on the future that we stop giving them the tools they need today."

We are extremely proud of the KC-135 and our aircrews that fly it, and we're excited that they'll soon be flying the KC-46.

Ethos of **Trust, Responsiveness,** and **Competence**

By MAJ GEN FREDERICK "RICK" MARTIN, Commander, Expeditionary Center

As I reflect on three years at the U.S. Expeditionary Center, I would like to highlight three enduring principles that have been the hallmark of our Expeditionary Center enterprise.

While we've witnessed much change over the past many years, one thing that's never changed is the fact that airpower is dependent upon Airmen who demonstrate sustained superior performance. It has been my experience that these superior Airmen subscribe to an ethos of trust, responsiveness, and competence.

Trust ... a Force Multiplier

The significance of trust in our Air Force—or within any warfighting force, for that matter—cannot be overstated. Trust is a relationship. Trust works up and down the chain of command. It is irrespective of rank, position, race, gender, or other demographic category. Building trust takes time, but losing trust can happen in an instant. Relationships built on trust enable us to act quickly, to understand a commander's intent, and to have the freedom to innovate.

Within an organization, it is trust that enables effective communication, delegation, and motivation. Trust is fundamental to being a good wingman; it is a function of character and competence.

The author Stephen R. Covey cites three character and competence behaviors among his list of traits for high-trust leaders—talk straight, demonstrate respect, and create transparency. I encourage all Airmen to model these trust behaviors.

Bottom line: build trust relationships through character and competence. Trust is a force multiplier for airpower!

Responsiveness ... Key to Readiness

Airmen must be responsive in order to maintain a ready and operationally agile force. Responsive Airmen possess a "can-do" attitude, a bias for action, and an "in-the-moment" mindfulness that enables agility throughout an organization. Responsive Airmen are able to anticipate the needs of others and are attentive to those needs.

Responsiveness is inherent in readiness. Our complex geopolitical environment requires a responsive force that supports the Joint Force Commander. We must be ready for today's fight while preparing and posturing for tomorrow's challenges.

Col John Boyd talks about the decision cycle of Observe-Orient-Decide-Act (OODA) in the employment of airpower. Being responsive while operating at the "speed of war" inside an adversary's decision cycle allows Airmen to seize the initiative and reduce predictability.

Responsiveness requires Airmen to assess the environment, observe and orient themselves more quickly, and remain agile. This provides a significant advantage over authoritarian, over-centralized adversaries who lack flexibility and empowerment of lower-level leaders.

Competence ... Enables "Sustained Superior Performance"

Competence is a commitment to excellence in our primary duties. Airmen should strive to be the best they can be at their job before they pursue advanced education, developmental opportunities, or other avocations.

After 35 years of service in the Air Force, Maj Gen Martin's change of command was on August 2, 2016.

USAF Photo

Competence breeds confidence. We take great pride in teaching expeditionary skills and pre-deployment training at the Expeditionary Center and often make the connection between competence and confidence on the front lines.

Developing competence is especially critical for junior Airmen because it sets a foundation of knowledge that ensures mission success and fulfilling careers. Airmen who fill their "kit bag" early in their career with knowledge, skill, and an attitude of excellence are able to better manage their time as responsibilities increase at work and home.

Competent Airmen are lifelong learners and critical thinkers. They ask the hard questions and take time to R.E.S.T. That is, they make time to read, exercise, sleep, and think. Competent Airmen spend time thinking critically about Boyd's OODA loop and how their role contributes to operational agility.

At the end the of the day, when Airmen look back upon their military service, whether it was one term of enlistment or a full career, those who subscribe to an ethos steeped in trust, responsiveness, and competence are sure to have a rewarding experience helping the Air Force fly, fight, and win!

Maj Gen Christopher J. Bence

New Expeditionary Center Commander Announced

By SMSGT SHAWN J. JONES,
USAF Expeditionary Center Public Affairs

Leadership of the U.S. Air Force Expeditionary Center changed hands Aug. 2. The Expeditionary Center, located at Joint Base McGuire-Dix-Lakehurst, N.J., is the Air Force's center of excellence for advanced mobility and expeditionary combat support training and education.

Maj Gen Frederick "Rick" Martin completed three years as the center's commander before handing over the reins to Maj Gen Christopher J. Bence. Bence previously served at Ramstein Air Base, Germany, as the vice commander of the 3rd Air Force and 17th Expeditionary Air Force.

Prior to this assignment, Bence served at Royal Air Force Base Mildenhall, England, as the director of U.S. Air Forces in Europe-United Kingdom.

Bence's recent experience working with European partners will pay dividends as the Expeditionary Center has direct oversight for a global en route structure that relies heavily upon European collaboration.

Bence's other general officer assignments include serving on the Joint Staff at the Pentagon, where he was the deputy director for operations with the National Military Command Center's Operations Team Two. Prior to that, he was the deputy director for the operations and plans directorate within U.S. Transportation Command at Scott Air Force Base, Illinois.

Bence is a command pilot with more than 4,500 flying hours in the KC-135, C-5, and T-37.

Robert Kupiecki, Polish Deputy Minister of National Defense, left, and Maj Gen Christopher Bence, new commander of the Expeditionary Center at Joint Base McGuire-Dix-Lakehurst, NJ, right, speak during a press conference on the flightline at Lask Air Base, Poland, Aug. 31, 2015.

USAF PHOTO BY SSGT JOE W. MCFADDEN

Military Flight Operations Quality Assurance Crew Contact: THE MAKING OF A MASTERPIECE

By Ops RAMS Staff

Military Flight Operations Quality Assurance (MFOQA) analysis is great for determining the specifics of "what" occurred, but lacks the ability to answer "why" it occurred. On occasion, the analyst will see something in the data that needs some context on the "why" to make sense of the "what." In these cases, the analyst may want to request to contact the crew. Here are a few questions that will explain the "Crew Contact" process and should ease the concerns that aircrew (AC) members might have.

Q. Why would an MFOQA analyst want to initiate Crew Contact?

A. As the AMC MFOQA process continues to mature, there are occasions where analysts may have difficulty interpreting the aircraft supplied data, thus requiring additional information to corroborate the analysis process. As noted, MFOQA analysis only tells us what happened but not why it happened.

Q. What is the Crew Contact process, and will squadron/wing leaders be made aware of the contact or the situation that led to the Crew Contact request?

A. When required, the MFOQA analyst will initiate a Crew Contact request with the Ops RAMS Chief, outlining the reason(s) behind the request. If approved, the Ops RAMS Chief will subsequently contact HQ AMC/SEF with the request; no information is shared other than enough information to identify the flying unit and the date of the event.

A1C Toiannah Campbell, C-17A Globemaster III junior loadmaster, 3d Airlift Squadron, at her crew station aboard the aircraft during a training flight.

USAF PHOTO BY GREG L. DAVIS

From here, the request can proceed two ways: 1) If it is an AMC unit, the generic request goes to the wing Chief of Safety for the unit involved, and then to the crewmember—normally the Aircraft Commander. 2) If the AC belongs to USAFE, PACAF, ANG, or AFRC, the request flows from the AMC/SEF to the applicable USAFE/PACAF/ANG/AFRC SE agency, to the associated wing SE, and finally to the individual crewmember.

It is **optional** and **voluntary** for the crew to contact the MFOQA analyst. If the crew chooses not to respond, the process stops. Remember, *at no time in this process* is any information

shared with squadron or wing leaders regarding the incident or the subject matter of the Crew Contact. The matters pertaining to the Crew Contact request are ONLY discussed in private and ONLY between the MFOQA analyst and crewmember(s) involved.

Q. Who contacts the crew and how is the information the crew provides used?

A. As outlined in the previous question, only wing SE contacts the crew. If the crew elects to respond, only the Civil Service or Contractor MFOQA analyst will talk directly with the crewmember(s). The analyst does not need to know the crewmember name(s) or any other information about him or her. The only subject matters discussed are the specific maneuvers or flight profiles involved. Many times, it simply validates the MFOQA data—that the maneuvers observed in the MFOQA analysis were the pilot's and aircrew's intentions during that particular flight. The information gained validates the software used to process the data or the accuracy of the data observed. MFOQA analysis is as much of an art as it is a science. MFOQA analysts are constantly trying to improve their skills and ability to interpret accurately the aircraft provided data.

Q. With whom is the information the aircrew provides shared?

A. The information is shared with *no one*—only the analyst knows what transpired on the flight and what was discussed during the Crew Contact. Anything more would destroy the credibility of MFOQA and violate the Secretary of Defense's directive that MFOQA analysis can only be used for pro-active safety measures—**not to monitor aircrew performance to initiate punitive actions.**

Crew Contact can influence analysis well beyond the specific mission in question. Information obtained during these discussions is invaluable toward understanding aircraft and aircrew performance.

Q. What information has been gained from Crew Contacts?

A. Our MFOQA analysts have recently contacted three Aircraft Commanders. In all three cases, the analyst observed data that appeared to exceed Flight Safety Alert parameters.

The contacted crews were aware of the MFOQA program and glad to discuss their sortie details. They were honest and forthcoming, providing detail and context that was not immediately evident within the aircraft supplied data alone. In one case, the analyst received a return call a mere two hours after passing the request to AMC Flight Safety, so the process is working well.

"The data provides the outline and maybe even a sketch of an event," said one of our MFOQA analysts, "whereas the Crew Contact provides the paint, color, and texture that makes it a picture or a masterpiece. It's the Crew Contact that provides a full understanding of the context of the event."

In the past, MFOQA analysis and Crew Contacts have resulted in identifying trends, command actions, and engineering or maintenance activities required. Some of the first Crew Contacts were about a problem with C-17 aircraft where the crew experienced wild lateral oscillations upon touchdown; in one case, the aircraft nearly departed the runway. Crew Contact was invaluable as crew statements helped the MFOQA analyst convey the severity of the problem. In this case, the System Program Office is set to release software to correct the most severe situations. In other scenarios, information procured via Crew Contacts helped provide an understanding of previously unrecognized significant hazardous events. It is helping shape and interpret the data observed—not just in the specific situation that generated the Crew Contact, but also in all the data associated with the scenario.

Crew Contact can influence analysis well beyond the specific mission in question. Information obtained during these discussions is invaluable toward understanding aircraft and aircrew performance. In turn, we identify and mitigate threats to prevent the next aircraft incident or mishap.

Bottom line: MFOQA analysts are here to help line flyers such as you! We want to help identify the risks you face daily and thereby assist devising mitigating solutions. If asked by your Unit Safety Officer to contact an MFOQA analyst, please do so. Your identity will be protected and you may help prevent the next Class A accident.

How Tired Are You?

The Future of AvORM

BY MAJ CHRISTOPHER DE WINNE,
AMC Flight Safety

"Well, sir, how tired are you?"

I am sure I'm not the only one who has heard that question from a command and control agency. In my case, I was asking for a flight duty period extension to finish our mission for the day. Back then, all I had was my own estimation of crew fatigue and my subjective guess on how bad we all felt. It would have been nice to have an objective assessment so that I could really gauge not just how fatigued I was, but also how fatigued my crew was beyond their thumbs up and the desire to hack the mission. I can also imagine most of the crews out there who have called Safety of Flight for fatigue would love to have something they can point to that provides a higher degree of accuracy than the current AvORM graph. AMC Safety has been steadily marching toward fixing those exact issues.

While the AvORM graph will never be a Go/No-Go decision matrix, it will always be there to aid in planning and determining the best crew rest and flight duty periods to keep crew fatigue at an acceptable level within mission constraints. The TACC planners currently have access to and use the AvORM graph with a special "What if?" bar. This bar allows them to shift mission legs and sleep periods in order to see how the overall fatigue curve of the crew will be affected without having to recut the entire mission. It has allowed the planners to balance mission effectiveness and crew fatigue.

"That's great," you say, "but what about on the floor during execution?" Currently, the TACC floor is encouraged to look at the AvORM graph when dealing with crew fatigue, duty day extensions, and mission slips. Our next step is getting that "What if?" bar capability to the TACC floor so they can see what an hour maintenance slip or delay due to fog has done to crew fatigue and how that two-hour crew rest extension pays dividends on the next duty day.

I already hear the naysayers. "But the fatigue graph never matches how I really feel." True and I highly doubt we will ever produce a fatigue model that will perfectly reflect your level of fatigue at the beginning, middle, and

> ... our MIT partners have several ways for us to account for that variability in individual fatigue curves. **One of their most intriguing and viable options is analysis of speech patterns to determine levels of fatigue.**

end of a duty day. However, we are striving to produce a more accurate fatigue model in order to provide a much more precise estimate of crew fatigue. The best analogy is that previously we were throwing darts at a dart board with no idea if we could hit it. We introduced the fatigue model and graph, so now we know we are hitting the dart board and can do it pretty consistently. We know this because we can correlate 67 percent of Safety of Flight calls from aircrew to reduced performance via the fatigue model. Our next step is to get closer to the bullseye.

AMC is partnering with MIT Lincoln Laboratory to produce a better fatigue model that more accurately reflects the AMC aircrew population. The current model bases its assumptions on laboratory tests that model a much larger general populace. By the end of the calendar year, we hope to have several groups of C-5 and C-17 aircrew traveling the world wearing special watches to record and track sleep and fatigue.

The data will stay strictly confidential and only be used to help improve the fatigue model. Once this data is parsed and analyzed by our partners at MIT, the accuracy of our fatigue model will be as close as we can get it without keeping individual fatigue curves on every aircrew member in AMC. This would be the ultimate in fatigue model accuracy. But as we all know, there are a plethora of factors that affect fatigue that we simply cannot account for, like sick kids at home, hotel construction, etc., which would result in multiple individual fatigue curves. I can only smile at the chagrin of TACC having to ask crews which of their 30 fatigue graphs to use to run the AvORM for the day. As you can imagine, that would be a lot of work for getting the darts a few fractions of an inch closer to the bullseye.

Once our fatigue study is complete, we will have improved the accuracy, but we want to do even better. To that end, our MIT partners have several ways for us to account for that variability in individual fatigue curves. One of their most intriguing and viable options is analysis of speech patterns to determine levels of fatigue. Prior work at MIT Lincoln Laboratory has shown that speech is rich with information about physical and psychological health. AMC/A9 is collaborating to develop an app that can easily be loaded on to an EFB. Aircrew would simply read a statement and the app can determine the overall level of fatigue at that moment in time. Prior research has shown that the app would not even require a baseline to make its determination of fatigue levels. Hopefully, some of you good readers have already made the logical leap that we could use such an app to assess crew fatigue at the beginning of a mission, use that initial fatigue level as the start of the curve in our improved fatigue model, and update the fatigue curve during mission execution as follow-up fatigue assessments are made via the app.

I can already hear the next objection. "But now TACC is going to force me to take a mission when I feel fatigued, but the graph/app says I'm not." Not true. We are in the United States military, and risk is an integral part of the business that will always remain. Flying is and always has been inherently dangerous. We mitigate these risks daily and get approval for both mitigated and unmitigated risks at the appropriate levels to validate that the risk is indeed worth the reward. As aircraft commanders, the ultimate responsibility rests on your shoulders to make that Safety of Flight call if needed. AvORM, the improved fatigue curve graph, and the forthcoming apps are simply more tools in your tool box for making an informed decision. Hopefully, one day soon, planners using the improved modeling will mitigate almost all of the fatigue risk for you in the planning phase and you'll never have to answer the question, "Well, sir, how tired are you?"

"I FEEL THE NEED ... THE NEED FOR SPEED"

By MS. RITA HESS, Staff Writer

I'll bet you can't forget Lt Pete "Maverick" Mitchell, the U.S. Navy pilot (played by Tom Cruise) who felt "the need for speed" in the hit movie *Top Gun*. Then again, the film was released 30 years ago, so you may only remember overhearing your parents talk about it—in which case I should explain. See, Maverick's comment about a need for speed pertained to a cockpit. He was itching to climb in and get moving!

You may not be a pilot, but you may occasionally be tempted to push the boundaries while driving a vehicle, probably because you are antsy to get somewhere quickly. Problem is, fulfilling that need for speed can cost you a bundle if you are caught exceeding the posted speed limit. You will have to pay the fine, of course, and your insurance premiums will likely increase. Then there is the possibility of a suspended or revoked license, having your vehicle impounded, and having your insurance cancelled. Plus you risk ruining relationships and losing your job.

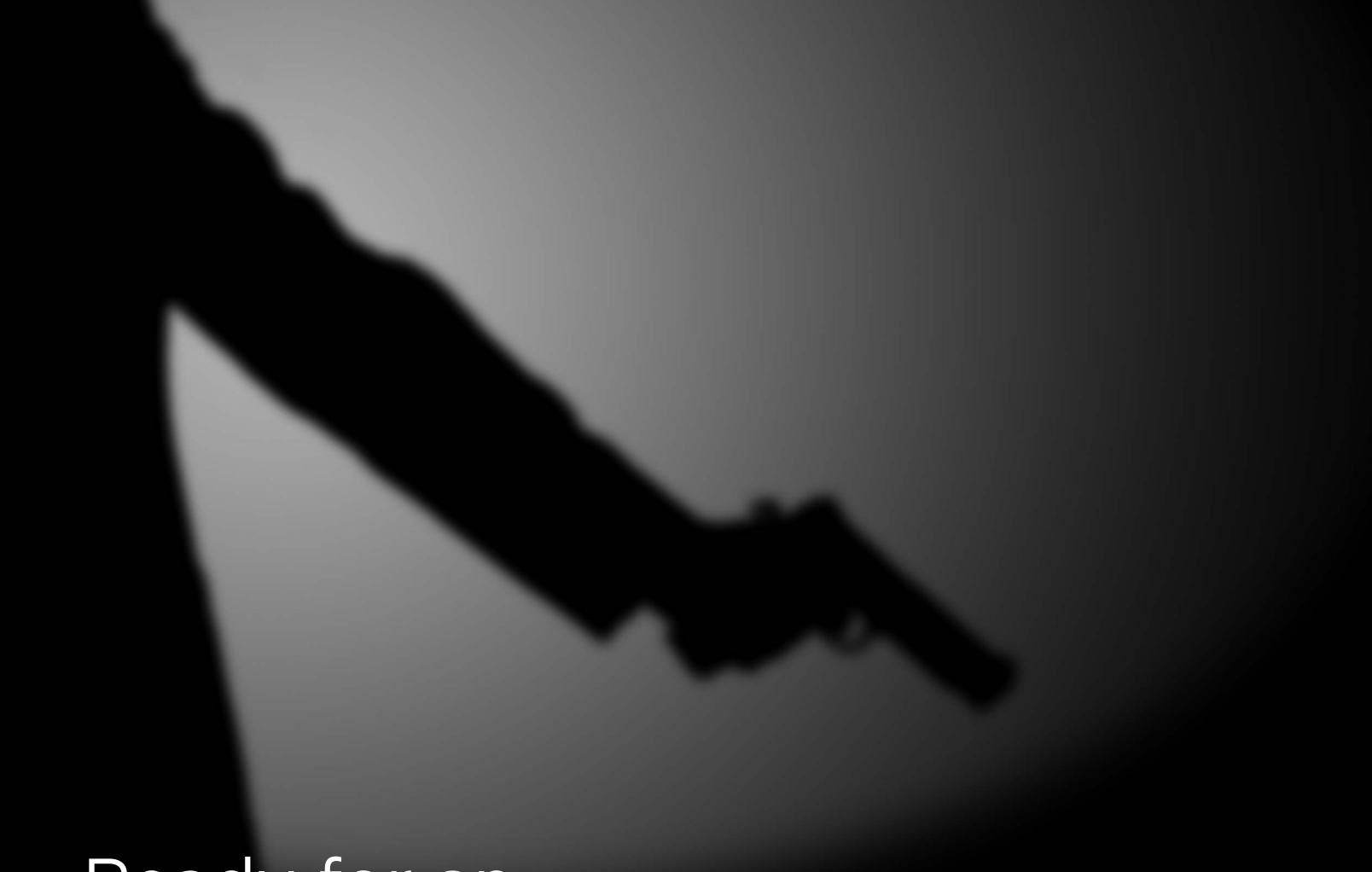
You're probably also not a rocket scientist either—but you know that hitting a brick wall at 10 miles per hour does not hurt people as badly as hitting that wall at 40, 60, or 100 miles per hour. Speeding can seriously injure or kill you, your passengers, or pedestrians, perhaps resulting in hospitalization, lengthy rehabilitation, and/or other unpleasant possibilities such as lawsuits and funerals.

One more thing. Your age and gender make a difference statistically in whether or not you are likely to speed. According to an April 2016 report by the National Highway Traffic Safety Administration, the highest percentages of fatal crashes by speeding drivers occurred when males age 34 and younger were at the wheel.

Whether you are or aren't in that category, remember what Maverick's commander (played by James Tolkan) warned the young pilot in one scene. "Son, your ego is writing checks your body can't cash." In other words, don't be so confident in your skills that you take dangerous risks behind the wheel. There is no **need** to speed! *Top Gun* was a great movie, but we get no second takes in real life.

EIGHT GREAT *TOP GUN* TRIVIA FACTS

1. Val Kilmer (aka Iceman) did not want to be in the film but was forced to by contractual obligations.
2. The Navy allowed two missile shots to be filmed. Each was used repeatedly (from different angles) in dogfighting scenes. All other shots were created using miniatures.
3. Anthony Edwards (aka Goose) is the only actor who did not vomit while in the fighter jets.
4. The Navy claimed a 500 percent increase in recruits due to the movie's popularity.
5. The movie's Facebook page (**www.facebook.com/topgunmovie**) has over two million Likes.
6. During filming, stunt pilot Art Scholl died when his camera plane crashed.
7. Tom Cruise, who had not ridden a motorcycle until this film, rode a Kawasaki Ninja 900.
8. The Pentagon changed the script so that Goose died in an ejection mishap rather than a midair collision, as originally planned.



Ready for an Active Shooter?

By MS. RITA HESS, Staff Writer

Sometimes current events leave us wondering what the world is coming to. Particularly troubling are incidents involving an active shooter who kills (or attempts to kill) innocent people, including children. Automatic firearms are the weapon of choice, and some shooters use explosives to harm additional victims and/or impede first responders.

Would you know what to do in an active shooter scenario today? The U.S. Air Force **Be Ready** website and mobile apps can help you prepare for all kinds of disasters and crises, as well as help reduce the fear and anxiety that can accompany such events.

Before an Active Shooter Event

The following preparedness tips are not intended to frighten you. They simply encourage situational awareness as you go about your day-to-day activities.

- Develop a family plan and ensure all family members know it, including how to contact each other if separated.
- Learn the evacuation plan for your workplace, department, division, or unit.
- Find out if your community has a warning system, what events will trigger it, and what will occur in response to it.
- Always be aware of your surroundings. Note the two nearest exits in any facility you visit, and leave an area immediately if something doesn't seem right.

Air Force Emergency Management Active Shooter Video: https://www.youtube.com/watch?v=W7guiwn0IpE

During an Active Shooter Event

Remain calm and quickly determine the best way to protect your life. If you are **NOT** in the immediate incident area:

- Stay away from the incident area.
- Listen to local media or the installation's warning system for information.
- If announced, execute lockdown procedures; do not allow anyone to enter or exit the area until given the all clear.
- Use phone services sparingly so they remain open for emergency responders.

If you are in the immediate incident area and evacuation **IS** possible:

- Evacuate the area and help others do so, too, if possible (but do not try to move wounded individuals). Leave your belongings behind.
- Call 911 (or equivalent) when you are safe.
- As law enforcement approaches, keep your hands visible and follow instructions.

If you are in the immediate incident area and evacuation **IS NOT** possible, create a barricade between you and the shooter in a protected location where the shooter is less likely to find you.

- Lock doors and/or block them with heavy furniture. Turn off lights, cover windows, and silence devices such as cell phones.
- As a last resort, and only if in imminent danger, try to disrupt or incapacitate the shooter.
- As soon as possible, call 911 (or equivalent) to report the number, location, and physical description of active shooter(s); the number and type of weapons held by the shooter(s); and the number of potential victims.

Arriving officers will not stop to help anyone until they neutralize the shooter. Meantime, remain calm and follow instructions, keeping your hands visible at all times. Do not leave until instructed by law enforcement.

After an Active Shooter Event

- Listen to local media and/or the installation's warning system for information.
- Notify your family of your condition, but use phone services sparingly so they remain open for emergency responders.
- Know and recognize the signs of incident related stress; seek assistance as needed.

As noted earlier, this information is not to frighten you. Instead, it is to help keep you safe by doing what you do every day: analyzing and minimizing risk. The tips provided here summarize what you'll find on the **Be Ready** website at **www.beready.af.mil**. Please check there for full details and to download the mobile Be Ready app for iPhone and Android phones, and contact your local Emergency Management professional for more information or if you have questions.

ACTIVE SHOOTER INCIDENTS ON MILITARY INSTALLATIONS

- Fairchild AFB: Former Airman killed 4, wounded 23 with a semi-automatic rifle.
- Eglin AFB: Estranged husband confronts hospital staff with hunting rifle at spouse's work center.
- McGuire AFB: Mentally unstable retiree kills one.
- Moody AFB: NCO fires at wife's alleged boyfriend with handgun.
- Fort Bragg: NCO killed 1, wounded 18 with semi-automatic rifle.
- Fort Dix: Six men planned to storm the base with automatic rifles.
- Fort Hood: Active Duty Major killed 14, wounded 43 with pistol.
- Naval Sea Systems Command Headquarters: Gunman killed 12, wounded 3 with 12-gauge shotgun.

Debunking 5 Common **Turbulence Myths**

A KC-135 Stratotanker flies over the flightline at MacDill AFB, Fla.

USAF PHOTO BY SrA SHANDRESHA MITCHELL

By MS. RUTH ANN REPLOGLE, Staff Writer

"Fasten your seatbelts. It's going to be a bumpy night."

That famous line from Bette Davis in the Oscar-winning film "All About Eve" mirrors every passenger's worst nightmare. Air turbulence—which is unpredictable and abrupt—frightens passengers and frustrates pilots.

As a pilot, you know what turbulence is and how to handle it, thanks to *Air Force Handbook 11-203, Weather for Aircrews.* But your Space-A passengers and troops may not. In fact, they may not see the skies as being so friendly.

So how can you calm your passengers' fears that the plane is out of control and assure them it is not about to crash or break apart?

Here are five common myths about turbulence that you can debunk for them.

1. **You have a turbulence warning device.** Obviously, you know this doesn't exist—not yet anyway. There isn't a way to predict weather disturbances in the atmosphere. You have no idea when you're going to hit convective, mechanical, mountain wave, clear air, or wake/vortex turbulence. You can guess and anticipate based on your flight pattern or other pilots' reports, but there is no guarantee you'll know until you are in it.

2. **Turbulence will cause us to crash.** Sounds like a great plot for a disaster movie, right? The truth is turbulence is relatively harmless. Sure, it can cause anything from gentle rocking to serious structural damage in the most extreme cases. However, as the pilot, you are consistently maintaining contact with air traffic control as to how to ride it out or divert to where it's not as rough.

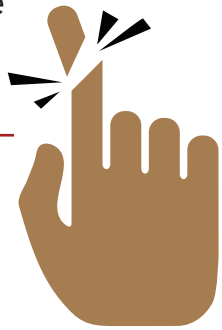
3. **The plane will break apart when hit by severe turbulence.** Modern aircraft are designed with turbulence in mind, able to flex and bend to dampen the motion. As a pilot, you know what your plane is able to handle and you can change speed and altitude accordingly to give a smoother ride.

4. **It's okay to ride without my seatbelt.** Because there is no warning when turbulence strikes, this is a dangerous myth. Just because the ride isn't bumpy right now or hasn't been for the past 30 minutes doesn't mean it won't be in the next 20. Like seatbelts in a car, let your passengers know a seatbelt will ensure they won't be thrown from their seat in the event of turbulence.

5. **I could get injured mid-flight due to turbulence.** It's highly unlikely, especially if the passenger is wearing a seatbelt. Your crew is actually most at risk of getting hurt—if they are not sitting down and fastened in. The FAA reports less than 20 people out of 800 million are injured in commercial flights each year.

That'll Leave a Mark

Taking a few moments to run a risk assessment can make the difference between a completed job and a missing digit!



By MR. MICHAEL WOLCOTT,
Air Force Safety Center

Injuries involving amputation happen more frequently in the workplace than you think. Many envision an amputation as the loss of a whole limb; however, most of the injuries sustained in the Air Force are the loss of a fingertip or a finger. In the past 10 years, more than 60 mishaps caused injuries ranging from crushed and lacerated fingers to the entire loss of a finger. One incident resulted in the loss of two toes. Historically, most mishaps have been due to pinched and crushed fingers during industrial operations. How do these injuries occur and how can they be prevented?

Here are two mishap examples that resulted in injury and that highlight causal factors showing the mishaps were preventable. First, a worker used government equipment to make going-away awards and removed the guard from a table saw. As the worker shaped a piece of wood, his hand contacted the rotating blade, severing four fingers. Supervision, lack of written procedures, an inadequate training program, and misuse of the table saw were contributory factors.

The second example is an incident where a trained electrician was clearing limbs from a tree using a chain saw. The worker—not qualified to perform the task and not provided the appropriate personal protective equipment or training—lost part of a finger. Factors that led to the mishap include the improper glove type for using a chainsaw and lack of a job safety analysis to ensure proper training was provided to chainsaw users. Again, the mishap was preventable.

Rushing, failure to follow guidance, and poor risk management also contributed to these injuries. Other common causes of amputation mishaps are wearing rings that catch on materials, lack of training, and inappropriate use of equipment that results in lifelong injuries. In a few cases, natural elements were contributory, such as wind causing doors to slam shut on the victim's fingers.

Supervisors have a responsibility to train their employees on the hazards, as well as proper procedures, for all tasks a worker may be asked to perform. Additionally, equipment in use should be examined to determine if there are newer, safer alternatives or safety features that can be added. Proactive efforts can prevent or reduce the chance for injuries.

In some cases, extenuating circumstances require a task be completed without full training. Risk management must be used prior to completing these types of tasks to evaluate, identify, and reduce the potential for injuries. Workers must also take on the responsibility to follow established working procedures and recognize potential hazards before a problem occurs.

To reduce the number of amputation mishaps, all workers must be aware of safe work practices and potential hazards of the particular job task. Taking a few moments to run a risk assessment can make the difference between a completed job and a missing digit!

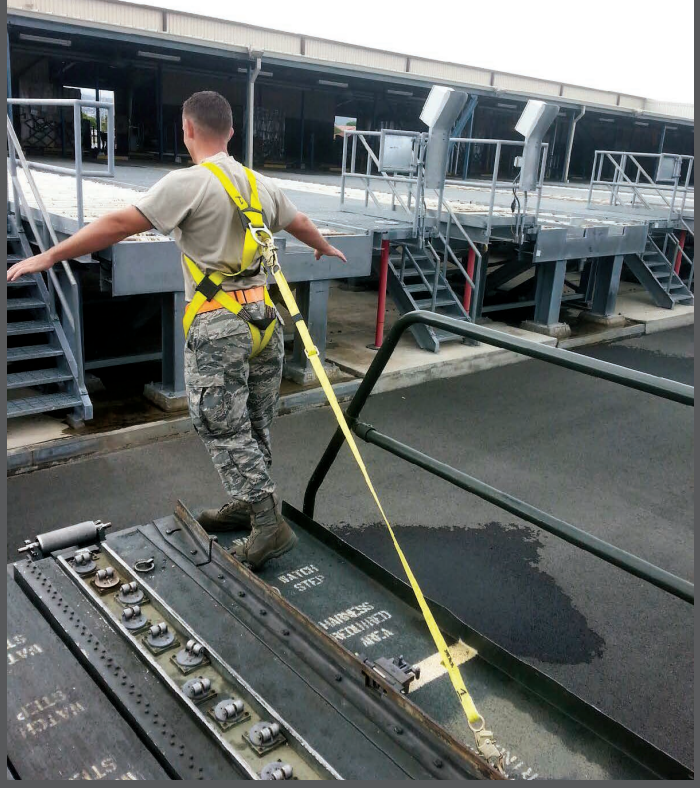
The U.S. Air Force Mishap Prevention Program (AFI 91-202) not only defines the requirements for supervisors to provide work center-specific training, but also mandates all individuals comply with all safety instructions, technical orders, job guides, and operating procedures.

Information in AFI 91-203, the *Air Force Consolidated Occupational Safety Instruction*, provides guidance covering everything from personal protective equipment to electrical safety and machinery. This AFI is a valuable resource for all personnel to read and reference.

AMC En Route Safety:

Staying on Top of Things

By MSGT NICHOLAS HALL and
MSGT JUSTIN MUSALL, AMC Safety Operations



An Airman assigned to 735 AMS at Joint Base Pearl Harbor-Hickam, HI demonstrates the proper use of a fall protection harness.

PHOTO BY MSGT JUSTIN MUSALL

Air Mobility Command Occupational Safety teamed up with the Air Force Safety Center and the Occupational Safety & Health Administration (OSHA) in May to sponsor a Fall Protection Stand-Down to combat avoidable mishaps due to falls.

During calendar years 2011-2015, falls were responsible for 6,724 Air Force injuries that resulted in 42,539 lost work days at a cost of nearly $65 million.

"Prevention of fall-related injuries and fatalities through education and awareness keeps our Airmen mission ready," said Bill Parsons, Air Force Chief of Occupational Safety. According to OSHA, fatalities caused by falls from elevation are a leading cause of worker deaths every year, and fall protection was the No. 1 cited OSHA violation in fiscal year 2015. Following highway crashes, falls to a lower level are the second leading unintentional fatal workplace event and the sixth leading event resulting in cases with days away from work. Non-fatal falls result in an average of 21 days away from work compared with eight days across all other injury events.

Safety professionals and supervisors across the Air Force were challenged to plan a stand-down for their workplace during the May event, a time for safety offices and supervisors to remind Active Duty, Guard, Reserve, civilians, and family members of the dangers of preventable falls.

An Airman assigned to 721 AMXS at Ramstein AFB, Germany participates in a simulation to retrieve a fallen worker using a B4 maintenance stand.

PHOTO BY TSGT JAMES DIXON

An Airman from 728 AMS at Incirlik AB, Turkey uses a lift in a simulated exercise to reach a worker who has fallen from a C-17.

PHOTO BY TSGT ANGELA MANUEL

For more information about fall protection visit **www.afsec.af.mil/occupationalsafetydivision/fallprotection.asp.**

Air Mobility Command Safety Operations Flight (AMC/SEO) and the AMC En Route units around the globe embraced the challenge and took the 2016 Fall Protection Stand-Down to the next level by performing program assessments, equipment inspections, and training, which culminated in unit exercises.

In the Pacific Theater, units in the 515th Air Mobility Operations Wing (AMOW) collaborated with Wing Inspection Teams (WITs) and, in some cases, overhauled entire fall protection programs. The 735th Air Mobility Squadron (Joint Base Pearl Harbor-Hickam, Hawaii) conducted a self-assessment and reviewed K-loader fall protection training and rescue plans. All personal fall-arrest systems (PFAS) and supporting equipment were inspected and Airmen were evaluated on individual knowledge of PFAS components and programs leading up to an exercise of the unit's rescue plan.

Also in the 515 AMOW, the 734th Air Mobility Squadron (Andersen AFB, Guam) overhauled its Maintenance section's fall protection training and finalized its new rescue plan.

"All of our MX personnel will be re-trained with the updated training plan," said MSgt Ben Mayhew, 734th Air Mobility Squadron (AMS) Safety Superintendent. "Additionally, 734 AMS just ordered and received new fall protection equipment that was purchased and we will be retraining personnel on the new equipment immediately." The 734 AMS/SE is also drawing up fall rescue exercise plans with 515 AMOW WIT.

On the other side of the planet, European Theater units in the 521 AMOW were also busy with the Fall Protection Stand-Down, including the 721 AMX and 721st Aerial Port Squadron (Ramstein Air Base, Germany). The 721st Aerial Port Squadron created a new fall protection lesson plan and shared it with the entire AMC En Route Enterprise. The 721 AMX hosted an expo-style presentation that showcased fall protection equipment and maintenance stands to provide all personnel hands-on training opportunities.

The 726 AMS (Spangdahlem Air Base, Germany) used the opportunity to become more familiar with material handling equipment, including the JLG articulating boom lifts used to access the highest reaches of AMC aircraft. TSgt Rebecca Gaffney led a review of technical orders and inspection criteria, and personnel learned about the manual override function used to lower the lift in case of an emergency.

The May 2016 Air Force Fall Protection Stand-Down was a tremendous success throughout the AMC En Route system! Over 300 personnel were trained, while all 15 AMOW squadrons took the opportunity to focus on the unit's specific needs. Training programs were updated and equipment was inspected, and—in some cases—replaced. Exercises yielded tangible takeaways, ultimately strengthening the units and enabling global reach for America … always!

CRUISING: 15 Things to Know Before You Go

By MS. RITA HESS, Staff Writer

An estimated 23 million passengers cruised in 2015, and I was among them. I also cruised the year before that and the year before that and—well, let's just say I've cruised a dozen times and likely will go again. I love the experience for many reasons, but I've learned that the best cruises require some forethought.

Here are a few things to consider before booking or going on a cruise:

PLANNING AHEAD

1. While in the military, discuss desired travel plans with your superiors well in advance to ensure that no State Department advisories would hinder your plans and that your command approves of the ports you choose. Cancellations can be costly.

2. Foreign countries have their own laws. You need to know them, and you need to know what areas may be prone to crime. The State Department information at **https://travel.state.gov** can help with your planning. Also, I strongly advise against driving a car, scooter, golf cart, etc., outside the United States.

3. As you think about itineraries, consider what illnesses are occurring at your dream destinations. For example, malaria, dengue fever, and the West Nile virus have been around awhile but remain viable health threats, as does the newer Zika virus, which is primarily mosquito-borne but also transmitted sexually.

4. Once you finalize plans—but well ahead of your cruise—ask your primary care provider whether you need vaccines based on where you are going. At a minimum, get a current flu shot a few months before leaving.

PREPARING FOR THE TRIP

5. At least two months before you leave, make sure all members of your group (even minors) have proper travel documents, such as a tourist passport book or passport card. A tourist passport book is NOT the same as a no-fee or special issuance passport. Be sure you know what you need! Imagine paying for your dream trip and then watching from the dock as the ship sails because you lacked adequate documents. Again, refer to the Department of State site at **https://travel.state.gov**.

6. Pack a few first aid items for an upset stomach or headache, as well as for minor scrapes and for sunburns. You can buy them on the ship but at a premium. If you take prescription medications, pack enough to last 3–4 days beyond your return. (Stuff happens.)

7. Seasickness usually only occurs in rough weather so it is rarely an issue, but talk to your physician beforehand if you have equilibrium issues.

8. As your departure date draws near, think about what you want to do in the ports you visit. I suggest beginners stick with excursions offered through the cruise line. Yes, it may cost a few bucks more,

Once you finalize plans—but well ahead of your cruise—ask your primary care provider whether you need vaccines based on where you are going.

The Centers for Disease Control and Prevention Travelers' Health site at **http://wwwnc.cdc.gov/travel** provides important health information for several hundred destinations.

but you are assured the ship will wait for you (or get you to the next port on their dime) if anything happens.

9. I prefer to use cash in a foreign country. If you plan to use a credit card while off the ship, notify the issuer that you will be out of the country. Some institutions automatically decline charges made from outside the United States.

ON BOARD

10. You start paying the day you board, so you may as well get on deck as quickly as possible. I like to arrive at the port city one day early, even though I have to pay for a hotel the night before the cruise. As Airmen, you know that flight delays can (and do) happen for myriad reasons, so flying in the day the ship leaves should conjure up all kinds of nightmares for you.

11. Ships have a muster drill (usually before departure) that you must attend. Just like when flight attendants give safety instructions on commercial planes, pay attention to the ship's crew as they explain what you need to know in an emergency.

12. Have fun—but don't be a fool. Most ships sell liquor at all hours, as do most ports, and the alcohol may be stronger than what you drink back home. Also, it may affect you differently when combined with fresh sea air, outdoor activities, and a vacation attitude. True, you won't have to worry about driving home, but you **do** have to get back on the ship and back to your cabin, so drink sensibly.

13. If you become ill—from alcohol, seasickness, a horrible norovirus, or something else—seek attention from the ship's medical crew. Fair warning: Crewmembers can quarantine you in your cabin if they suspect the highly contagious norovirus. Frequent hand washing is your friend.

14. Store your cash in the cabin's safe if it has one. Use the buddy system on board and especially on land in foreign countries. While it wasn't a cruise, Natalee Holloway, a Mississippi 18-year-old, disappeared in 2005 while on a high school graduation trip to Aruba and was never found. Such incidents are rare but they can happen.

15. The ships I've been on do not accept cash for on board purchases and will want a valid credit card on file or a cash deposit up front. Do **NOT** use a debit card for this. The cruise line will put a hold (usually daily) on your debit card for a certain amount to be sure you have the funds to pay your bill at the end of the cruise. If your bank doesn't release the temporary holds for a few days (or a week) and your account balance can't cover all of the holds, you could come home to a string of unexpected overdraft charges.

Cruises are a terrific vacation, and I think they are a great value. Plan early, pack your patience, and have a great time. Bon voyage!

Football Sea

Survival Guide

Tackling Game Day

Whether you plan to tailgate or hang out with friends and family to watch the big game, be sure to kick off the football season with a defensive strategy. Avoid getting sacked with injury or illness by considering these tips for a safe celebration.

Food Flags

Keep food safe and your guests healthy by cooking meats to a safe internal temperature to destroy harmful bacteria.

Safe Meat Temperatures

- Whole poultry: 165 °F
- Poultry breasts: 165 °F
- Ground poultry: 165 °F
- Ground meats: 160 °F
- Steaks, roasts, and chops: 145 °F

3,000

Deaths occur every year caused by foodborne illnesses.

REMEMBER

Time/Temperature Danger Zone

40° F to 140° F

Don't leave food out in this temperature range for more than

2 hours

On very hot days, no more than

1 hour

End Zone Drinking

Super Bowl watchers will down

325 Million

Gallons of Beer

That's enough beer to fill an Olympic-size swimming pool **1,938** times!

Pace Yourself

Make every other drink a non-alcoholic one and have no more than 1 alcoholic drink per hour.

Be a Responsible Host

Have plenty of non-alcoholic drink options for you and your guests.

Remember to Eat

Whenever alcohol is consumed, make sure food is, too!

Make Plans BEFORE the Game to Get Home Safely

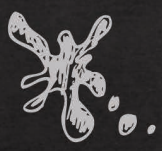
Remember, the designated driver is someone who hasn't had **ANY** alcohol, **NOT** the person who drank the least.

Grid Iron Grilling

16,600 People went to emergency rooms because of grilling injuries in 2014.

Leading Causes of Grill Fires

17% Too Close to Flammables



19% Dirty Grills

23% Gas Leaks

Game Day Equipment

- Always have a fire extinguisher and first aid kit nearby.
- Use long-handled grilling utensils to give the chef plenty of clearance from heat and flames.

Keep Your Eyebrows – Light It Up Safely

Charcoal Grills

- Use only starter fluid intended for charcoal grills.
- Never add starter fluid to coals or kindling that has already been ignited.

Gas Grills

- Check for gas leaks.
- Never turn on the gas when the lid is closed.

Tips While Cooking

- Place grill well away from overhanging branches and other things that could catch on fire.
- Place the grill a safe distance from play areas and foot traffic.

Tips After Cooking

- Make sure gas grill valves are completely shut off before closing the lid.
- Douse charcoal grill coals with water and make sure the area is cool to the touch.

Sources:
http://www.nfpa.org/public-education/by-topic/outdoors-and-seasonal/grilling | http://www.fda.gov/Food/ResourcesForYou/Consumers/ucm103263.htm | http://www.fsis.usda.gov/wps/portal/fsis/topics/food-safety-education/get-answers/food-safety-fact-sheets/safe-food-handling/barbecue-and-food-safety/CT_Index | http://www.cbsnews.com/media/food-safety-tips-for-barbecue-season/ | http://www.huffingtonpost.com/2013/02/02/super-bowl-chicken-wings_n_2591243.html

Bagram Airfield Burn Pits—

What Have We Learned?

By COL KYLE BLASCH AND COL KEVIN CULP,
AMC Bioenvironmental Engineering

Sometimes unseen enemies are closer than we think. Luckily, preventive medicine personnel are stepping in to intervene on our behalf—before we even show up.

Articles in two publications[1] earlier this year describe airborne pollutants measuring occupational exposures for personnel working near burn pit and incinerator operations at Bagram Airfield north of Kabul, Afghanistan. Burn pit operations began soon after U.S. forces established a presence.

Such burn pits can be essential to minimize hazards (e.g., pests, disease), destroy classified materials or bomb making materials, or eliminate

[1] Inhalation Toxicology, 28:5, 216-225; Journal of Occupational and Environmental Medicine, July 2016.

Burn pit operations like those described illustrate the importance of having "preventive medicine personnel" on site early to assess and mitigate potential health hazards for troops.

Capt David Vuong, 455th Expeditionary Medical Operations Squadron pharmacist, counts and separates medication at the Craig Joint Theater Hospital, Bagram AB, Afghanistan.

USAF PHOTO BY SRA CIERRA PRESENTADO

waste. Exposure to a burn pit can pose health risks for those nearby, however. One hazard is particulate matter—compounds resulting from the burn that might become airborne—some of which may contribute to or exacerbate short- and long-term adverse health effects if inhaled. High winds and smoldering waste can increase exposure to the compounds. At Bagram, aviation fuel was used at times in the burn pit because of damp conditions resulting from precipitation and wet waste from the dining facilities.

Burn pit operations like those described illustrate the importance of having "preventive medicine personnel" on site early to assess and mitigate potential health hazards for troops. Historically, they arrived *after* infrastructure was established for housing, food, water, and latrines. Now, they deploy as early as possible as part of the Medical Global Reach Laydown team and the Preventive Aerospace Medicine team, which is good news for Airmen responding to global humanitarian and wartime missions.

Minimizing exposure to hazardous matter from burn pits is important. Methods include reducing waste by composting and/or recycling, removing toxic items such as chemicals and plastics from burn pits, and using incinerators or "burn boxes" instead of pits. Additionally, "slope burning" can reduce airborne toxins, and burning on non-windy days when there is no rain, snow, or fog helps avoid smoldering. One study in 2012 found emissions from burn pits with smoldering conditions were about 50 times higher than from burn boxes.

It is also important to "burn as you go" so you can choose burn days and times based on environmental conditions. Troops can take other steps to reduce sources of airborne contaminants that have the potential to affect respiratory exposures, such as vehicle exhaust and geologic or road dust.

Finally, monitoring can protect Airmen from airborne occupational hazards but with limitations. For example, environmental monitoring can indicate when, where, and to what degree exposures may be occurring on an installation. Used alone though, the information is not adequate because exposures between two people could differ substantially according to their occupational duties and residence locations on base. Hopefully, technology will eventually allow the Department of Defense to gather real-time data using personal monitoring devices that are small and efficient.

While research and development efforts continue, remember that occupational and environmental health professionals are around because they care about your long-term health and safety. Support their efforts—and everyone will benefit.

10 Timely Tips to Prevent Workplace Fires

By MR. MONTE NACE, Staff Writer

Earlier this year, Offutt Air Force Base in Nebraska saw four fires in less than a week. The fires were all preventable, according to the Deputy Fire Chief, and most of the cases were a result of "housekeeping" issues. For example, clothes left against a hot water heater caused one blaze, and an outdoor grill used beneath a porch caused another.

Similarly, a brush fire occurred earlier this year near a housing area of Langley Air Force Base in Virginia. No structures were damaged, no one was injured, and the base's fire department had the blaze under control within a few hours. Still, this situation could have turned disastrous in the right conditions—or perhaps more accurately, in the WRONG conditions.

Fires have catastrophic potential when they occur on or near Air Force bases, which are often "home" to many people and millions of dollars' worth of equipment. Fires in housing areas can spread to base work areas and vice versa. While the suggested fire safety tips presented here focus on fire prevention in the workplace, how many can you make equally applicable at home with only minor wording changes?

1. Routinely inspect shops, hangars, garages, and other storage buildings to make certain that flammable liquids and chemicals are stored properly. Be sure containers are labeled properly, sealed securely, and stored in conditions that meet manufacturer recommendations and the applicable Material Safety Data Sheets. Also, ensure adequate ventilation in the environment where those substances are used.

2. Keep work areas and pathways tidy, especially next to or near any type of heating device or open flames. Clutter and improperly stored items can cause a fire; they can also hinder access to electrical panels needed to shut down power in emergencies and prevent emergency personnel from getting to flames. Blocked aisles and exits can also prevent people from escaping if a fire starts.

3. Keep oily rags in an enclosed metal container and dispose of them properly on a regular basis.

4. Report known hazards, and use the proper tools for the job at hand (such as tools that don't spark and those that don't build up static electricity). Forget about shortcuts! Do things right the first time, every time.

5. Adhere to all workplace rules, especially in an environment where flammable liquid vapors or fine particles exist. Rules are created for a reason.

6. Report anyone or anything suspicious on or near the base. This suggestion may seem simple enough or, to some of you, may not seem fire related. I've known people who were reluctant to speak up for fear of reporting someone who had a legitimate reason to be at a certain place. Trust me: if you see something, say something!

7. Only smoke in designated areas, and properly extinguish all materials when finished. Report anyone you see smoking in an area where it is prohibited.

8. Properly maintain tools and machinery to ensure they function properly without sparking or overheating. Never try to fix something unless you are qualified and authorized to do so.

9. Test fire alarms regularly, and conduct routine unannounced fire drills. This not only reminds long-time employees how to respond to an emergency, but it also lets new employees practice what they (hopefully) will never need to know.

10. Learn how to use a fire extinguisher properly (and which one to use for specific types of fire), but know the quickest way to contact emergency personnel, too. Also, regularly inspect fire extinguishers and participate in all drills so you, too, know what to do if a workplace fire occurs.

Space doesn't allow me to detail every tip imaginable for preventing fires in the workplace, but consider this a starter list and add some of your own ideas.

Some historically large fires have resulted in an alarming number of fatalities in the United States, and blazes in recent decades show that horrible accidents sometimes still occur.

1903

Less than one month after the Iroquois Theater in Chicago opened, a hot light ignited stage scenery during a performance, and a fire spread quickly. A single on-duty firefighter could not control it, and an actor in the production actually encouraged the audience to remain seated. Within 15 minutes of the fire's start, 602 people were dead.

1940

A fire in a dance hall in Natchez, Mississippi, resulted in 207 fatalities after extremely dry Spanish moss was ignited. The building had only one exit, and the location of the blaze kept most occupants from reaching it. Most of the small windows on the sides of the building had shutters that were nailed closed.

1973

The Upstairs Lounge in New Orleans was the scene of a blaze that killed 32 patrons. The fire began in the only staircase leading to the upper floors of the three-story building—the lounge was on the second floor. Fire spread quickly up the stairwell, preventing occupants from evacuating. An alternate escape, which opened onto an adjacent building's roof, was not marked as an exit and was obstructed by equipment. Many club windows had been boarded up or covered with metal bars.

1977

The Beverly Hills Supper Club was a sprawling Kentucky nightclub. One busy day in 1977, events were under way in different rooms. Several thousand people were in the building, with 1,200–1,300 of those in the Cabaret Room. A fire occurred in an unoccupied room. Employees tried to put it out using fire extinguishers, which caused a delay in notifying occupants. In addition, a somewhat sporadic method of notifying patrons in the Cabaret Room ultimately led to 164 fatalities.

2007

Fire also has the potential to kill brave firefighters. In 2007, a fire in a Sofa Super Store in South Carolina began in packing material and discarded furniture outside an enclosed loading dock area. It spread to the loading dock, the retail showroom, and warehouse spaces. The nature of the fire and conditions at the store resulted in the deaths of nine firefighters.

Hurricane Preparation Can Save Your Life!

By MSGT JULIE MEINTEL, 655th Intelligence, Surveillance, and Reconnaissance Group, (ISRG) Wright-Patterson AFB, OH

Hurricane season is in full swing. Would you know what to do if your area was in the path of a storm?

Just a word of advice: you can't always assume that if you don't live near the ocean, you're off the hook. Obviously, it's true that most hurricanes do not have much of an effect on how we do business and live day-to-day here in southwest Ohio. But I'm here to tell you that several years ago, when Hurricane Ike traveled through the Gulf of Mexico and hit Texas, we felt the aftereffects all the way up here! We had days of storms, damaging winds, and power outages that lasted up to a week.

Just as obviously, everyone who lives along coasts and near the ocean must be a little more vigilant and prepared for extreme weather during hurricane season, which runs from June through November each year. In any given year, 12 tropical storms, six of which become hurricanes, form over the Atlantic Ocean, Caribbean Sea, or Gulf of Mexico during the hurricane season. Over a typical two-year period, the U.S. coastline is struck by an average of three hurricanes, one of which is classified as a major hurricane (winds of 111 mph or greater).

So how and when do you get ready for hurricane season? First, it's always a good idea to have an emergency kit of things that you would need to keep you going for a few days in the event of any kind of emergency. Non-perishable food items, water, blankets, extra batteries, medications, food and water for pets, cell phones and chargers, cash … enough for everyone in your home to get by until things get back to normal. But in the case of a hurricane, there is a finite period of time where you may be more at risk, and there may be things that you can do to prepare more specifically for hurricanes. Let's see what the National Weather Service suggests, shall we?

Every year, a week or two ahead of hurricane season, is Hurricane Preparedness Week. Each day, you take a different step to address a different concern. Although this week was back in May, this is what the daily schedule looked like to prepare for the 2016 season:

Day 1. Determine your risk.

Day 2. Develop an evacuation plan.

Day 3. Perform an insurance check-up.

Day 4. Assemble disaster supplies.

Day 5. Strengthen your home.

Day 6. Identify your trusted sources of information for a hurricane event.

Day 7. Complete your written hurricane plan.

This is an abbreviated version of the much more informative chart at **www.nws.noaa.gov/com/weatherreadynation/hurricane_preparedness.html**.

Okay, so you've gotten your kit together, you've checked your insurance, and you've shared your plans with your family so everyone knows what to do and where to go when the storm comes. So now what?

Here is some basic information on terms and what it all means to you when you are in the path of a hurricane.

Hurricane Watch: This means that it is possible that a hurricane is coming to your area within the next 48 hours. Review your evacuation plans and pay close attention to weather reports and guidance from local authorities.

Hurricane Warning: Hurricane conditions are expected within the next 36 hours. Follow directions from local authorities, and check in with family and friends.

Before a hurricane's arrival, make sure family and friends know where you are. Also, find out whether you should evacuate or not. If you are in an area that is directed to evacuate pay attention and follow directions; it can save your life and those of your family members! We've all heard news stories about people who didn't evacuate in time or who thought that they could ride out the storm at home and didn't survive.

Close any storm shutters, cover your windows, and stay away from them. Flying glass can be very dangerous. Turn your refrigerators and freezers to the coldest setting and only open them when necessary. Food will keep longer in the event that you lose power, which you likely will during a hurricane or severe storm.

Bring in items around your house and in your yard that could blow away or become damaging projectiles in high winds. If you can't bring them in, find a way to secure them to your house.

If you haven't been evacuated, the safest places in your home are small interior rooms, closets, or hallways with no windows. Get on the lowest level of your home and put as many walls as possible between you and the storm. Don't be fooled by the calm that comes from the eye of the storm; wait out the entire storm before trying to get out or to assess any damages.

Keep listening to the radio for announcements about when it is safe to come out. If you did evacuate, return home ONLY when officials say it is safe to do so. Drive very carefully and avoid flooded roads or washed-out bridges. Watch for blocked roadways and downed power lines. Once you've returned home you can begin assessing any damages: check for structural damage, gas leaks, or loose power lines; if you do smell gas, stay away from the area. Don't use candles—only battery powered flashlights—and make sure you turn them on before you enter a building. It may be rare, but a battery could produce a spark and ignite a gas leak very quickly.

There is a lot of information out there about how to prepare and protect yourself in a hurricane. If you live in a storm prone area, there are many resources to help you, and people who have lived through hurricanes in the past are generally pretty willing to share their experiences. In addition, there are online resources, too. The American Red Cross website and the National Weather Service are both very good places to start, as is the National Oceanic and Atmospheric Administration.

- **www.redcross.org**
- **www.nws.noaa.gov**

Some prep work ahead of time can make a difficult situation a little easier, and it really can save your life. Be smart and be prepared!

SIZE MATTERS

By MR. MICHAEL FRANCIS,
Staff Writer

I sell motorcycles for a living. I love my job because I love motorcycles, and what better way to spend time than riding the bikes that come in, getting to know them, and talking about bikes all day? The most satisfying part of my job is knowing I may save a life by helping someone choose the right bike, but it's not always an easy thing to do. Ego should follow skill, but this is seldom the case.

Most people, especially new riders, want to choose a motorcycle based solely on looks or engine size with no regard to how it relates to their experience level or needs. They want what their friends have, something for status, or a sport bike—a street legal track bike that simply has way too much power for their current skill set. I do what I can to fit riders with the right size and type of bike, just like their helmet and the rest of their gear is fitted, so they will be as safe as possible and really enjoy the ride. That is what it's all about after all.

I'm not saying you shouldn't buy a bike that gets your heart racing every time you look at it. You should! But people get wrapped up in aesthetic things like how the tank is shaped or the headlights look, when those things have nothing to do with what bike they should be buying.

Bike Fitting

Most people have an idea what type of riding they want to do. Some plan to ride their motorcycle to work every day or want it for weekend cruising. Others want something that lets them tear down the highway as fast as possible and not be left behind their friends. Others want to get off road. There is a bike for everything these days and multi-purpose ones as well.

Choose what type of bike will fit your preferred usage. The main categories are sport bike, cruiser, adventure, or off road. Many riders switch between these over the years. Take time to research what's in your price range. Look at bikes online, talk to experienced riders, and check the reviews and videos of what you might want.

Before buying, it's important to sit on the bike to make sure your feet reach the ground and that you feel confident moving the bike around. The weight of the bike should be considered for your strength—you need to be able to hold it up and walk back and forth with it. If it is slightly heavy but you can move it around and it fits all the other criteria, don't be discouraged. You will get used to the extra weight quickly if you ride it regularly. Check the location of the controls, and make sure you can operate them easily and with comfort.

The riding position is a personal preference but should also be carefully considered for comfort. You'll lean forward more on a sport bike but sit more upright on a cruiser. Figure out what position you want to be in when riding and where you want your feet. The foot pegs will be either forward, mid, or rear sets depending on the type of bike. The height and pullback of the handlebars will determine riding position as well and can be altered if needed. Riding in an uncomfortable position can lead to fatigue and make the bike difficult to handle.

The most important thing to consider is what size motor fits your current skill set. It is crucial to start out slow so you can learn proper techniques to ride safely with the power available to you. Europe has a graduated license for motorcycles; you can't just go out and buy a 600 or 1000 cc bike your first time. You are required to start small and move up slowly over years for a good reason—it saves lives. Your friends may say you're wasting your time on anything less than a 600 cc, especially on a sport bike, but that is complete nonsense. Unless you have years of experience on dirt bikes as a kid, you will be beyond your ability. On cruisers, the motor size is not quite as important because the bigger motor allows you to travel further at lower rpms, not adding much more top speed like a larger sport bike will.

Consider the Consequences

Most people don't realize they need to pay attention to *everything* when they're on a bike; it's not like driving a car. It takes time to build the skills to control the bike and its power, as well as deal with traffic, weather, and road conditions. Adding too much speed and power to that mix can result in disaster.

Long hours on the highway can also be dangerous for new, inexperienced riders. Recently another salesman in my shop had a customer whose girlfriend had never ridden a motorcycle. They ended up buying her one to go on long weekend trips. Within a month, she went on a trip with her boyfriend and his friends. A few hours into the trip, the boyfriend

You may technically be able to ride one, but I can tell you from experience that the power of a sport bike is **instant and unforgiving.**

looked back to check on her just as she lost control of the bike, shot off the road, and died instantly.

When I talk to new riders, I recommend they start with a bike that fits their size with a small engine for a couple of years before going to the faster, larger bikes, especially if they are into sport bikes. The amount of power sport bikes have is far beyond what a new rider can handle; they are actually street legal race bikes. I see them in our service department frequently with the top of the tank scratched up because the clutch was let out with too much throttle and the bike was hurled out from under the rider suddenly. You may technically be able to ride one, but I can tell you from experience that the power of a sport bike is instant and unforgiving. It only takes a second to rear-end a car in front of you or run into a curb unexpectedly.

A few of my close friends race motorcycles on an amateur level, and they say the same thing over and over again: you will have more fun on a smaller bike that you're comfortable on and can ride the hell out of than on a bike that does 75 in second gear. On a fast bike in town, you'll be fighting it constantly to slow down—sort of like walking a huge dog that's pulling you down the street with little regard to your wishes. If you choose a bike that fits you instead of based on its looks and speed, you will ride it more and enjoy yourself more. Picking the right bike for your skill set means you can enjoy riding for years and can switch to bigger, faster bikes as your abilities improve.

It's a beautiful thing to be out on your bike—a Zen only a motorcycle rider can know. Have fun and be safe out there!

According to the National Highway Safety Traffic Administration, during the period from 2004 to 2013:

- The total number of rider fatalities increased **18 percent**.
- Rider fatalities on motorcycles with engine sizes 1,501 cc or higher increased by **over 500 percent** (from 122 to 738).

MOTORCYCLE BRAKING DISTANCE – EXPERIENCE MATTERS!

https://www.youtube.com/watch?v=TaTbajl_oXA

School Daze

By MSGT JULIE MEINTEL, 655th Intelligence, Surveillance, and Reconnaissance Group, (ISRG) Wright-Patterson AFB, OH

It's that time of year again: summer is winding down and the kids are getting ready to head back to school. It is always a tough transition from the longer, lazier days of summer (for the kids, anyway) to shorter, busier school days, and it's a good idea to think ahead about changing gears to the school year routine. If your kids are anything like mine, they like to stay up half the night with their friends and sleep late in the mornings. Then there is school supply shopping, sports schedules, activity schedules, meet the teacher night, and lots of other things to have in order before you send them on their way.

The first and most important thing is always safety, of course. Bus stop safety, new teen driver safety, playground safety, sports safety, etc. Safety is not and does not have to be intimidating or overly burdensome; it just requires a little preparation and paying a little attention.

Safe Kids Worldwide is an organization founded in 1988 by Dr. Marty Eichelberger of the Children's National Health System, dedicated to preventing childhood injuries. Unintentional injury is the number one killer of children in the United States; worldwide, a child is killed accidentally every 30 seconds. Millions more kids are injured in life altering ways every day as well. "Accidental injury" is a broad term and covers all the different ways children can be hurt: car accidents, falls, sports injuries, drowning, burns, poisoning, playground accidents, and many more. These injuries are most often preventable. What would it take to prevent most, if not all, of the accidents that kill and injure kids every day? It's really pretty simple: it takes education, awareness, and planning.

The start of a new school year, when we are establishing new patterns, is the time to pay a little extra attention to safety. Over the summer, there may not have been a handful of kids on the corner waiting for the bus when you were leaving for work. Come August, there will be, so pay attention. Make sure you watch for them, and watch for the buses that may be on your route to work. Give yourself plenty of room to stop when the lights flash and the safety arm comes out from the side of the bus, and don't even think about passing a bus if you are running late. That is illegal in all 50 states.

The playground at recess is a prime suspect in many accidental injuries, so make sure you know what type of equipment is at your kids' school, and teach your kids about safe play. The same thing is true for sports. Many sports are almost year round these days, but school sports ramp up significantly at the start of the school year. Check your kids' equipment (shoes, cleats, goggles, shin guards, helmets, etc.) and make sure it's in good shape. Buy new when it starts to wear out. Teach them to not only play by the rules of their chosen sport, but to do it safely.

One particular type of accidental injury that has become more worrisome in recent years, especially with the advent of handheld technology, is kids being hit by cars.

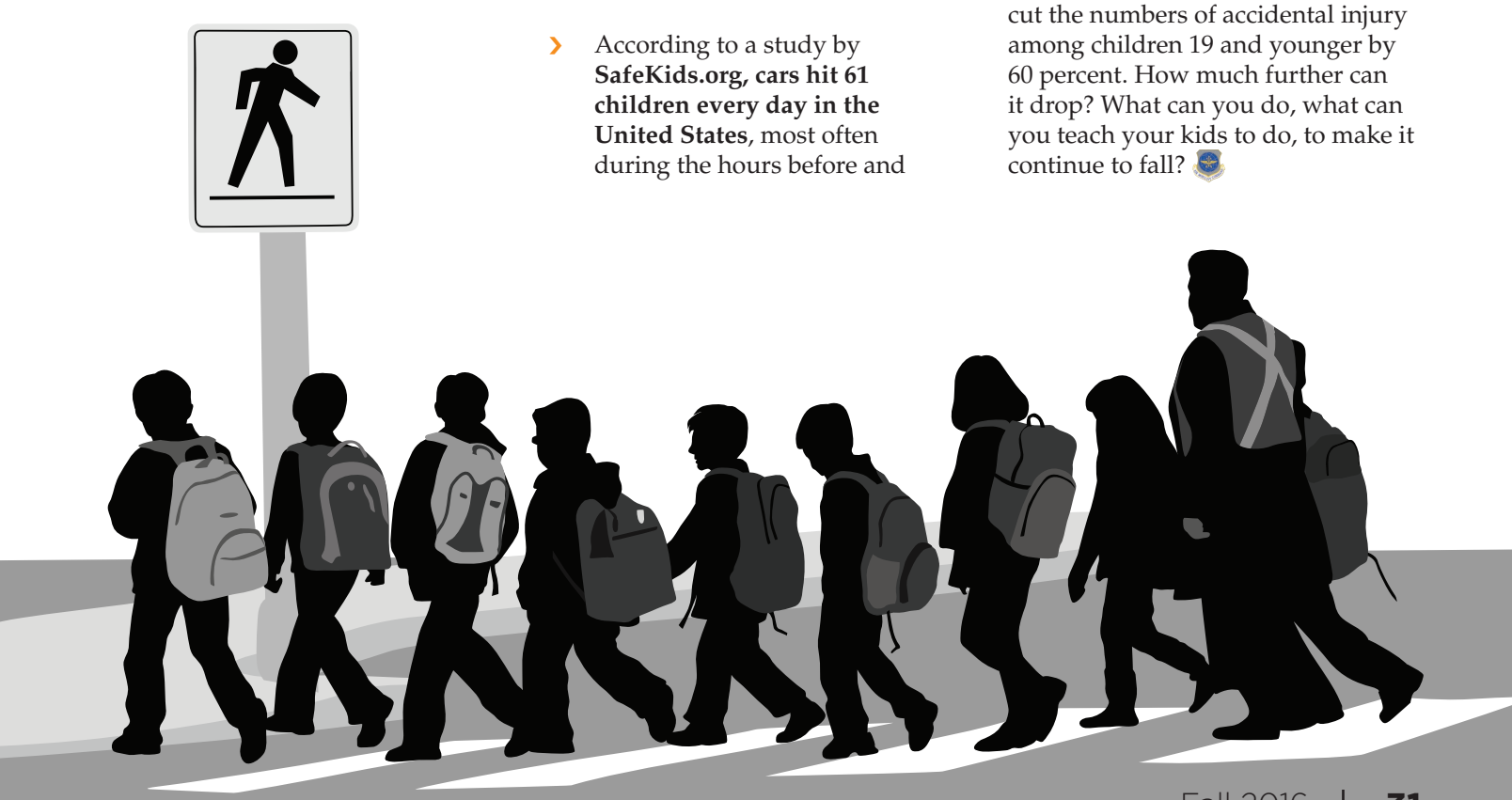
One particular type of accidental injury that has become more worrisome in recent years, especially with the advent of handheld technology, is kids being hit by cars. Handheld technology is a distraction to both drivers and pedestrians. And it is not just the kids who are walking with their faces glued to their phones; many new teenage drivers take to the roads every day. Teenage drivers are not necessarily all bad or reckless drivers, but they are inexperienced, and they've grown up with an iPod or some other small device in their hands. It's very tempting to keep it up front with them and use it, even when they know they shouldn't.

Most states have written laws restricting the use of cell phones while driving, for either making and receiving phone calls or for texting. According to a recent study done by the Nielsen Company, kids between the ages of 13 and 17 send over 3,400 texts every month. Every. Month. That breaks down to about seven texts every waking hour. I don't know about your kids, but watching my kids on their phones, it sure looks like a lot more than seven texts in a given hour! At any rate, the point is that kids walking on sidewalks, waiting on buses, sitting in cars, and driving cars are more distracted than they have ever been before, which translates to an abundance of distracted kids getting hit by cars driven by distracted drivers.

- According to a study by **SafeKids.org, cars hit 61 children every day in the United States**, most often during the hours before and after school, and peaking in September. And, there has been a noticeable demographic shift. It is now much more likely a teenager will be hit by a car than his younger counterpart.

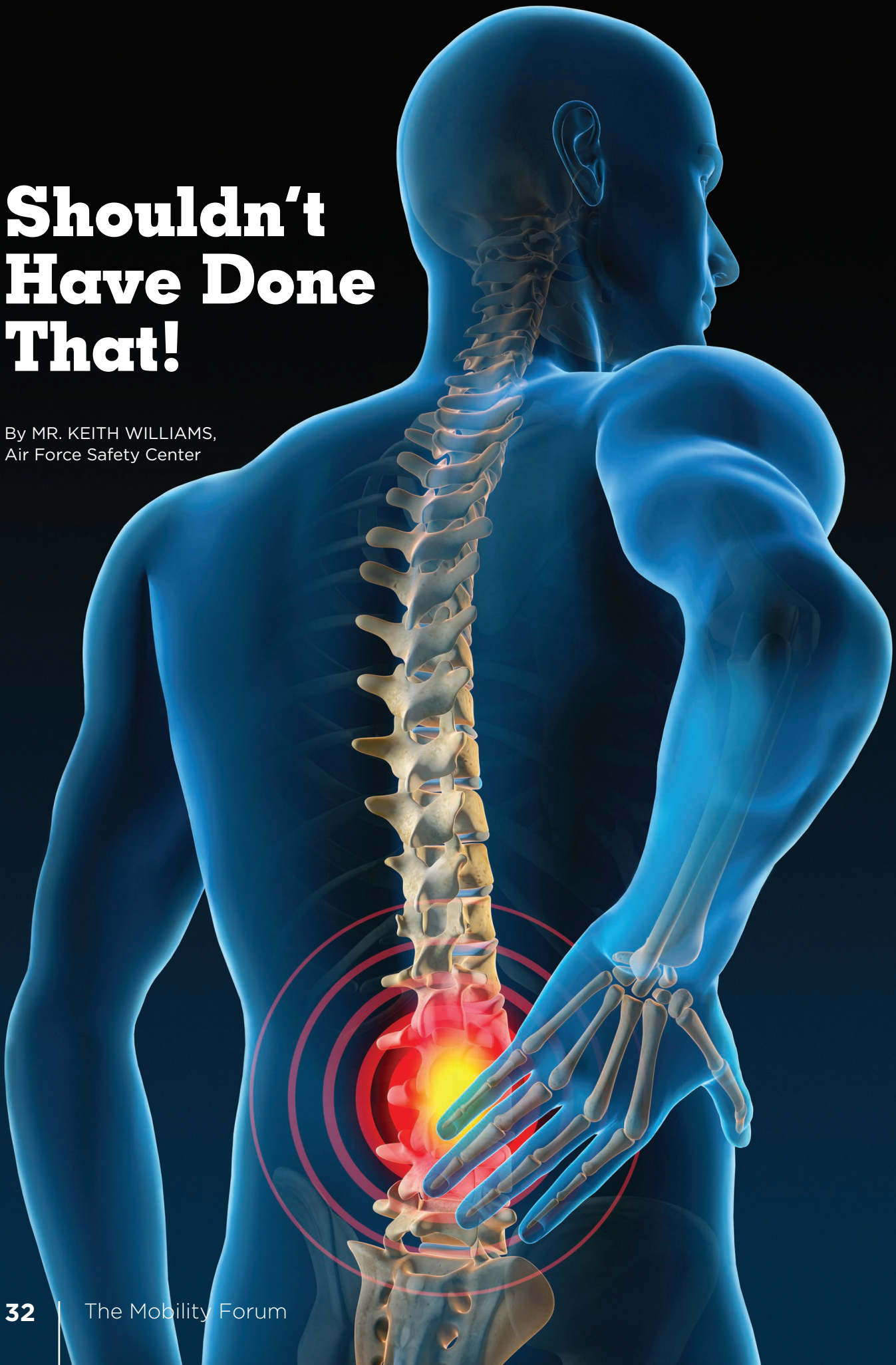
- In 2013, 484 pedestrians aged 19 and younger were hit and killed by a motor vehicle. Nearly half (47 percent) of those deaths were children between the ages of 15-19, according to **Injury Facts 2015**. In addition to the 484 deaths, there were 16,000 injuries to pedestrians under the age of 19. Injury and death rates for teens have leveled off over the years but not much.

Not all accidents can be prevented. But with some extra attention and awareness, we can reduce accidental injury and deaths for kids by a whole lot. In fact, since its inception, Safe Kids Worldwide has helped cut the numbers of accidental injury among children 19 and younger by 60 percent. How much further can it drop? What can you do, what can you teach your kids to do, to make it continue to fall?



Shouldn't Have Done That!

By MR. KEITH WILLIAMS,
Air Force Safety Center



For anyone who has suffered a back injury, you know how debilitating that can be. And you also know that back injuries can occur anywhere—at work or at home. According to the Air Force Safety Center's FY15 Stakeholder's Report, back injuries are the third leading body part injury for Air Force personnel. The report says that in the last five years, we've had over 3,100 such injuries. Of course, those are just the ones that are reported, investigated, and recorded in the Air Force Safety Automation System by a safety professional. No doubt thousands more occur that are only recorded at the installation level.

The majority of all back injuries are due to overexertion and improper lifting. Whatever job you do, chances are lifting is required at some time. Many routine daily tasks can cause a lifting injury—such as an office worker carrying a box of paper; maintenance personnel on the flightline moving a toolbox; or an Airman lifting a hospital patient in a medical facility.

In many instances, back injuries can be prevented with the use of a lifting device or a lift team. When the same type of injury occurs repeatedly, it's worth asking the type of lifting, how often that lifting occurs, and what you are lifting. For example, if you're lifting medical patients 5-10 times a day, your unit may need to invest in a device that assists in lifting patients.

Many career fields, such as aircraft maintenance, vehicle maintenance, and logistics, have similar lifting tasks that would also benefit from the use of lifting devices for things like aircraft seats or vehicle engines. Many devices can help prevent injuries when you perform lifting tasks. These vary in cost and weight capacity, as well as capability. When lifting devices aren't practical or feasible, team lifting is the preferred method, particularly if the object weighs more than 25 pounds and is in an awkward position or location. Sometimes slings, hoists, or even a forklift are ideal to lift an object. Ensure personnel who use these devices are trained and the device has been inspected in accordance with the manufacturer's requirements prior to use.

A recent mishap highlights how important the use of a lift device can be. Six civilian workers were removing 50 exercise machines from a tractor-trailer into a fitness facility. Each machine weighed approximately 200 pounds and had to be moved from the tractor-trailer to the ground and then carried 50 yards into the facility. All of this work was accomplished manually.

One worker lost multiple days from work due to a lower back injury. Others likely felt discomfort but didn't seek medical attention. The mishap investigator asked about a lifting device but discovered none was available. In this example, a forklift would have been ideal to move the equipment to the door of the facility, even if it was unable to go inside. If a forklift was not available, perhaps using slings to help carry each machine would prevent a mishap. Of course, we don't know the physical condition of the individual (although, according to the report, there were no prior back injuries), which is very important. The bottom line is that any time you must lift, consider alternative methods.

A1C Vincent Gaspara, left, and TSgt Andrew Hamilton, right, both crew chiefs assigned to the 436th Aircraft Maintenance Squadron, install a new C-5M Super Galaxy main landing gear wheel and tire assembly at Dover AFB, Del. The crew chiefs used a harness to lift the 212-pound wheel and tire assembly onto the brake rotor.

USAF PHOTO BY ROLAND BALIK

Proper equipment, training, and real-time risk management for daily tasks can prevent many mishaps. Real-time risk management addresses issues that arise at the time of the task. The risk can be mitigated immediately and then implemented to reduce the risk of injury.

Be smart and lift smart. Your back will thank you later.

The History of Operation Desert Storm

A DAY TO REMEMBER

By MS. LAUREN SCHATZ, Staff Writer

Jan. 16, 1991, is a date permanently etched into the minds of millions of Americans. It is the monumental day President George H.W. Bush announced the commencement of Operation Desert Storm, a military operation to drive out Iraqi forces in Kuwait during the Persian Gulf War. It is a day rightfully deserving of its remembrance because of the tremendous amounts of bravery, hard work, and dedication the United States put forth during this taxing time.

Not So Calm Before the Storm

Months earlier, on Aug. 2, Iraqi dictator Saddam Hussein ordered the invasion and occupation of the tiny, oil-rich nation of Kuwait. Though a small country, Kuwait was a very large supplier of oil. Iraq now controlled this oil supply, and many nations feared Iraq would go after Saudi Arabia's oil next. Because Iraq's actions posed a threat to the world's economy, the United Nations Security Council issued an ultimatum to Iraq on Nov. 29: withdraw from Kuwait by Jan. 15 or face an attack from a multinational force.

Strategic Preparation

During the last months of 1990, the United States participated in the defense of Saudi Arabia during a military operation dubbed Operation Desert Shield. During this military operation, the United States, along with a coalition of nations, strategically prepared for Operation Desert Storm. The coalition sent hundreds of thousands of troops to the borders of Saudi Arabia, along with a range of supplies. From food to trucks to planes, they sent everything that would be essential for Operation Desert Storm. One Air Force general in command at the time summed up the magnitude of this airlift campaign by comparing it to airlifting an entire town. "We moved, in essence, a Midwestern town the size of Lafayette, Indiana, or Jefferson City, Missouri," said Gen Hansford T. Johnson.

Operation Desert Storm

After months of strategic preparation, the coalition waited patiently for a response from the Iraqi dictator. Jan. 15 came and went with no word from Hussein—he blatantly ignored the United Nations Security Council's ultimatum to withdraw from Kuwait. This meant the coalition could now use "all necessary means" of force against Iraq. So on the morning of Jan. 17 (Jan. 16 U.S. time), the United States led an air offensive in Iraq that strategically targeted Iraq's air defenses, communication plants, and oil refineries. On Feb. 24, after weeks

A C-130 Hercules transport aircraft loaded with troops from the 101st Airborne Division takes off during Operation Desert Storm. Behind the highway barricade is an M-1038 high-mobility, multipurpose wheeled vehicle.

Supplies are unloaded from a KC-10A Extender aircraft during Operation Desert Shield.

of the coalition planes filling the air, Desert Storm moved into its ground combat stage—known as Operation Desert Sabre.

Operation Desert Sabre

Operation Desert Sabre was a massive allied ground offensive with troops heading into Kuwait and southern Iraq. For four days, the troops encircled the Iraqis and then defeated them. Despite this, Iraq mounted a counter defense strategy in southern Iraq; however, most were defeated by Feb. 27. As Iraqi resistance was crumbling, President Bush declared a cease-fire on Feb. 28. This meant the Persian Gulf War was now over and Kuwait had been successfully liberated.

The Aftermath

According to the peace terms that Hussein accepted, Iraq would recognize Kuwait's sovereignty and get rid of its weapons of mass destruction. In terms of casualties of the war, an estimated 8,000 to 10,000 Iraqi forces were killed, compared with only 300 coalition troops. The Persian Gulf War was declared a decisive victory for the coalition. This can be credited to the excellent multinational cooperation the United Nations demonstrated, the preparation during Operation Desert Shield, and the courage the coalition put forth during Operations Desert Storm and Sabre.

President H.W. Bush's Closing Words

In an address before Congress on March 6, 1991, President Bush declared the end of the Persian Gulf War to be "a victory for unprecedented international cooperation and diplomacy."

"We went halfway around the world to do what is moral and just and right," he said. "We fought hard and, with others, we won the war. We lifted the yoke of oppression and tyranny from a small country that many Americans had never even heard of, and we ask nothing in return. We're coming home now—proud, confident, heads high. There is much that we must do, at home and abroad. And we will do it. We are Americans."

Air Deployment Missions: 18,466 as of June 7, 1991

- 3,980 by C-5 Galaxy transports
- 9,085 by C-141 Starlifter transports
- 1,193 by C-130 Hercules transports
- 395 by KC-10 Extender aerial refuelers
- 3,813 by Civil Reserve Air Fleet carriers
- 509,129 passengers and 594,730 tons of cargo carried

Facts About Operation Provide Comfort (relief to Kurdish refugees in eastern Turkey and northern Iraq)

- Operation conducted by U.S. European Command, Army Lt Gen John M. Shalikashvili commanding
- 11,936 U.S. personnel engaged at peak: May 21, 1991
- 21,701 total allied coalition personnel involved at peak
- Relief supplies delivered:
  - 4,416.6 tons by ground transports
  - 12,683.2 tons in 3,901 air sorties
- Maximum Kurdish refugee count in tent cities: 57,350, May 24, 1991
- U.S. relief provided:
  - 4.79 million prepackaged ration meals
  - 2,687.5 tons of bulk food
  - 200,717 gallons of water
  - 211,788 blankets
  - 23,500 tents

From the 1991 Defense Almanac

Lt Col Chris D. Hull, Maj Stephanie K. Harley, Capt David M. Lutz, TSgt Dietlinde R. Wille-Davis, TSgt William J. Murphy, and TSgt Charles A. Wolfe, II. Not pictured: Capt Zachary A. Callahan.

Capt. David M. Lutz, Medical Logistics & Readiness Flight Commander, 379th Expeditionary Medical Support Squadron, Al Udeid AB, Qatar.

UNITED STATES AIR FORCES CENTRAL COMMAND

UNIT GROUND SAFETY AWARD OF DISTINCTION

379 EMDG, 379 AEW, AL UDEID AB, QATAR

The BEE Flight conducted an annual radiation safety audit, surveying the dental section to identify any discrepancies. There are two DTRs, each with one x-ray unit. During the audit, it was observed that the controls for the x-ray units were located inside of each DTR. To operate these units, the technician had to reach around the doorframe and manipulate the controls to take the x-ray. This caused technicians to be exposed to radiation, and it was determined that exposures were above the federally mandated ALARA limit.

The report was communicated to dental personnel as well as the Medical Logistics flight on 28 March 2016, with subsequent meetings held regarding fix actions that day. The team determined that an urgent work order would be placed with 379 ECES and, in the interim, the BEE team conducted education with dental personnel, training them to minimize exposure to the greatest extent possible to radiation with the existing system, while continuing to provide patient care.

While Facility Management was working with 379 ECES to push an emergency work order, Medical Logistics personnel contacted the ERPSF team, requesting facility support to move the boxes more expeditiously. Two ERPSF personnel immediately surveyed the rooms, working with facility management and BMET personnel to identify any medical gas or electrical lines running within the wall.

That same evening, the two ERPSF members spent approximately four hours moving the two control boxes from the inside of the dental treatment rooms to the walls outside of the rooms. This negated the exposure to radiation for the dental technicians, effectively solving a safety issue that had been in existence for at least two years.

The decisive action and effective communication of the multiple sections involved allowed a fix to be planned, coordinated, and executed in just one day.

MISHAP-FREE

Flying Hour MILESTONES

8,500 HOURS

109 AW, STRATTON ANGB, NY
Lt Col Joseph P. Hathaway
SMSgt Shad M. Gray

6,500 HOURS

109 AW, STRATTON ANGB, NY
SMSgt Jamie L. Hill
SMSgt Elliott M. McGuigan
MSgt Adam J. Gardner
MSgt David M. Vesper

126 ARW, SCOTT AFB, IL
SMSgt John Reed
SMSgt Keith Wagner

5,000 HOURS

16 AS CC, JB CHARLESTON, SC
MSgt Kyle W. Hunt

19 OG, LITTLE ROCK AFB, AR
CMSgt Rodney Myers

109 AW, STRATTON ANGB, NY
Lt Col William J. Salvaggio

126 ARW, SCOTT AFB, IL
Col Pete Nezamis
Lt Col Ralph Delatour
Lt Col Thomas Jackson
Lt Col Jeffrey Jacobson
Lt Col Scott Kosmopolis
Lt Col Christopher Mauk
Maj Brian Keen
CMSgt Sammy Gerros
MSgt Warren Weldon

344 ARS, MCCONNELL AFB, KS
Lt Col Joseph M. Markusfeld

350 ARS, MCCONNELL AFB, KS
Capt Neil F. Godwin
TSgt Patrick M. Haney

709 AS, DOVER AFB, DE
MSgt Leo C. Martin

3,500 HOURS

19 OG, LITTLE ROCK AFB, AR
Lt Col Bryan Smith
TSgt Andrew Strazzinski

21 AS, TRAVIS AFB, CA
Maj Jeffrey D. Colby
Capt Frieden McLean
Capt Nicholas P. Sochinski
MSgt James Daniel Davis
TSgt Shevaun Jenelle Reighter

109 AW, STRATTON ANGB, NY
Maj Joshua N. Caldon
Maj Timothy J. Novak
Capt Patrick W. Newton
MSgt Gregory M. Peck
TSgt Matthew E. Lucier

126 ARW, SCOTT AFB, IL
Col Gregory Green
Lt Col Nicholas Babiak
Lt Col Timothy Kanoy
Lt Col John Ourada
Lt Col Ken Self
Lt Col Robert Wunderlich
Lt Col Randall Yentsch
Lt Col Brian Zoellner
Maj Brian Murray
Maj Thomas Ratkovich
Maj Christopher Robey
SMSgt Stephen Butler
SMSgt Arie Latimer
TSgt Katherine Lowry
SSgt Brandon Williams

326 AS, DOVER AFB, DE
Maj Kevin A. Thorsell
Capt Adam D. Franklin

344 ARS, MCCONNELL AFB, KS
Lt Col Aaron J. Larose
Maj Aric Zeese
Capt Adam Johnson

349 ARS, MCCONNELL AFB, KS
Maj Derrick G. Baker
Capt Charles L. Mohler
Capt Jared R. Thomas
TSgt Donald L. Johnson

350 ARS, MCCONNELL AFB, KS
Col David M. Lenderman
Lt Col Jason E. Redlin
Maj Scott A. Durham
Capt Gregory R. Petschauer
Capt Gonzalo Ramirez
TSgt Adam P. Mosier
TSgt Jeremy D. Pratt

384 ARS, MCCONNELL AFB, KS
Col Albert G. Miller
Capt Cliff E. Leclerc
TSgt Dwight B. Miller

709 AS, DOVER AFB, DE
Maj Gene M. Pasker

2,500 HOURS

16 AS CC, JB CHARLESTON, SC
SrA Bryant A. Smith

19 OG, LITTLE ROCK AFB, AR
Lt Col Sarah Santoro
Lt Col Christopher Zegar

MSgt Jason Boehm
MSgt William Jackson
TSgt Andre Holloway

109 AW, STRATTON ANGB, NY

Lt Col Julia A. Moretti
Maj John P. Hughes
Maj Thomas M. Pearsall
Capt Brandon C. Caldwell
Capt James A. Nicholson
MSgt Jason P. Deluca
TSgt Kevin J. Zenner

126 ARW, SCOTT AFB, IL

Lt Col John Hancock
Lt Col Dave Hodge
Lt Col Mark Ladwig
Lt Col Donald Landgrebe
Lt Col Mark Lynskey
Lt Col David Meyer
Lt Col Michael O'Koniewski
Lt Col Robert Steward
Lt Col Eric Zion
Maj Jeremy Patrick
Maj Joel Shepherd
Maj Todd Walker
MSgt Christopher Zahner

326 AS, DOVER AFB, DE

Capt Christopher D. Blevins

344 ARS, MCCONNELL AFB, KS

Col Bruce P. Heseltine
Maj Todd W. Abshire
Maj Jeremy J. Broussard
Maj Nicholas G. Zervos
Capt Brittany D. Gilmer
Capt Andrew P. Hardy
Capt Jordan R. Kemp
Capt Skyler C. Smith
TSgt Heather M. Harp

349 ARS, MCCONNELL AFB, KS

Lt Col Tad W. Woolfe
Maj Matthew S. Jones
Maj Mark C. Lennon
Maj John M. Sciuto
Capt Jared P. Gilmer
Capt Andrew P. Hardy
Capt Leo C. Romero
Capt Lindsay L. Yip

350 ARS, MCCONNELL AFB, KS

Lt Col Dwayne S. Perez
Maj Jonathan C. Rey
Maj Daniel R. Richardson
Maj Benjamin D. Sherman
Capt Neal S. Brinkworth
Capt Craig M. Carlson
Capt Charles D. Chambers
Capt David P. Jung
Capt David J. Puchalla
Capt John A. Troja
CMSgt Jeffrey T. Daniels
SMSgt Brett A. Prothe
MSgt Bartek Bachleda

384 ARS, MCCONNELL AFB, KS

Maj Robert T. Bradley
TSgt Christopher D. Huber
SSgt Lucas A. Treat

A 62d AW C-17 Globemaster III from Joint Base Lewis-McChord, Wash., flies over the Atlantic Ocean en route to Gabon, Africa, in support of exercise Central Accord 2016.

USAF PHOTO BY TSGT TIM CHACONI

SUBMITTING MISHAP-FREE FLYING HOUR MILESTONES

To submit mishap-free flying hour milestones, send your request to:
mobilityforum@us.af.mil **HQ AMC/SEE, 618.229.0927 (DSN 779)**
Please submit as shown in the listings above (first name, last name, sorted alphabetically within rank).

QUICKSTOPPERS

Passenger Rules to Live By

By MS. JEN YATES,
AMC Flight Safety

I've travelled as an aircrew member, military passenger, and Space-A passenger with my then 5-year-old son and therefore have seen a thing or two. Partially tongue in cheek, here is what I learned from my experiences.

- First rule of business: this is not a commercial flight. You will never share your row on Delta with cargo pallets, engines, vehicles, or other large objects. Depending on the aircraft, the back could have pallets or equipment—even the cargo rollers can be more dangerous than children's LEGOs. I vividly remember my co-pilot once doing a loose rendition of the chicken dance as he tripped, caught himself, and then tripped again over the rollers.

- Whatever you do, please do not climb on the pallets or let your children pretend to drive the Jeeps. Often the crewmembers will be busy with other mission duties and unable to keep a constant watch on the passengers.

- Any aircraft, whether commercial or military, can experience unexpected turbulence at any time. Certain aspects of missions may require abrupt maneuvers, and it is imperative that you follow the direction of the aircrew members. Just because they aren't watching does not mean you should move freely about the aircraft.

- Much like the commercial airlines, military aircrew members conduct a passenger brief that covers emergencies and egress procedures. Even if you tune out the flight attendant on a commercial jet, please do not tune out the aircrew member. Oxygen masks, flotation devices, and emergency exits can be very different from aircraft to aircraft and definitely different than commercial travel.

- If you wouldn't stand on your head on a commercial aircraft, then please don't do it on a military plane.

- It is going to be very cold or very hot in the back of the aircraft. Dress and pack accordingly!

- The restroom may or may not be a bucket surrounded by a curtain. No, you are not camping, even if the back of the aircraft resembles something out of a survival show.

- Except during evacuations and a few other missions, the aircrew's primary job is not to get you to your next location. They are busy getting mission details, cargo details, weather, and other requirements for the mission.

- The crew may or may not take you up on the flight deck. They may be busy or have security concerns. If they do take you up, hopefully your child won't say "Eh" and tell a C-17 crew that he'd rather be a helicopter pilot. It is a one-way ticket off the flight deck with no hope of returning.

The rules are there to protect you. Listen to the crew, be respectful, and most importantly—be safe!

SrA Brian Price, left, and SrA Jessica Castellon, 436th Aerial Port Squadron passenger service agents, assist Space-Available travelers Maj James Turner, wife Ela, and son Mateusz, during passenger check-in at a terminal on Dover AFB, Del.

USAF PHOTO BY ROLAND BALIK

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A DAY IN THE LIFE

Lt Col John Mikal is a KC-46 Pegasus test pilot and proud member of the team that is putting the Pegasus through a series of critical pre-production tests. The Boeing Company developed the KC-46 from its 767 jet airliner and is scheduled to deliver 179 of the aircraft to the Air Force by 2028. The first combat-ready tanker is scheduled to be delivered by August 2017.