

THE

MOBILITY

THE MAGAZINE OF AIR MOBILITY COMMAND | SPRING 2013

FORUM

★ 2012 ★

SAFETY

AWARD

WINNERS



AIR MOBILITY COMMAND

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The Mobility Forum (TMF) is published four times a year by the Director of Safety, Air Mobility Command, Scott AFB, IL. The contents are informative and not regulatory or directive. Viewpoints expressed are those of the authors and do not necessarily reflect the policy of AMC, USAF, or any DoD agency.

Contributions: Please email articles and photos to info@schatzpublishing.com, fax to (580) 628-2011 or mail to Schatz Publishing, 11950 W. Highland Ave., Blackwell, OK 74631. For questions call (580) 628-4607. The editors reserve the right to make editorial changes to manuscripts.

Photos with a **DE** denote digitally enhanced photo.

Subscriptions: **GPO** U.S. Government Printing Office: 2011-645-263. For sale by the superintendent of Documents, U.S. Government Printing Office. Internet: bookstore.gpo.gov. Phone: toll free (866) 512-1800; DC area (202) 512-1800. Fax: (202) 512-2104. Mail: Stop IDCC, Washington, DC 20402-0001.

Distribution: TMF is published at an approximate ratio of one magazine for every 10 AMC personnel.

AMC RP 91-2. Dist: X

ISSN 1067-8999

Access the e-version of *The Mobility Forum* through the AF Portal by going to the MAJCOM listing (Air Mobility Command). On the left side under AMC - News, you will find a link to *AMC Mobility Forum*.

(This site is accessible by authorized government computer systems only.)

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IN THIS ISSUE

■ SAFETY CULTURE

- 3** Aviation Safety Action Program (ASAP)
- 20** Planning for Emergencies (a Thing is a Thing is a Thing)
- 24** Distracted Driving
- 26** What Makes a Wingman?
- 28** PCS: New Life, New YOU?

■ FLIGHT SAFETY

- 4** We Made it, But Let's Not Do That Again!
- 6** Tanker LOSA
- 22** Hey Y'all, Watch This!
- 30** Spring Weather and Wind Shear

■ ANNUAL SAFETY AWARD WINNERS

- 8** 2012 Safety Award Winners
- 16** Safety Office of the Year: 62d Airlift Wing, Joint Base Lewis-McChord

■ MOTORCYCLE CULTURE

- 33** That Was Close!

■ SEASONAL CONSIDERATIONS

- 35** When Thunder Roars, Go Indoors!

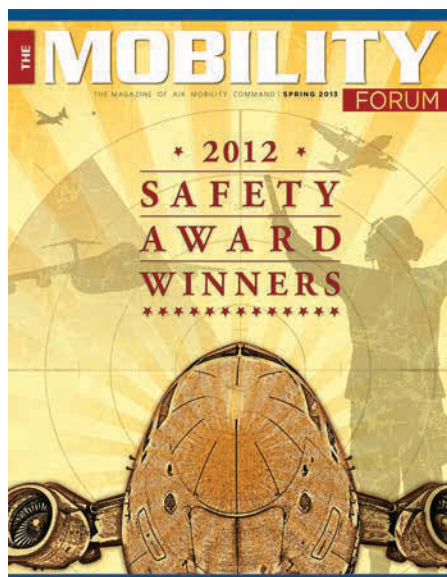
■ 2013 WRITING CONTEST

- 36** 2013 Writing Contest Call for Submissions

REGULAR FEATURES

- 37** Flying Hour Milestones
- 39** Quickstoppers
- 40** A Day in the Life

ON THE COVER



Safety award winners for 2012 are featured in this issue of The Mobility Forum.

SOCIAL MEDIA

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AVIATION SAFETY ACTION PROGRAM

ASAP

By HQ AMC/A3TO

The Aviation Safety Action Program (ASAP) is a program designed to be an identity protected, self-reporting system that encourages the voluntary reporting of operations and logistics/maintenance safety issues and events. It is designed to provide a non-punitive environment for the open reporting of safety concerns and information that might be critical to identifying precursors to accidents. The goal is to prevent mishaps by addressing those unintentional errors, hazardous situations and events, or high-risk activities not identified and/or correctable by other methods or through traditional safety reporting sources. The reported information is used to reduce mishaps through operational, logistics/maintenance, training, and procedural enhancements. Due to its capability of providing early identification of needed safety improvements, ASAP offers significant potential for avoiding mishaps. What's needed is your input.

The text in the box to the right is an extract from the AMC/CC's Aviation Safety Action Program (ASAP) Endorsement dated 31 Aug 2012.

As of 26 Dec 12, 456 ASAP reports have been submitted with only 13 remaining "open." Please trust

that your submissions are thoroughly reviewed and analyzed with feedback being provided to the entire MAF. Real solutions have come about by your submissions. Mishaps have been prevented. Keep 'em coming! 🇺🇸

1. ASAP is an identity-protected, self-reporting system modeled after the successful FAA program that encourages voluntary reporting of unintentional errors, hazardous situations, and high-risk activities to identify and mitigate previously unknown hazards or insufficiently managed risk in operations. I endorse this program and encourage you to better understand and use it.
2. AMC's goal is to prevent mishaps by addressing threats, errors and hazards not identified by other methods or through traditional safety reporting sources. Information is used to reduce mishaps through operational, maintenance, training, and procedural enhancements. Through this unique hazard identification and mitigation process, ASAP offers significant potential for avoiding mishaps.
3. Data generated from the ASAP process shall not be used for monitoring aircrew performance, to initiate punitive or adverse action as defined in the Ops RAMS CONOPS, or to assign the reporter an "unqualified" rating. In cases of reckless disregard of regulations and procedures, ASAP data may be used for action. ASAP reports are not covered by privileged safety information procedures of DoDI 6055.7, Accident Investigation, Reporting, and Record Keeping.
4. This memo serves as interim guidance until formal AF policy supersedes this memo.

WE MADE IT,

but let's not do that again!

By MAJ JEN YATES, HQ AMC/SEF

Sicily Drop Zone, Pope AFB, circa 2000. It was a young crew by 2000 standards. It included a brand new aircraft commander; first time off-station as an AC, an experienced co-pilot, a middle-of-the-road flight engineer, a navigator flying for the first time off-station without an instructor, and two new loadmasters with an experienced instructor. The DO signed off on this young crew's trip to Pope based on their performance in upgrade training as well as perceived maturity. There was also the caveat that they would always be number two in the formation and never on their own.

As every good C-130 crew knows, the lead aircraft always breaks, especially when lead is flying a good old E-model. The crew quickly found themselves hauling jumpers around the routes and dropping pass after pass of paratroopers on Sicily.

They were feeling very confident and definitely cocky. Now they were single ship, successfully flying the mission, patting themselves on the back for being so good. Confidence is good, but over-confidence is not.

The second part of the mission was to accomplish engine running onloads from Sicily Landing Zone. The conservative method was to land, taxi back to pick up the paratroopers, ERO, taxi back and take off in the opposite direction from landing. The crew quickly determined that this method wasted time and was not very "flashy," and began brainstorming whether they could take off the same direction as landing. The FE computed the TOLD, and yes indeed, the crew could take off. The pilot briefed the departure and the crew looked at all the tall trees at the departure end. The nav briefed the obstacles and got the watch ready for the time check.

"Hack," "Timing," "Go," "Rotate." Silence. Really big trees. Climbing ... slooooooowly. Really big trees, lots of leaves. More silence. Time slowing. Did I mention there were **REALLY BIG TREES?!** Trees that the aircraft was approaching **QUICKLY?!** Time then slid into that slow motion "Matrix" phenomena. The crew members were all holding their breath in that subconscious attempt to lighten the aircraft; *willing* the aircraft to be lighter so it would somehow miraculously climb over the trees.

The aircraft did make it over the trees, but just barely. The crew was still eerily silent. The FE was wondering if that smell was emanating from the co-pilot because of his high protein diet or a present in his flight suit. He was also wondering whether there were going to be leaves in the landing gear (there weren't). The navigator still swears they were close enough to the trees to see a bug on



a leaf waving through the co-pilot's kick window. Silence continued on for a few more seconds (which still seemed like eternity) then simultaneously the crew let out a collective sigh of relief — WOOHOOOO — followed by verbiage that can't be stated in this publication.

That story is just one of many that I've heard throughout my years in flight safety. The crew of that aircraft had a happy ending and I'd like to think they learned something from the experience. I wish I could say this happened 12 years ago and isn't relative today, but unfortunately it is still very relevant.

AFI 91-204 lists several human factors that can be used during mishap investigations to assist investigators in determining causal factors. Below you will find merely three — factors that have been present in recent Class A's and B's, HATRs, ASAPs, and the scenario I presented above.

The first factor is **assertiveness**. Assertiveness is the commonality that will tie into all the other factors I point out in this article. Assertiveness is a factor in mishaps when individuals fail to state critical information or solutions with appropriate persistence. Pressures come from external sources (deployed commanders, supervisors, CAOC, TACC) and internal sources (crewmembers).

External players all have missions to execute. Planning has occurred and risk has been assessed, mitigated, and accepted, but the operational environment is dynamic. In many cases, the external players are not in the moment experiencing what the crew sees in real time and they are not in the mind of the crewmember. These players are not aware of all the strengths and limitations of the crew.

Internal pressure depends on the number, experience, and personality of the crew members. Some days are tougher than others to stand up and call timeout. However, one poignant tidbit a former instructor told me was to speak up if something does not look right because, while it may be the pilot that does something stupid, I, as the navigator, will die a tenth of a second after him/her. Everyone on the crew has the responsibility to be assertive and point out when something has been entered incorrectly into a computer, a radio call has been missed, altitude/airspeed are off, or any other thing that may ultimately end in a mishap. Ask the questions, know the directives/instructions/rules, and *speak up* when something doesn't seem right.

The second common factor is **limited total experience**. This occurs when a supervisor selects an individual who has performed a maneuver, or participated in a specific scenario infrequently or rarely. Unfortunately because of budget constraints and operational demands, supervisors have had to weigh the risks and make tough decisions, but ultimately crews have to accomplish the mission and know when their limits are reached. This ties back to factor one, assertiveness. You should know your strengths and limits

and be willing to stand up and say something or take necessary action when your limits have been passed.

The last factor I want to discuss is **overconfidence**, which often goes hand in hand with limited total experience. Overconfidence occurs when the individual overvalues or overestimates personal capability, the capability of others, or the capability of aircraft/vehicles or equipment, which leads to an unsafe situation. Supervisors may observe high performing individuals at home in a vanilla (predictable) environment and perceive that extra pressure or risk can be handled by the crew or the individual while off-station. It again falls on the crewmember to recognize their own strengths and limits and be assertive when pushed beyond the limits.

That's just three of many human factors that have occurred not only in the BIG TREES incident, but have presented themselves in recent mishaps and events. Crews frequently share stories like the one above. One way to communicate such instances is via an ASAP report — doing so could prevent another crew from repeating your mistakes! Please continue to share your stories, but most importantly learn from past mishaps, stand up for yourselves, and make safety a priority. 🛡️

2013 CRITICAL DAYS OF SUMMER CAMPAIGN

This year's campaign will run from 1600 hrs 24 May - 0700 hrs 3 Sept. The theme this year is "Safe n' Sound, All Year Round." The AMC Commanders kick-off video will be available on the Mobility Airman YouTube page NLT 15 May at this link:



www.youtube.com/MobilityAirman

For additional summer safety contact your local installation safety office.



Tanker LOSA

Line Operations Safety Audit

By LT COL DOUG BECK, HQ AMC/SEF

Though Air Mobility Command (AMC) has not conducted a Line Operations Safety Audit (LOSA) since early 2012, AMC's LOSA program has taken sizeable strides and made significant progress toward establishing itself as a foundational part of the OpsRAMS proactive safety structure.

Traditionally, the LOSA process was strictly a civilian airline program collecting and analyzing only pilot observations. The C-17, C-130, and Loadmaster LOSAs clearly illustrated we could not only conduct operations on the vast array of missions AMC flies, but we could successfully apply the process to other crew positions as well. The past C-17 and C-130 pilot and loadmaster LOSAs provided an honest, unbiased look into operations and yielded 17, 19, and 14 actionable recommendations, respectively. In the future, AMC will audit the full spectrum of global MAF operations on the pilot, loadmaster, and boom operator crew positions.

One of the unknowns early in the AF program was how to report and share audit results. Initially it was decided to present the analysis and results in the form of a safety investigation with findings, recommendations, and a final report. While this seemed prudent in concept, a LOSA was not considered

an actual safety investigation, and therefore did not offer the protection of privilege. This critical detail hindered our ability to properly share otherwise valuable information our HQ staff and line crews could use to improve operations.

After months of coordination between AMC/SEF, AMC/JA and the Air Force Safety Center (AFSEC), all parties agreed to classify the LOSA process as a Class E HAP (High Accident Potential) safety investigation. This action brought LOSAs under the veil of safety privilege. Since that decision, all three LOSA reports have been converted and released in the Air Force Safety Automated System (AFSAS) as Class E safety investigations. This is a tremendous victory for the entire MAF community and further highlights how AMC is embracing LOSA and proactive safety.

The LOSA program reached another milestone when, in August 2012, AMC awarded a new five-year LOSA contract to Dr. James Klinect of The LOSA Collaborative (TLC). Dr. Klinect and his team were instrumental in guiding AMC through the successful proof-of-concept phase, and we look forward to the continued relationship with TLC as we introduce the process to the remaining MAF fleet.

As I write, the Tanker LOSA is quickly approaching and planning is well underway. In August 2012, we conducted our Threat and Error Code Book development conference. Dr. Klinect led a group of eight KC-135 and KC-10 pilot and boom operator Subject Matter Experts (SME) in identifying potential threats, errors, and Undesired Aircraft States (UAS) tanker crews face during operations. Then in December, Dr. Klinect traveled to McGuire AFB for familiarization flights on both the KC-135 and KC-10. He used these flights to gain firsthand perspective of the mission complexities and challenges crews face in order to hone the crafting of observation software code. The SME sessions, in conjunction with the T&E Code Book and familiarization flights, shaped development of the customized tanker software our team of observers utilized during the execution phase of the audit.

Allowing observers on board to audit operations is purely voluntary, and past LOSA efforts taught us the importance of crew education and awareness. The better we prepare a community for an upcoming LOSA on their MWS, the greater participation we receive. To aid us in this effort, we developed a LOSA "Road Show" briefing and strategically targeted and briefed select participating MWS wings during safety down days. We were able to capture a large portion of the tanker crew force and their wing leaders in hopes that their understanding of our LOSA program would promote participation and lead to higher quality observation data. The tanker LOSA proved highly successful in this area; we thank all the crews that afforded observers the chance to audit operations!



Capt Wes Spurlock, left, a KC-10 Extender pilot with the 908th Expeditionary Air Refueling Squadron, talks with flight engineer SMSgt John Aadland, right, at an undisclosed base in Southwest Asia during the start of a combat air refueling mission.

USAF PHOTO BY SSGT ANDY M. KIN

HQ AMC LOSA Schedule:

- 1 Aug 2012–31 July 2013: KC-135 / KC-10 (Pilot/Boom Operator)
- 1 Aug 2013–31 July 2014: C-5 / OSA/VIPSAM (Pilot/Loadmaster)
- 1 Aug 2014–31 July 2015: C-17 (Pilot/Loadmaster)
- 1 Aug 2015–31 July 2016: C-130 / C-27 (Pilot/Loadmaster)
- 1 Aug 2016–31 July 2017: KC-135 / KC-10 (Pilot/Boom Operator)

Our observer force was comprised of highly experienced pilots, boom operators, and flight engineers, and their targeted selection provided the ideal mix of skill sets from active duty, reserve, and guard wings. All observers were trained by TLC in January and immediately thereafter observers hit the road for calibration and worldwide observations. The observation period lasted through the end of February and compiled more than 200 pilot and 80 boom operator audits. Most sorties take an observer approximately six hours to write a comprehensive

report, and it's this level of fidelity TLC demands to properly capture both positive and negative trends the command will use to validate, enhance, or tweak training and improve future operations. In the coming months all reports will be compiled, after which TLC will synthesize and analyze the data, and then present the command an unbiased final report.

After presentation, HQ AMC SMEs will verify the data and report and a Safety Investigation Board (SIB) comprised of a select cadre of MWS observers will be formed.

Using the raw data, the SIB will produce findings and actionable recommendations and formally brief the AMC/CV and A-Staff Directors. As with other SIB actions, the findings, recommendations, and a final report are entered into AFSAS and staffed for action leading the way for system-wide operational improvements. By late summer 2013, HQ AMC/SEF will have formed the SIB and expect implementation of training and operational improvements to follow.

By embracing LOSA, AMC has sent a clear message: proactive safety is vital to preserve combat capability and enhance operations. If by observing crew actions we can prevent future mishaps, LOSA has succeeded. HQ AMC/SE appreciates your continued support of our LOSA initiatives! Fly safe. 🇺🇸



AMC'S ANNUAL *Safety Award Winners*

AMC Flight Safety Awards

Director of Safety Aircraft of Distinction Award

Crew of Elite 63, 22 ARW,
384 ARS, McConnell AFB, KS

Aviation Maintenance Safety Award

★ SSgt Heath A. Mayle ★
521 AMOW, 728 AMS, Incirlik AB, Turkey

Safety Officer of the Year Award

Capt Adam P. King
43 AG, Ft. Bragg, NC

Flight Safety NCO of the Year Award

MSgt Aaron M. Trudeau
60 AMW, Travis AFB, CA

AMC Weapons Safety Award

Explosives Safety Individual of the Year Award

MSgt Robbie J. Romines
19 AW, Little Rock AFB, AR

Aero Club Safety Certificates Awarded at Air Force Level

Dover AFB Aero Club

Travis AFB Aero Club

AMC Ground Safety Awards

Distinguished Ground Safety Award (Large/Composite Wing)

628 ABW, Joint Base Charleston, SC

Distinguished Ground Safety Award (Small Wing)

92 ARW, Fairchild AFB, WA

Distinguished Ground Safety Award (Associate/Tenant Organization)

62 AW, Joint Base Lewis-McChord, WA

Distinguished Ground Safety Award (Geographically Separated Unit)

★ 8 EAMS, 521 AMOW, Data Masked ★

Ground Safety NCO of the Year Award (Primary)

MSgt Michael T. Mintz
22 ARW, McConnell AFB, KS

Ground Safety NCO of the Year Award (Additional Duty)

TSgt Paul H. Amos
22 ARW, 22 MXS, McConnell AFB, KS

Distinguished Motorcycle Safety Award (Large Organization)

436 AW, Dover AFB, DE

Distinguished Motorcycle Safety Award (Small Organization)

92 ARW, Fairchild AFB, WA

RiderCoach of the Year Award

Master Sergeant John O. Willard
436 AW, Dover AFB, DE



2012



A C-130 Hercules soars during takeoff at Little Rock AFB, AR.

USAF PHOTO BY A1C RUSTY FRANK

Other AMC Safety Awards

Safety Office of the Year Award

62 AW, Joint Base Lewis-McChord, WA

Operational Risk Management Achievement Award

22d Fuels Management Flight,
22 ARW, 22 LRS, McConnell AFB, KS

Outstanding Safety Civilian of the Year Award (Primary)

Mr. Robert D. Clapp
22 ARW, McConnell AFB, KS

Outstanding Safety Civilian of the Year Award (Additional Duty)

Mr. Jeffrey D. Lucas
437 AW, 437 MOS, JB Charleston, SC

Safety Special Achievement Award

★ Captain Adam P. King ★
43 AG, Ft. Bragg, NC



Awarded at Air Force Level



Aviation Maintenance Safety Award

SSGT HEATH A. MAYLE
521 AMOW, 728 AMS, Incirlik AB, Turkey

Distinguished Ground Safety Award (Geographically Separated Unit)

8 EAMS
521 AMOW, Data Masked

Safety Special Achievement Award

CAPTAIN ADAM P. KING
43 AG, Ft. Bragg, NC

SAFETY OFFICER OF THE YEAR

Capt Adam P. King

43d AG, Ft. Bragg, NC



Capt Adam P. King is the Chief of Flight Safety, 43d Airlift Group, Ft. Bragg, NC. He is responsible for training, implementing, and directing the flight safety program of the 43d Airlift Group. He works in tandem with Air Force Reserve Command and Ft. Bragg Army safety personnel to provide flight safety mishap prevention and response at Pope Field. From April to July 2012, he served as interim Chief of Safety for the 43d Airlift Group.



During this period, Capt King's aggressive coordination with Air Force and Army agencies led to significant advancements in defining AMC and AFRC roles and responsibilities following BRAC implementation in 2011. For his exemplary efforts to improve the 43d AG safety program, he was recognized by the AMC Inspector General as an Exceptional Performer during the first AMC/AFRC combined unit inspection.

Capt King graduated from Embry Riddle Aeronautical University in 2004. He is currently a C-130H2 instructor pilot and previously served in various positions, including, flight commander and executive officer. Prior to his current assignment, he was a C-12F instructor pilot at Elmendorf AFB, AK. Capt King is a distinguished graduate of Undergraduate Pilot Training and Squadron Officer School and was recently selected to fly the KC-10 at JB McGuire-Dix-Lakehurst, NJ, through AMC's Phoenix Reach program.

FLIGHT SAFETY NCO OF THE YEAR
MSgt Aaron M. Trudeau

60th AMW, Travis AFB, CA



MSgt Trudeau is the 60th AMW Flight Safety NCO at Travis AFB, CA, where he manages the installation's Bird Aircraft Strike Hazard (BASH) program for AMC's largest wing, including the partner reserve wing and approximately 52 tenant units. In this position, he also conducts aviation safety investigations and spot inspections for Travis AFB's fleet of 57 aircraft.

As the Wing FSNCO, MSgt Trudeau authored the installation's BASH plan while directing an off-base mitigation land encroachment project and overseeing the wildlife management contractor. Due to his exceptional management, the program saw its lowest total number of bird strikes in 10 years.

MSgt Trudeau conducted over nine Class C and 122 Class E aviation investigations and simultaneously trained six flight safety officers while coordinating flight safety briefings and local requirements for a high profile USMC VF-22 exercise. Appointed as lead flight line driver training instructor, he trained and evaluated over 45 wing members, solidifying a 92 percent pass rate. He also conducted over 60 after-hours spot inspections and briefed 90 students enrolled in the Travis Maintenance University, reducing flight line mishaps by 32 percent. MSgt Trudeau further promoted international relations by coordinating an extremely rare Indian Air Force visit.

MSgt Trudeau was born in Rialto, CA, and entered service in 1994. He has served in numerous positions, including E-3 Dedicated Crew Chief, Aircraft Refurbishment Technician, and Field Training Detachment Instructor. Additionally, he gained invaluable experience as the Transient Alert Section Chief while deployed to Iraq. MSgt Trudeau arrived at Travis AFB in 2006.

GROUND SAFETY NCO OF THE YEAR

MSgt Michael T. Mintz

22d ARW, McConnell AFB, KS



MSgt Michael T. Mintz is the Ground Safety Superintendent for the 22d Air Refueling Wing, McConnell AFB, KS. He executes the Ground Safety Mishap Prevention Program for the largest air refueling wing in the Air Force, accounting for 46,300 flight hours; offloading approximately eight million pounds of fuel annually; and equal to 44 percent of AMC tanker missions.

Over the past year, MSgt Mintz initiated execution of a \$27,000 motorcycle training contract, which outsourced all Air Force and Air Mobility Command training requirements to a local Motorcycle Safety Foundation training provider. The contract effectively eliminated training shortfalls and restored training for over 400 McConnell AFB motorcycle riders. Additionally MSgt Mintz led a safety Logistics Compliance Assessment Program prep team. The team conducted 869 evaluation and 106 spot inspections. Units evaluated earned "Outstanding" and "Excellent" ratings. Finally, MSgt Mintz directed a post-tornado safety survey following a tornado outbreak affecting McConnell AFB. The quick actions of safety responders identified two imminent danger hazards, allowing the base to return to fully mission capable within 24 hours.

MSgt Mintz was born in Navasota, TX and entered the Air Force in May 2001. He spent his first five years as a C-141 and C-5 Guidance and Controls System Specialist. In 2006, MSgt Mintz cross-trained into safety and was subsequently assigned to the 47th FTW, Laughlin AFB, TX. To present, MSgt Mintz has been assigned to the 3rd Wg, Elmendorf AFB, AK; the 552nd ACW, Tinker AFB, OK; HQ AFIOC and 334th Training Squadron (Safety Academy), Lackland AFB, TX.

RIDERCOACH OF THE YEAR
MSgt John O. Willard

436th AW, Dover AFB, DE



MSgt John Willard is the Flight Safety Non-Commissioned Officer (FSNCO) at 436th AW, Dover AFB, DE, where he conducts aircraft mishap investigations and serves as Technical Advisor to the Wing Commander and Chief of Safety on all C-5A/B/M and C-17 maintenance concerns. He is also the Chief Motorcycle Safety Instructor for both the Motorcycle Safety Foundation (MSF) and the AMC sport bike course at Dover AFB. MSgt Willard became a RiderCoach in 2006. He has taught 47 Basic Rider Courses, 23 Experienced Rider Courses, and 38 sportbike courses during his nearly six year MSF coaching career.

MSgt Willard reaches out to the local community as a valued member of the Motorcycle Rider Education Advisory Committee in the state capitol. In this capacity he helps steer the \$308,000 state motorcycle safety budget and community education initiatives. He also finds the time to serve the local community as a highly decorated RiderCoach for the Delaware State Motorcycle Program.

MSgt Willard was raised in Jacksonville, FL, and entered the Air Force in 1994. He began his career as a C-5 Crew Chief and has served in a broad variety of aircraft maintenance positions, including Flying Crew Chief, Tech School Instructor, and Expediter. He has deployed in support of Iraqi Freedom as part of Multi-National Security Transition Command as a Combat Air Advisor to the fledgling Iraqi Air Force.

EXPLOSIVES SAFETY INDIVIDUAL OF THE YEAR

MSgt Robbie J. Romines

19th AW, Little Rock AFB, AR



MSgt Robbie J. Romines is the Weapons Safety Manager for the 19th Airlift Wing, Little Rock AFB, AR. He is responsible for implementing the weapons safety program for the world's largest multi-command (AMC and AETC) C-130 aircraft installation, in addition to providing safety oversight and support to four tenant units.

While deployed in support of Operation Enduring Freedom, MSgt Romines authored a hazardous cargo risk assessment, enabling the safe airdrop of 17 million pounds of critical munitions resupplies to outlying FOB's. He identified and corrected the unauthorized storage of high explosive munitions in the joint theater hospital, which resulted in a major personnel hazard being rectified as well as many lives being saved. MSgt Romines also provided support to the Secret Service as a member of the bird removal team for the short notice POTUS visit.

MSgt Romines is a native of Orlando, FL, and entered the Air Force in 1993. He began his career as Munitions Systems Apprentice and has served in various positions and fields: Conventional Maintenance, Munitions Control, Senior Munitions Inspector, and Precision Guided Munitions (Missiles). His assignments include Moody AFB, GA; Ramstein AB, Germany; Langley AFB, VA; Kunsan AB, South Korea; JB Lewis-McChord, WA; and finally Little Rock AFB, AR. He has deployed numerous times in support of Operation Southern Watch, Enduring Freedom, and Iraqi Freedom.

OUTSTANDING SAFETY CIVILIAN OF THE YEAR

Mr. Robert D. Clapp

22d ARW, McConnell AFB, KS



Mr. Robert D. Clapp is the Ground Safety Manager for the 22d Air Refueling Wing, McConnell Air Force Base, KS. He is responsible for planning, implementing, and directing the ground safety program for the world's largest tanker base, consisting of 63 KC-135 aircraft, 21 squadrons, and over 5,700 personnel.

Mr. Clapp's aggressive outreach directly contributed to Wing Safety's Logistics Compliance Assessment Program preparation efforts, accomplishing 975 evaluations and inspections. His focused effort resulted in the Maintenance Group and Logistics Readiness Squadron earning Outstanding and Excellent ratings, respectively, and garnered public recognition from the 22d Air Refueling Wing Commander during the post inspection reception. Additionally, he prevented a potentially catastrophic mishap when he identified a non-explosion proof thermostat in an aircraft maintenance hangar paint booth, assessing the facility as an imminent danger situation. His swift interaction with the base Civil Engineering Squadron drew immediate attention and repairs were made within two days, minimizing the impact on the wing's mission.

During 20 years of service in the safety career field, Mr. Clapp has earned professional accreditation by attending over 75 professional education courses and management seminars. Mr. Clapp is also recognized nationally as a Senior Level Certified Hazard Control Manager, holding that accreditation since December of 2001. He holds several OSHA safety certifications and is a former Idaho and Texas Motorcycle Safety Foundation Chief Instructor.



62d Airlift Wing

JOINT BASE LEWIS-MCCHORD

By RITA HESS, Staff Writer

You might think winning the Safety Office of the Year award again means the 62d Airlift Wing at Joint Base Lewis-McChord is lucky. But they don't see it that way at all. As Chief of Weapons Safety Steve Lopez puts it, "We don't feel that safety is luck. Luck runs out, but safety is good for life."

Pictured above are (from left to right): Mr. Dean Jones, Capt John Antal, MSgt Amber Person, Capt Chris Kojak, Capt Doug Pruitt, Mr. Steve Lopez, Mr. Ken Heath, MSgt Dan Butler, Lt Col Scott Berndt, and MSgt Mike Bacon.

During the year, the base had — among other things — numerous major inspections, an air show for a crowd of several hundred thousand spectators, a squadron deploying every two months, and over 48,000 flight hours. It was a stressful environment with potential for accidents. But the entire team helped combat that by getting out and keeping safety on everyone's mind.

Chief of Safety Lt Col Scott Berndt says, "From the Wing Commander to the A1C working the flight line, safety is everyone's responsibility at the 62d Airlift Wing. It is ingrained in our wing's culture as the #1 priority while executing our mission, and it starts from leadership at the top. When leaders at every level focus on safety, everyone in the unit becomes engaged and committed to it. I work with the finest team of professionals and safety experts a safety office could have, and I can't praise them enough. They are phenomenal."

The people Berndt calls "consistent leaders of safety" are in charge of weapons, nuclear, ground, and flight safety.

Mr. Ken Heath, the Chief of Ground Safety, has been at Joint Base Lewis-McChord since 2005. His team includes Mr. Dean Jones, MSgt Michael Bacon, and MSgt Amber Person. "I have a solid team on the ground side that gets out and gets into the work centers, spending time with individual supervisors and helping recommit that focus on safety. While safety may be an individual choice, it takes leadership and employee buy-in. We strive to make it part of every Airman's on-duty and off-duty culture. Our 'aggressive safety' motto helps

"With our history of excellence, we did not want to rest on our laurels."

everyone by proactively identifying and correcting safety hazards."

Heath says his team's efforts don't stop at the base gates. "We developed a personal training database for AMC that became a benchmark and helped earn an Outstanding rating during their Program Management Evaluation. A panel of our peers judges the award, and they look for things that are above and beyond the typical safety office routine. Other things, like having the lowest days open mishap rates in AMC helped put us above others. Of course, having an amazing mishap rating is a huge bonus, too."

Wing Nuclear Surety Manager Mr. Tom Thompson, with over 25 years of experience in the nuclear enterprise, is the backbone of the nuclear program at Lewis-McChord. He is assisted by Capt Chris Kojak and Mr. Kevin Severe. Kojak says the fact that Nuclear Surety continuously asks "Why?" and "What can we improve?" rang truer this year than ever before.

"We did a complete bottom-to-top review, looking at every aspect of how we train, equip, and fight for the nuclear airlift mission," Kojak explains. "Through that process, we turned over a lot of stones that may



SSgt Anthony Lilley, 10th Airlift Squadron loadmaster, describes the inside of a C-17 Globemaster III to visitors during the 2012 Joint Base Lewis-McChord Air Expo at McChord Field, Wash.

USAF PHOTO BY SSGT FRANCES KRISS

ANNUAL SAFETY AWARD WINNERS

not have been looked at in the past. With our history of excellence, we did not want to rest on our laurels. A quest for absolute perfection, combined with wing leadership that is completely supportive of what we do and that provides the resources we need, leads to a culture of continuous improvement that has been successful for us.”

He adds that the Nuclear Surety team disseminates lessons learned to the rest of the Air Force. “We let other organizations know what we’ve learned here, plus we learn how those organizations are doing things. That two-way communication strengthens the nuclear enterprise all over the world. We’re very successful here, but we don’t want to grow

complacent or think we have everything figured out.”

To prevent that, the group invites objective feedback from outsiders. Kojak cites the Nuclear Surety Staff Assistance Visit, which is akin to a non-retributational inspection, as one example. “We had teams of 30 to 40 people from all backgrounds — such as the Navy, Air Force, and civilians — come in to ‘put us through the ringer’ and give us their perspectives of how we’re doing.”

Chief of Weapons Safety Steve Lopez echoes the sentiment that part of Lewis-McChord’s success is ensuring that safety is a state of mind at every level.

“We strive to reinforce leadership’s vision of ‘aggressive safety’ by

having a continuous presence in the units and hope that instills in folks that safety is a state of mind. We’re making sure we do things the right way because we don’t feel that safety is luck. Luck runs out, but safety is good for life.”

Joint Base Lewis-McChord manages AMC’s largest munitions stockpile. “Even though we don’t have any fighter aircraft,” says Lopez, “these assets are used to support the downrange mission. We also support lateral exercises, which entails use of our facility by sister units training for downrange missions. One thing we’re very proud of is we’ve had zero A, B, or C weapons mishaps here in 11 years. But we think the more time that elapses from the last mishap, the closer you are to the next



A C-17 Globemaster III aircraft from Joint Base Lewis-McChord is off-loaded by a forklift at McMurdo Station, Antarctica. The plane delivered 64,000 pounds of cargo and 76 passengers to the research station in its first Operation Deep Freeze mission of the 2012–2013 main season.

USAF PHOTO BY SSGT SEAN TOBIN

one. Through consistent engagement and reinforcement, we want to continue to stretch it and never get to that next mishap.”

Lopez is particularly proud of TSgt Michael Murphy. “He’s a phenomenal individual,” he says. “He was deployed last year in support of the downrange mission and was recognized twice as the NCO Weapons Safety Manager of the Quarter. He comes from an AMC non-weapons command but competed against other commands that are weapons-centric. The award shows his pride and the great work he does here and downrange.”

Chief of Flight Safety Capt John Antal spoke for his group, which consists of Capt JT Hearn, Capt Michael Johnson, Maj Scott Kulle, Capt Kyle Myers, Capt Ryan Pittman, Capt Doug Pruitt, Capt Dana Thomas, and Capt Josh Quinn. He was quick to point out that Flight Safety also takes a proactive approach to safety, and he believes every mishap is preventable.

“One of the first priorities Lt Col Berndt set down for us and the wing was to take a proactive approach to safety, and several programs and events embody that philosophy. One is the MACA (midair collision avoidance) program, which aims to identify and educate military and civil pilots on prime aviation hazards. We provided information to 115 airfields in the state of Washington and briefed thousands of civil pilots throughout the state on C-17 flying operations, as well as potential hazards around C-17 training areas. Working with commercial and private pilots in this manner helps prevent possible hazardous air traffic events.”

Another big accomplishment for Flight Safety was development of a

Awards are a formal way of recognizing a job well done, but this team is clearly motivated by something greater than accolades.

C-17 mishap primer that included lessons learned from 29 different C-17 mishaps. “We disseminated it to our folks and the entire C-17 community,” says Antal, “hopefully preventing these mistakes from occurring again. The idea has spawned other primers being written for different airframes. We also held quarterly safety briefs where we put together lessons learned from studies or mishaps with C-17s or other aircraft. It’s impossible for one person to make every mistake, so we need to learn from the mistakes of others.”

Flight Safety also transitioned to a new BASH program recently with a USDA contract to boost BASH capabilities. Capt Doug Pruitt explains. “We previously had one person out there with a falcon basically scaring away birds, but now we’ve brought in a biologist who has a broad range of options for reducing the bird and wildlife threat, potentially saving millions of dollars in damage.”


Another big event at Joint Base Lewis-McChord occurred in July — a Joint Air Expo that encompassed every discipline of safety with a crowd of over 200,000 people, 38 aircraft, 20 air demos, and zero ground or flight mishaps. The 62d Airlift Wing also supports Operation Deep Freeze in Antarctica, flying around 877 hours last year with



National Science Foundation (NSF) personnel sit aboard a C-17 Globemaster III aircraft, deployed from Joint Base Lewis-McChord. The aircraft, which departed Christchurch, New Zealand, delivered 76 NSF personnel and 64,000 pounds of cargo to McMurdo Station, Antarctica in support of Operation Deep Freeze.

USAF PHOTO BY SSGT SEAN TOBIN

zero incidents in an incredibly challenging environment.

Awards are a formal way of recognizing a job well done, but this team is clearly motivated by something greater than accolades. Lt Col Scott Berndt explains the success behind the well-deserved honor on behalf of his team. “Our goal is zero mishaps, so we continue to take an aggressive and proactive safety approach at the 62d Airlift Wing. Incorporating safety into every facet of wing operations and empowering Airmen to identify and mitigate risk is key to reaching that goal.” 

Planning for

EMERGENCIES:

(A Thing is a Thing is a Thing)

By RITA HESS, Staff Writer



As I sit down to write this article, millions of people on the East Coast are struggling to survive in the aftermath of Superstorm Sandy. This late October 2012 storm made landfall and joined with another weather system, ultimately causing power outages and wreaking havoc in 15 states and the District of Columbia. The death toll this morning hovers near 100 but may rise once cleanup begins. In the coming days, people will return home — if, in fact, their home is still standing and is habitable — and begin to sift through what’s left of their things.

While nobody can predict with certainty where a hurricane will make landfall or what damage it will leave in its wake, hurricanes **are** a predictable event. Forecasters talked about Superstorm Sandy for at least a week before it hit, yet people were caught off-guard by its ferocity.

Other natural disasters, such as a wildfire, flood, or tornado, typically come with much less warning, making it even more important to have a detailed plan in place year round that specifies how you and your loved ones will respond in these kinds of emergencies.

According to the Federal Emergency Management Agency (FEMA), the first step in creating a plan is to identify the types of risks that could happen where you live because each hazard type is unique, as are the actions you should take before, during, and after it happens. If you’ve lived in the same area for years, you probably know whether you’re more inclined to experience a wildfire than a hurricane. If you’re new to an area, however, local emergency management personnel (on base or off) can identify local hazards and explain the warning systems used in the community.

Those same emergency management officials might also recommend (or provide) a household “emergency plan” or “disaster plan” template that you can personalize according to the type of event and to your lifestyle. If not, a quick online search

Get more information on building disaster supplies kits.

www.ready.gov/basic-disaster-supplies-kit

will point you to one you can alter to meet your needs. For example, does a family member take prescription medication daily? Do you have a pet that may not be welcome if you end up in a shelter? You need to consider those things long before an event happens and incorporate them into your plan.

It's also important to find out if there are plans at places you and your family frequent. Is there a disaster plan where your spouse works? What about at your child's daycare or school?

Part of your own plan should include assembling an emergency kit for your home that you can pick up and take with you, but don't stop there! Make a kit for your office, too, and one specifically for your vehicle. Having a kit ready to go beforehand is essential, as not every disaster will come with as much warning as Superstorm Sandy did.

This short overview of preparing for a disaster is simply that: an overview. While a plan and a kit (or two or three) are important, they may not save your life in an

emergency. But here's what might: **the ability to listen.**

Sure, we all analyze risk on a daily basis (deciding to wear a seatbelt or motorcycle helmet, choosing to perform a work task "by the book" instead of taking a shortcut). But in the case of natural disasters, risk analysis is often better left to professionals. If they recommend you evacuate (or seek shelter below ground in the case of a tornado), listen to them! Don't stick around in the face of danger because you think you're tough enough to handle it. People who did so with Superstorm Sandy are cold because they have no power and hungry because they have no food. But they are the lucky ones ... they survived.

And unless you are ordered to stay put, don't stay home to protect your "things." You worked hard for your material possessions, but a thing is a thing is a thing. Things can be replaced, but you and your family members can't! 🇺🇸



Hey Y'all ...

Watch This!

By MSGT JULIE MEINTEL
445 Airlift Wing, WPAFB, OH

When I'm looking for information on flying safety, I go straight to the experts. I do research in the published regulations, and I go see the flying safety guys. Recently I happened to luck into two flight safety officers in one day, Lt Col Steve Griffin, current chief of safety for my wing, and Lt Col Bill Barton, his predecessor, so I asked them about incidents and accidents that are attributable to just plain stupid mistakes. The first words out of both of their mouths were, "The absolute last thing you ever want to hear a pilot say over the intercom is 'Hey you guys ... watch this.'"

We talk a lot about specific causes of accidents, like different types of weather phenomena, terrain, mechanical malfunction or failure — even crew coordination and risk management. Risk management is another way of saying "avoiding stupid mistakes." We all make them from time to time; if we're lucky, we'll catch ourselves or someone will catch us before something catastrophic happens. But sometimes that doesn't happen, and when those mistakes go unnoticed, disaster strikes.

Here's one tragic example of a pilot who broke from the rules, trying

to have a little fun and give his family a private airshow. In 2000, Maj Stephen Simons, a reserve F-16 pilot, was flying his jet from Hill AFB in Utah, to Naval Air Station Fort Worth Joint Reserves Base at Carswell Field, Texas, when he decided to do a flyover at his in-laws' home. According the accident report, Maj Simons "breached flight discipline in attempting to perform unauthorized aerobatic maneuvers." The accident investigation further determined that the pilot was "executing a low altitude loop when his attention became too focused on the point on the ground where he intended to complete the maneuver." Because he paid too much attention to that one detail while he was performing the loop, he did not keep track of his altitude, airspeed and dive angle, and unfortunately was not able to pull out of the loop before his aircraft impacted the ground. The accident report also indicated that Maj Simons did not attempt to eject from the aircraft.

This was no brand new pilot straight out of school and anxious to show off; Maj Simons was an experienced aviator with over 3,000 flying hours in the USAF who was employed as a commercial pilot flying for a major airline at the time of his death. One

article about the crash stated that this particular incident was not the first time Maj Simons had performed a flyover for his in-laws; he had done that perhaps 8 to 10 times over his 19-year career. Clearly, he felt like he was in control and that nothing could go wrong, even though he was violating explicitly stated Air Force policy.

A classic example of a breakdown in flight discipline and failure of leadership to intervene is the 1994 B-52 crash at Fairchild AFB, WA, that you have probably heard about or studied. This accident was a practice flight for an airshow that went horribly wrong when the pilot exceeded limitations on his aircraft by banking at too steep an angle at too low an altitude, which caused an accelerated stall that left the pilot no time to recover. The subsequent investigation revealed that the pilot had a history of breaches of flight discipline and flying the aircraft beyond its limitations, also known as "hot dogging." He was something of a legend at Fairchild AFB and was known for his bravado. The video of the horrific crash is easily found on many aviation-related websites and on YouTube, and is a cautionary tale for crewmembers and commanders alike. In the end, the squadron commander of the mishap pilot

Looking back, it's easy to see how many times in the sequence of events someone could have, *should have*, said, "Hey, wait a minute. This is probably not a good idea."

pled guilty to dereliction of duty for failing to respond adequately to complaints about the pilot, as well as ensuring approval from various agencies for the maneuvers that the pilot planned. The charges included the commander's failure to ensure that the pilot operated the aircraft within its recommended range for maximum bank angle.

An accident of the most preventable type happened in 2004 when a T-6 crew took off on a cross-country mission, stopping overnight in Savannah, GA. The crew of two decided to meet some friends for dinner and then the five of them went to a bar to have a few drinks. Now, there is no regulation that says you can't have a couple of beers on crew rest, but there is very specific guidance as to how long you must wait between drinking and flying. It's the old "12 hours, bottle to throttle" rule; Air Force Instruction 11-202, *General Flight Rules*, clearly states that aircrew **shall not** consume alcoholic beverages within 12 hours of takeoff. When the regulation says **shall not**, that's it; no if's, and's or but's.


Subsequent reports tell us that this group of five friends consumed a total of 33 alcoholic drinks and paid their bar tab at about 11 pm. The two-man T-6 crew got up at 7 a.m., performed a quick preflight just before 9 a.m. and took off, approximately two hours shy of the 12-hour minimum window between drinking and flying. After

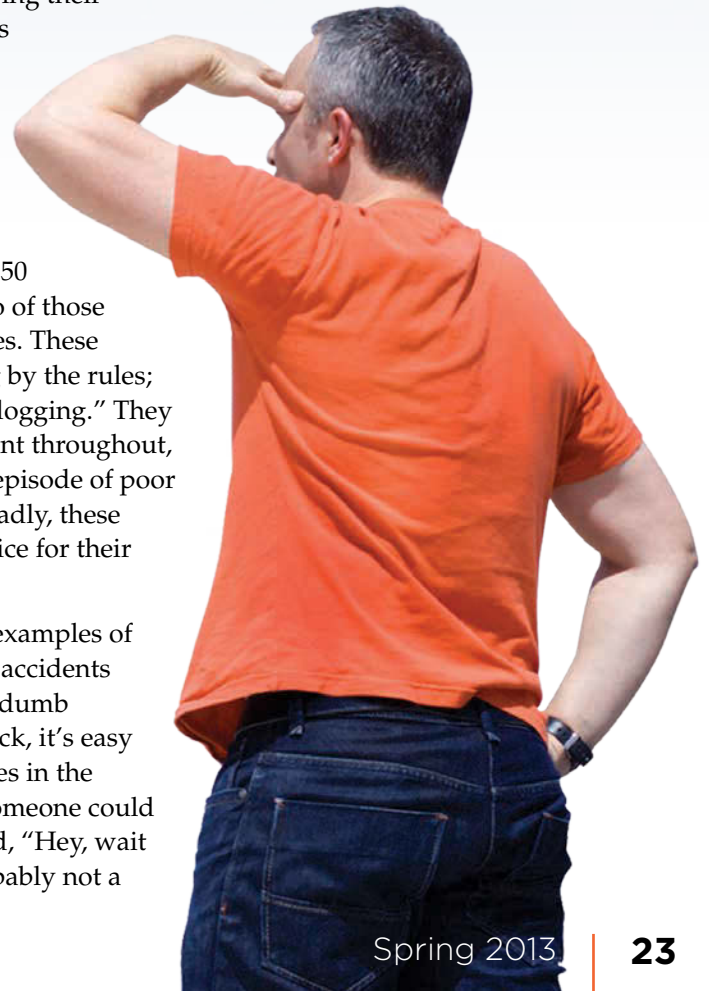
take-off, the pilot performed an aggressive closed pull-up maneuver, but what he didn't do was keep his airspeed and bank angle above the minimums, which resulted in an accelerated stall and complete loss of aircraft control. Both pilots were killed in the crash.

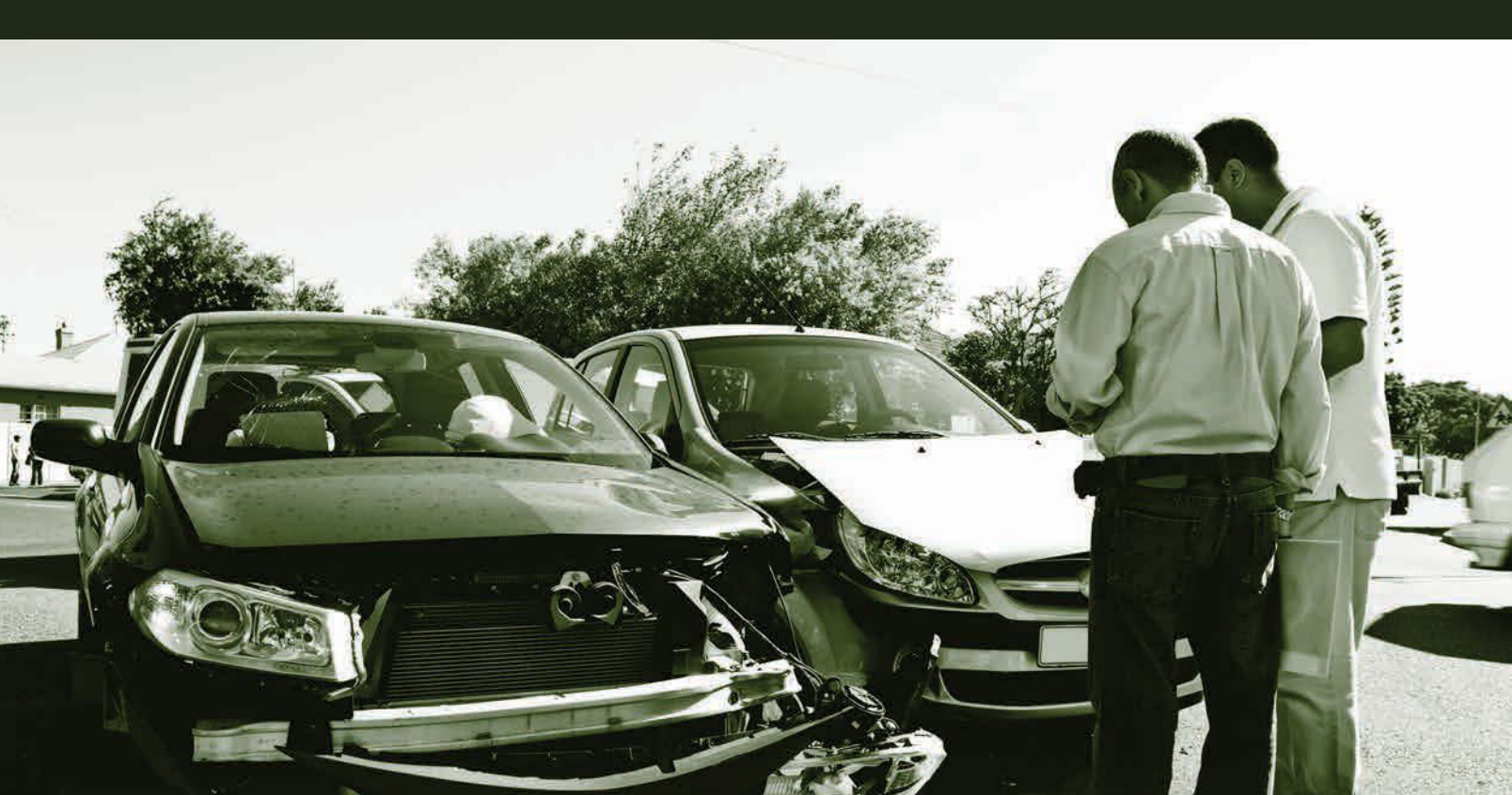
What can we take away from this incident? Common sense and basic math says that 33 drinks among five people is excessive, especially when the two aircrew members knew they had to fly in the morning. Information gathered after the fact revealed that during their first day of flying, this crew flew "several unauthorized and illegal aerial maneuvers," or flybys, with three of them occurring at altitudes as low as 50 feet; additionally, two of those three were near homes. These pilots were not flying by the rules; they, too, were "hot-dogging." They showed poor judgment throughout, and while not every episode of poor judgment ends this badly, these pilots paid a steep price for their reckless behavior.

These three random examples of catastrophic aviation accidents can be chalked up to dumb mistakes. Looking back, it's easy to see how many times in the sequence of events someone could have, *should have*, said, "Hey, wait a minute. This is probably not a

good idea." What made these flyers think that breaking the rules was okay? What made them think they were still in control of the situation? As flyers, we are trained from the beginning that safety is paramount; we should never fly ourselves into a situation we can't fly out of, and we should never endanger our crews, our aircraft, or ourselves. Sure, it might seem like fun to push the envelope a little, but is it really worth what could happen? Losing your job or having your flight status revoked, as bad as that sounds, is a far lighter consequence than many pay for what seems like a minute or two of harmless "fun." Don't be a victim of the statement that no flying safety officer wants to hear ... "Hey y'all, watch this!"

Fly safe, and watch your wingman! 





DISTRACTED DRIVING

By SSGT CODY D. STURGEON
USAFE 435 AGOW/SEG, Ramstein AB, GE

As reported by the National Safety Council (NSC), motor vehicle accidents (MVAs) are the No. 1 cause of death in the United States for 3-34 year olds and the number one cause of work-related deaths. The NSC's 2010 White Paper entitled, *Understanding the Distracted Brain: Why Driving While Using Hands-Free Cell Phones is Risky Behavior*, reports that each year from 1994–2009, between 39,000 and 46,000 people have been killed in MVAs. To put that into perspective, the White Paper asks us to

consider that "The lives lost on U.S. roadways each year are equivalent to the lives that would be lost from a one hundred passenger jet crashing every day of the year."

According to the NSC, leading factors in fatal MVAs are alcohol, excessive speed and ... distractions, with cell phone use being a significant distraction. In fact, the NCS estimates that 25 percent of all crashes in 2008 involved talking on cell phones. You're probably thinking, yeah, but I use a hands-free device so that risk does not apply

to me. Surprisingly, the data says otherwise! The NSC compiled "more than 30 research studies and reports by scientists around the world . . . to compare driver performance with handheld and hands-free phones. These studies show hands-free phones offer no safety benefit when driving." The *New England Journal of Medicine* and *British Medical Journal* have both published studies that demonstrate, "Driving while talking on cell phones — handheld and hands-free — increases risk of injury and property damage crashes fourfold."

Remember, the more attention you're devoting to a conversation is that much less you have devoted to safe driving.

Additionally, the 2007 Transportation Research Board found that “drivers perceived they were safe drivers when using hands-free phones, but actually showed decreased performance while using hands-free phones.” To corroborate this, the *Fourth International Driving Symposium on Human Factors in Driver Assessment, Training, and Vehicle Design* reported that one study found “drivers who thought the task (talking on a hands-free device) was easy, tended to perform the worst.”

Of course, there are many other distractions that compete with a driver's focus to include fatigue, conversing with passengers (although the risk is much less than talking on a hands-free device), eating, map/GPS reading and listening to loud music, if it

interferes with the driver's ability to hear emergency sirens.

To mitigate your risk of being in or causing a MVA, here are six strategies to minimize driver distractions:

- › Stow or turn off cell phones — the fact is you are at much greater risk of an accident even while using a hands-free device.
- › Pre-plan your route to avoid construction areas and other road hazards, if possible.
- › While engaging in conversation can be an effective tool to combat fatigue, it can also be a distraction, especially if you're engaged in an emotional topic. Remember, the more attention you're devoting to a conversation is that much less you have devoted to safe driving.

- › Delegate map reading, radio/iPod/CD player operation to a passenger, if possible.
- › Avoid eating while driving.
- › Finally, passengers play a significant role in mitigating risk by being an extra set of eyes/ears for the driver. This is the same concept our aircrew employ with crew/cockpit resource management, maintainers with maintenance resource management and our medics with medical resource management.

In summary, driver distractions contribute to a significant number of MVA fatalities every year, and cell phone use accounts for 25 percent of these mishaps. Most people understand the increased risk associated with texting and handheld cell phone use while driving; what most do not understand is there is no less risk associated with a hands-free device, and this may just save your life! 🚔





What Makes a **WINGMAN?**

By CH, CAPT CHAD BELLAMY,
Installation Chaplain
RAF Menwith Hill, UK

A1C Albert Chang, 375th Comptroller Squadron, noticed the suicidal signs of a friend, reported the problem, and helped save his friend's life. He not only got his friend and fellow servicemember the help he needed, but also served as a Wingman and was actively involved with his friend's life when he started noticing his unusual behavior.

USAF PHOTO BY SSGT RYAN CRANE

One could say the acronym TEAM stands for “Together Everyone Achieves More.”

The single greatest characteristic of Americans is their willingness to accept a challenge. That statement in and of itself could venture down many paths, but take a moment to consider how often you’ve personally challenged yourself.

Have you ever looked at a Sudoku board, a crossword or a thousand-piece jigsaw puzzle and thought, “no problem,” only to still be working on it two weeks later? The truth is that things are typically more difficult than they first appear.

Today’s wingman concept is nothing new. Col Francis “Gabby” Gabreski, an early Air Force pioneer who is credited with 28 aerial victories in WWII, said this:

“The wingman is absolutely indispensable. I look after the wingman. The wingman looks after me. It’s another set of eyes protecting you. That’s the defensive part. Offensively, it gives you a lot more firepower. We work together. We fight together. The wingman knows what his responsibilities are and knows what mine are. Wars are not won by individuals. They’re won by teams.”

Today, the strategy of having a good wingman is still relevant, but its application reaches far beyond the arena of aerial assault. When fighter pilots lift off into the great expanses of the sky, they may not know what threats lie beyond the horizon. Similarly, with each new day, we have no idea what lies ahead.

The common denominator is that daily challenges are conquered by responsible choices, and creating

a culture of responsible choices is reinforced by the presence of a good wingman. In the spirit of the Gabreski quote, “personal battles are not won by individuals; they are won by the reinforcement of good wingmen.”


The challenge, like a thousand-piece puzzle, is that it can sometimes be more difficult than it first appears. The path of least resistance shouts for us to do nothing while a fellow Airman makes a life or career threatening decision; however, accepting the challenge of being a comrade in arms is a daily whisper for us to courageously be involved. The moral courage to do the right thing is more than just ornamented words; it is the foundation of our Air Force Core Values; Integrity First.

One could say the acronym TEAM stands for “Together Everyone Achieves More.” For centuries, armed forces have strategized how

their individuals can operate as a unit on the battlefield.

Unity is the key to effectiveness; If we want the “more,” then we must have the “together.” Your role as a sterling wingman is vital to any level of success.

In the coming year, imagine zero incidents of driving under the influence, zero substance abuse cases, zero safety incidents, zero domestic violence reports and zero suicides. If we achieved this vision, our Air Force would be heralded as a picture of strength and community.

This puzzle begins with a thousand little pieces, and even though it may be more difficult than it first appears, what a beautiful picture it will be when all the pieces come together. Your piece of the puzzle is important. Make good decisions. Let’s all be part of the solution. 

USAF pilots and loadmasters discuss airdrop procedures on a C-17 Globemaster III on the Joint Base Charleston, S.C., flightline.

USAF PHOTO BY SSGT NICHOLAS PILCH





PCS: New Life, New YOU?

By RITA HESS, Staff Writer



So you finally received PCS orders, and you're about to relocate to a new base. Whether you're a novice or a newbie at the process, transitioning to a new home is a life-changing experience. It can go smoothly or, at the other end of the spectrum, it can be a nightmare.

Plenty of Airmen have relocated before you and can share their advice and horror stories. One thing you may not hear about in their tales, however, is your increased risk for identity theft during a move. Think about it: during a move, your life is turned upside down. Everything that once had a designated place is temporarily out of place. You may feel like you have a million things to do and not enough time to do them. And when you're distracted or tired, you're more likely to do stupid stuff. (Okay, maybe not *stupid* — but stuff you wouldn't normally do.)

So what steps can you take to help ensure you arrive at the new place with your identity intact?

Before the Move. As soon as you know you'll be moving, begin making a list of every person and institution that sends mail to you so

you can notify the sender of your move. Don't forget those you only receive mail from periodically, such as insurance companies, doctors and dentists, veterinarians, schools, etc. Once you have a forwarding address, notify the senders on your list so they can update their records. If you haven't already, this is a good time to consider switching to online statements and bill paying for companies that offer that option.

The U.S. Postal Service allows you to file a change-of-address form, as well as view, update, or cancel an order online at <https://moversguide.usps.com>. Here's the kicker: be sure the new address and effective date are correct by signing up for an email confirmation or going online to see for yourself. The form will catch most mail for 12 months, after which it is supposed to be returned to the sender, but I've been in my current home eight years, and I still receive credit card offers for the previous owner.

Before the packers and movers come, shred anything you are throwing out that might contain personal information or that could be used by someone with criminal intent, such as tax records or bank and credit card



statements. As long as you're tidying up, delete any unnecessary personal information from your computer, back up what remains, and take the computer with you instead of sending it with the movers, if possible. Either way, set strong passwords (a mix of letters, numbers, and special characters) on all devices, including your smart phone.

The Big Day. You'll likely hear about good and bad experiences with movers. I would simply say this: you are turning your stuff over to strangers. Keep an eye on them and on your possessions while your belongings are packed, and don't sign anything without carefully reviewing it — no matter how busy or tired you are. As the packers finish each room in your house, go behind and double (or triple) check to be sure nothing was left behind. A folder left in a drawer or on a closet shelf can contain papers you'd rather not leave behind for whomever finds them.

Also, if you conducted a room-by-room inventory with a camera, video camera, or smart phone prior to the move, carry the documentation (prints, phone, memory card, thumb drive, etc.) with you.

Pack items that contain information you don't want bad guys to have in a plastic crate or container that is loaded last in your vehicle so it is easily accessible. You may be staying at a hotel during your move or for a few days after you arrive at your destination, and you should carry the crate into the room with you every night. Sound like a pain in the rear? So is fixing your life after someone steals your identity!

Ahhh, Home Sweet Home. When you arrive at your new home and begin unpacking, inventory your paperwork to see if anything

RED FLAGS OF IDENTITY THEFT

- › mistakes on your bank, credit card, or other account statements
- › mistakes on the explanation of medical benefits from your health plan
- › your regular bills and account statements don't arrive on time
- › bills or collection notices for products or services you never received
- › calls from debt collectors about debts that don't belong to you
- › a notice from the IRS that someone used your Social Security number
- › mail, email, or calls about accounts or jobs in your minor child's name
- › unwarranted collection notices on your credit report
- › businesses turn down your checks
- › you are turned down unexpectedly for a loan or job

Courtesy of the Federal Trade Commission

is missing. If that sounds like a daunting task, you probably need to thin your files more often! Also, if you *did* let the movers transport electronic devices (computers, media files such as CDs or thumb drives) that contain personal information, be sure those items arrived intact. Everything is likely as it should be — all boxes still securely sealed and nothing missing — but you need to check.

As your mail starts to arrive, scrutinize bank and credit card statements carefully (you should be doing this regularly anyway). If a statement contains errors or never arrives, contact the sender.


After a few months in the new place, order a free copy of your credit report online at www.AnnualCreditReport.com or by calling 1-877-322-8228. Look for anything unusual, such as new accounts being opened in your name that you didn't authorize or requests for credit using your previous address.

Chances are, everything will be fine. But if you suspect your identity has been stolen, you need

to immediately contact one of the three nationwide credit reporting companies shown here and ask for a fraud alert on your credit report. The company you call will notify the other two for you, and they will put fraud alerts on your files for 90 days. This temporarily requires lenders to take extra precautions to verify your identity before granting credit in your name.

- › Equifax 1-800-525-6285
- › Experian 1-888-397-3742
- › TransUnion 1-800-680-7289

If your identity has indeed been stolen, follow the instructions for creating an Identity Theft Report by filing a complaint with the Federal Trade Commission at www.ftc.gov/idtheft or by calling 1-877-438-4338. You may also want to talk with a legal assistance office.

Starting a new job at a new base in a new state can be exciting. But you certainly don't want to get settled in there and find that a stranger has also set up a new life elsewhere using **your** identity. 



Spring Weather and **WIND SHEAR**

By MSGT JULIE MEINTEL, 445th Airlift Wing

Changes in the season always bring about some unpredictability in weather conditions, but none are quite as pronounced as the transition to spring. Thunderstorms and lightning ramp up quite a bit in the spring, as do unpredictable and rapidly changing winds. Wind is simply another word for horizontal airflow, caused by atmospheric pressure and temperature variations. As flyers, we need to always be aware of the winds in our flight path and how they can affect our missions, from accounting for headwinds in our fuel consumption to the altitude we fly at to minimize any disruption to safe flight.

Wind shear, a generic term that covers any rapidly changing air currents, is especially tricky. It's nearly impossible to forecast because it's so volatile, but we can certainly be aware of conditions that are conducive to wind shear activity. There have been significant advances in technology that can help detect wind shear and help you get around it, but as stated in the Aircrew Weather Bible, also known as Air Force Handbook 11-203, *Weather for Aircrews*, the very best thing to do with regard to wind shear is to avoid it altogether. If, despite your best

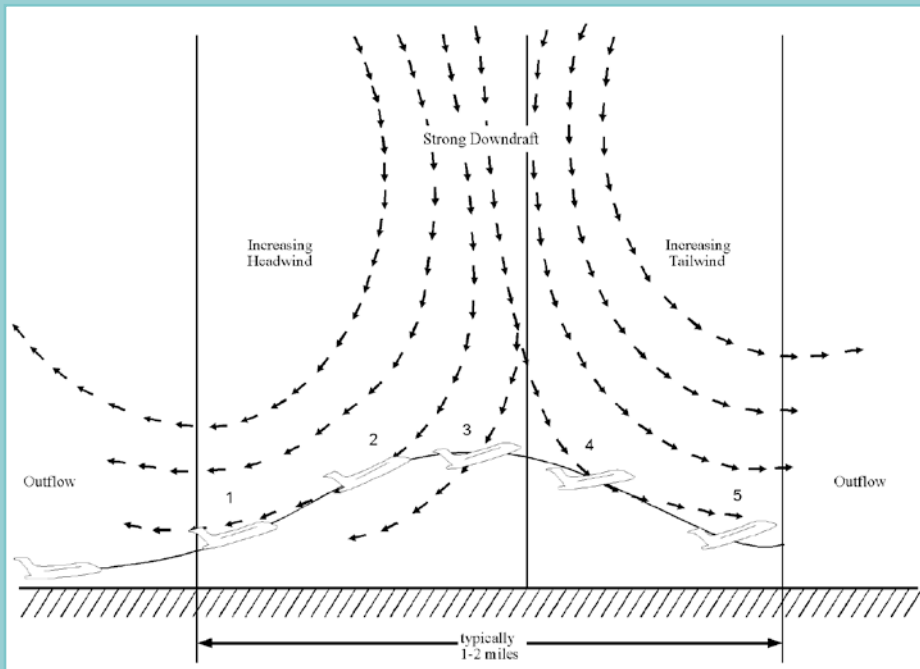
efforts, you find yourself flying into a microburst, there are techniques you can use to help you ride it out, but it's going to be a little sporty, for sure. **Hint:** check Chapter 10 for more information and details on lessons learned about the various types of wind shear and how to deal with them if they can't be avoided.

Microbursts are short-lived and violent downdrafts, in conjunction with convective activity. Convective activity basically means thunderstorms, which by definition are unstable weather patterns. In fact, according to AHF 11-203, thunderstorms are responsible for two out of every three wind shear events. Microbursts are extremely dangerous because of their size and how quickly they change in a very short distance.

A typical microburst downdraft is less than a mile in diameter as it descends from the base of the cloud to around 1,000 feet off the ground. As it descends, it can reach a velocity of up to 6,000 feet per minute. The closer it gets to the ground, the more it spreads out and changes direction, transitioning to a horizontal airflow that can radiate outward to encompass approximately 2 ½ miles. In addition to that, once microburst activity has begun, you can expect

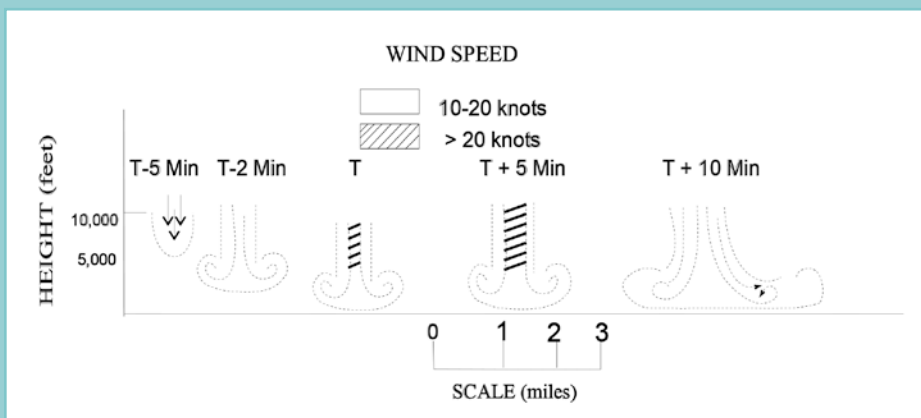
March comes in like a lion, goes out like a lamb. Isn't that what they say? And "April showers bring May flowers" is another little springtime weather rhyme that I remember learning in school. What these catchy little rhymes really mean to say is, spring weather can be a little crazy, y'all, so pay attention!

Microburst Encounter During Takeoff



A microburst encounter during takeoff. The airplane first encounters a headwind and experiences increasing performance (1), this is followed in short succession by a decreasing headwind component (2), a downdraft (3), and finally a strong tailwind (4), where 2 through 5 all result in decreasing performance of the airplane. Position (5) represents an extreme situation just prior to impact. Figure courtesy of Walter Frost, FWG Associates, Inc., Tullahoma, TN.

Evolution of a Microburst

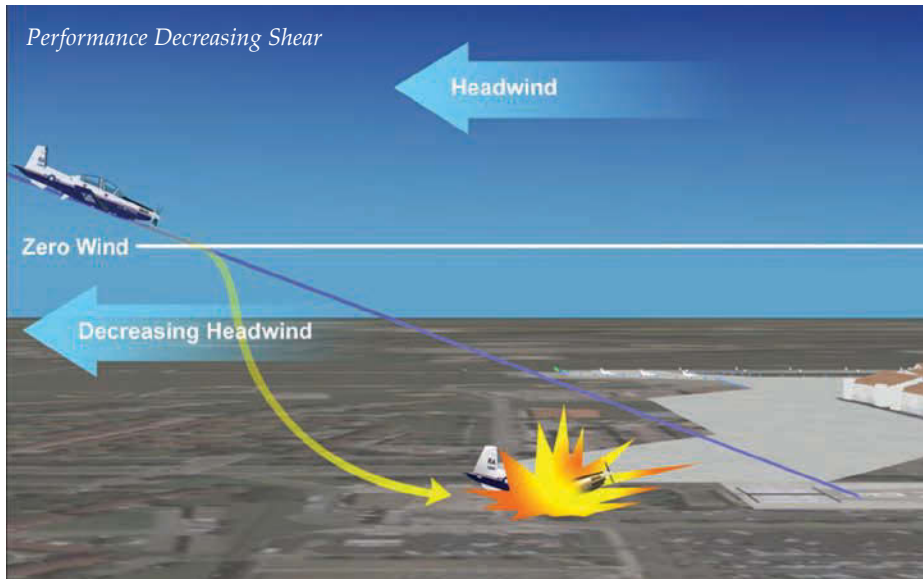


Vertical cross section of the evolution of a microburst wind field. T is the time of initial divergence at the surface. The shading refers to the vector wind speeds. Figure adapted from Wilson et al., 1984, *Microburst Wind Structure and Evaluation of Doppler Radar for Wind Shear Detection*, DOT/FAA Report No. DOT/FAA/PM-84/29, National Technical Information Service, Springfield, VA 37 pp.

it to continue in the same area for up to an hour. A single microburst usually takes place in less than 15 minutes, giving pilots very little time — sometimes just seconds — to react. And the problem with reacting is that there is often no chance to anticipate or get ahead of what’s coming next. Reactive flying only allows for an escape route from the obstacle; proactive flying opens up the potential for planning ahead.

We’ve all heard it said a million times that the most dangerous phases of flight are during takeoffs and landings because the aircraft is close to the ground and the crew has very little time to recover from any unusual or dangerous occurrences. Microbursts are a perfect illustration of why this is true. A microburst on takeoff, for example, could throw a performance increasing headwind at you, followed very quickly by a downdraft and then a tailwind, both of which are performance decreasing. All of this in rapid succession could easily cause you to lose control of the aircraft and impact the terrain, as you can see in the chart on the left.

As bad as microbursts are, they are only one way in which rapidly changing winds wreak havoc on flyers. In AFH 11-203, wind shear is defined as “any deviation in the direction and/or magnitude of adjacent winds in a vector wind field.” It goes on to qualify wind shear as “severe” if it “causes airspeed changes greater than 15 knots or vertical speed changes greater than 500 feet per minute.” As mentioned, it is most hazardous at altitudes of 2,000 feet or less, primarily because aircraft that are taking off and landing are operating very close to stall speeds, and anything that causes a sudden



increase or decrease in airspeed can be catastrophic. Performance decreasing wind shear is exactly what it sounds like: a sudden change in winds that can result in a significant loss of airspeed, altitude and/or lift, all of which are dangerous.

This illustration above from Chapter 10 of AFH 11-203, Vol I shows what can happen in the case of performance decreasing wind shear. As you can see, the changing winds caused the aircraft to experience a drastic loss of altitude, falling well below the glide path. If no pilot action is taken, the end result is the aircraft impacting short of the runway. In reverse, performance increasing wind shear causes the aircraft to gain lift and altitude, and experience an increase in airspeed, which in turn can make it harder for the pilot to stick to the approach glide path. You run the risk of longer landings, as well as the aircraft being below approach speed at a higher descent rate and probably descending through the glide path. A pilot who is not cognizant of what's happening or is slow in responding typically lands somewhere other than the runway, which is never good.

Other types of wind shear include thunderstorms, fronts, land/sea breezes, low level jets at the top of a radiation inversion, topographic conditions, and mountain waves. Low level wind shear is a bit of a catch-all term that encompasses all of these different conditions. One of the requirements for the formation of a storm is unstable air and colliding fronts. When weather systems, or fronts, collide, it creates instability in which storms and gusty winds are born. In AFH 11-203, you can find more detailed information, including examples of situations involving wind shear and recommended actions to avoid or minimize the danger to your crew and your aircraft.

Many civilian airfields have begun incorporating new technology in the form of sensors and radar equipment that can help flyers detect potentially dangerous wind patterns. Commercial aircraft accidents were the impetus for the development of these predictive wind shear weather radars, and the first flights utilizing the new technologies took place in the mid-1990s. From there, the technology has expanded, using lasers and radio waves to create

A pilot who is not cognizant of what's happening or is slow in responding typically lands somewhere other than the runway, which is never good.

systems that talk to each other on the ground and on the aircraft and enable pilots to operate from a proactive, predictive perspective rather than reactive. These systems are the result of decades of research by the FAA and NASA at NASA's Langley Research Center (<http://er.jsc.nasa.gov/seh/pg56s95.html>) While these systems exist primarily at civilian airports, it's good to be aware of advances in aviation technology, especially in our "joint-user" era of operations.

This has been a very brief, skimming-the-headlines type of primer on springtime wind and weather patterns, especially where wind shear is concerned. Wind shear has been a causal factor in a significant number of aircraft accidents and fatalities, both in the military aviation world as well as the commercial flying world. By their very nature, winds are difficult to predict, so it is crucial that aircrews pay close attention to weather forecasts during their flight planning and be prepared to quickly switch to Plan B if adverse weather conditions arise suddenly. Listen to and give regular PIREPs; they may change quickly, but knowing the weather is changing quickly in a certain area is helpful for other flyers who are transiting your general location. Don't allow yourself to become complacent, and make sure you have more than a passing acquaintance with your AFH 11-203. Fly safe and watch out for those wind gusts! 🛩️



That was CLOSE!

By SSGT SAMUEL RUSSELL
52 EMS/MXMFN, Spangdahlem AB, GE
*Reprinted from Air Scoop Spring 2012
USAFESP 91-1 Volume 58 Number 2*

Have you ever had a moment where you just said to yourself, “WOW! That was close!” or “Man I am one lucky person!”? I’m sure we all have. In those moments we tend to think of what the outcome could have been and what we may have lost or left behind. In a moment back in 2008 something like this happened to me — that I will never forget.

In the winter of 2008 I was stationed at Shaw AFB, South Carolina. I had been in the Air Force for just over two years and wanted to purchase a new motorcycle. Since I had prior experience riding dirt bikes and four wheelers without incident, I thought it would be o.k. to purchase a new motorcycle. So, I talked it over with my wife at the time and we agreed I could get a new bike. Unfortunately, I had not obtained my motorcycle endorsement on my license yet. All I had to do was take an Air Force mandatory motorcycle safety course. I thought to myself, “great, another safety class,” but I signed up for the next available class anyway, which

started in May. This class is free for active duty and normally expensive for civilians. I was scheduled to start the class on a Thursday and end on a Saturday. The class includes one and a half days in class with lectures and a test, and the same for the actual riding work. I was able to absorb most of the information and I got to meet some new people who had a passion for riding like me. Once the final written test was over it was time to start riding.

The class and instructors started riding after lunch on Friday. It was a nice day and perfect for riding. The first thing we did was ensure we had all the appropriate protective equipment and choose a motorcycle to ride. The bikes available were little three cylinder “pea shooters,” similar to a moped, that were awesome to handle in corners. Not that I fooled around like that. As soon as everyone was ready our instructors showed us the course we were to test on. It looked easy except for the notorious box or figure eight. Shortly after that we were all ready to go over some

basic riding skills. Everyone caught on quickly and in no time we had all taken the riding test and were ready to get our endorsements.

The same day I finished the course I received the endorsement on my license. I was ready to ride, except, as mentioned before, I did not have a motorcycle. My wife and I went to the Harley dealership the next weekend and purchased a brand new 2008 Sportster 1200 Low. It was b-e-a-utiful. Soon I was on the road just cruising; I was set. I had a new bike and some expensive Harley equipment to go with it. As I mentioned before, up to this point I had ridden without incident. That changed in one moment in the summer of 2008.

It was a cool Friday morning. Cool as in 60 degrees in the middle of summer in South Carolina. Not a cloud in the sky and very little traffic on the road; it was a perfect morning to ride to work. I got all my stuff ready and put on my protective equipment and rode off. Of course I

did my pre-riding checks, TCLOCKS, before just taking off. I arrived at work way too early, so I took a short ride around base. The cool air rushing into my helmet made me feel calm and free. It all ended when I arrived at work, but the day went by fast. Soon I was off to go home.

On my way out I noticed the sky had changed quickly. I saw some lightning in the distance and my first thought was, “Man, I am a fair weather rider and I do not want to get my bike wet.” I hurried and got my helmet on and started riding towards home, but I was too late. It started raining hard as soon as I got off base. Naturally, I slowed down to compensate for the wet road. Unfortunately, the decrease in speed wasn’t enough to avoid what I would experience next.

About two miles from home I was coming up to a four-way intersection. The light was green on my side and I had some distance before actually reaching the light. Knowing that I would need more distance and time to stop I started

to apply my brakes a good long distance from the intersection — this is where things took a turn for the worse. Anyone who has lived in the south will tell you when you have a heavy downpour and newly wet roads that haven’t been rained on in weeks you get an extremely slick surface. I figured that out as soon as I hit the brakes. With the combination of wet rubber and slick roads I began to feel my rear wheel slide. Instinctively, I released the brakes and re-applied them; that wasn’t good enough. Again, my rear wheel had started to slide only now I was also approaching the intersection. You know — that intersection at which the light was green on my side, but now just turned yellow? Yeah, that one. At this point I began to think about what I was taught in that boring mandatory safety class. First thing was don’t panic. Usually most new riders tend to panic and that’s when things go south, and fast. I kept my cool and I thought about what I should do next. Apply brakes? NO! Because as any rider knows, when you’re hydroplaning,

brakes won’t help. Instead, I downshifted and made sure I kept the wheel straight. Turning into the slide would have caused me to actually fall into the slide instead of staying on the bike. Keeping it straight gave me control of the bike. But now what to do about stopping?

You know the scenes in movies where it’s all slow motion and you can see every little thing that’s happening — kind of like in the Matrix movies? At this point that’s what I was seeing. Since I had figured out how to control my motorcycle, I just needed to get through the intersection. On the other side of the intersection I was able to gain upright control of my bike and slowly came to a stop, taking a minute to collect myself and understand what had just happened.

Just as I was about to ride off again another driver drove up next to me and asked if I was ok. I said in a low tone, “I think so, thank you for asking.” Just then I realized what had gotten me through this event. Remember that boring rider’s safety course I mentioned? Well that beginner’s course taught me the knowledge and skills I needed to successfully get through that ordeal. The intersection was just luck, but I might not have made it to the intersection if I hadn’t applied the skills I was taught. Whether it’s for motorcycle riders or just general knowledge, SAFETY is a must and I encourage everyone to pay attention and learn from others’ mistakes and/or successes. That safety course, boring as it may have been, helped save my life and allowed me to go home to see my wife and newborn baby girl, who may have had to grow up without her daddy. Thank you to all those rider’s safety course teachers and to all those who teach safety! 🇺🇸



Team Andrews motorcyclists complete a motorcycle safety course at Joint Base Andrews, MD. Military riders must complete a safety course before they can ride on or off base.

USAF PHOTO BY SRA AMBER RUSSELL

When Thunder Roars, Go Indoors!

By JANET VINES, Staff Writer

Severe Storms Laboratory, a component of the National Oceanic and Atmospheric Administration (NOAA), reports that an average of 20,000,000 cloud-to-ground lightning flashes have been detected annually since 1989. A “bolt from the blue,” is one of the deadliest types of cloud-to-ground lightning. The flashes of this type of lightning have traveled more than 25 miles away from the cloud on the back side of the thunderstorm. They appear to come out of a *clear blue sky*, which is what makes them particularly dangerous.

NOAA reported 26 documented lightning fatalities in 2011. Additionally, hundreds of people are permanently injured from lightning strikes each year. Injuries can range from a variety of long-term debilitating symptoms such as memory loss, sleep disorders, chronic pain, numbness, depression, and more.

The National Weather Service offers a comprehensive list of safety tips to reduce your risk of being struck by lightning.

If outdoors, avoid:

- › Water (e.g., boating, swimming, fishing)
- › High ground
- › Open spaces
- › Metal objects (electric wires, fences, machinery, motors, power tools, etc.)

- › Canopies such as picnic shelters, rain shelters, or near trees
- › Proximity to other people (keep a distance of 15 feet or more)

Do:

- › Find shelter in a substantial building or a fully enclosed metal vehicle with the windows shut
- › Crouch down and get as close to the ground as possible without lying on the ground, and cover ears to minimize hearing damage from thunder
- › Spread out if you are in a group

If you are indoors, avoid:

- › Water
- › Windows and doors
- › Landline telephone
- › Headsets

You should also turn off, unplug, and stay away from appliances, computers, power tools, and TV's.

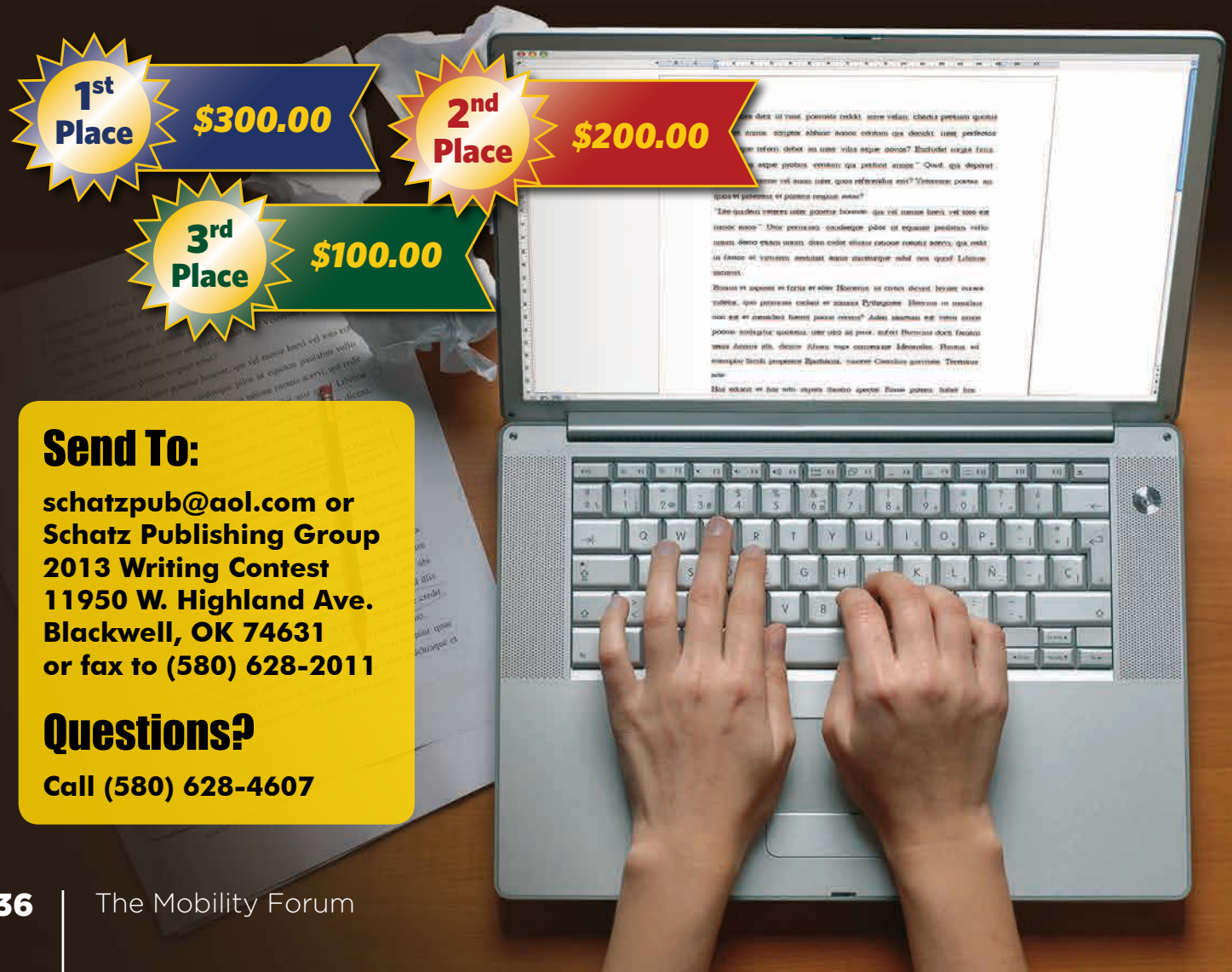
For more information, see the National Weather Service Lightning Risk Reduction Outdoors tips at www.lightningsafety.noaa.gov/outdoors.htm#near.

Remember to take lightning seriously, and **when thunder roars, go indoors!** 🗡️

2013 Writing Contest

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- Format:** Include author's name, rank (when applicable), unit, home address, DSN, commercial and fax numbers, and email address. You may submit any photos or graphics relating to your entry, if available.
- Length:** Original, previously unpublished fiction or nonfiction. Entries should not exceed four single-spaced pages, excluding photographs/graphics.
- Content:** Entries should contain one or more of the following messages: safety, lessons learned, risk management, Crew Resource Management, tanker and airlift operation, or SAC/MAC/AMC heritage. Photos or graphics are encouraged.
- Eligibility:** Military and former military personnel, civilian and contract employees of the Air Force and Air Reserve Components.



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MSgt Timothy W. Blankenship

8,500 HOURS

167 AW, Martinsburg, WV
Lt Col Charles S. Hostler
CMSgt Billy E. Gillenwater II
CMSgt Roland E. Shambaugh
SMSgt Jacob E. Fairburn
MSgt Daniel G. Hartling

7,500 HOURS

92 ARW, Fairchild AFB, WA
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109 AS, St. Paul, MN
CMSgt James Ricci
MSgt Richard Krivanek

151 ARS, McGhee Tyson ANGB, TN
CMSgt James M. Quagliana
MSgt F. Wayne Atkins

166 AW, New Castle, DE
SMSgt Michael R. Pierson

167 AW, Martinsburg, WV
Lt Col Jonathan D. Goldstein
Lt Col Donald T. Magners

6,500 HOURS

109 AS, St. Paul, MN
Lt Col Edward Biro

151 ARS, McGhee Tyson ANGB, TN
SMSgt Randall J. Keener

166 AW, New Castle, DE
Lt Col Timothy C. Casey

167 AW, Martinsburg, WV
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Lt Col Stuart W. Brown
Lt Col Perry K. Elvin
Lt Col Kevin R. Miller
Major Frank U. Noe
SMSgt Mark D. Snyder
MSgt John H. Elder
MSgt Christopher J. McCurdy
MSgt John D. Ratcliffe

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109 AS, St. Paul, MN
Lt Col John Strike

151 ARS, McGhee Tyson ANGB, TN
Lt Col Michael B. Crawford

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TSgt Joshua O. Roland

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Maj Thomas Lee

357 AS, Maxwell AFB, AL
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3,500 HOURS

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...Quickstoppers


Danger

Danger is inherent in what we do. If you stop and think about it, there are many moving parts involved in USAF operations and supervisors really have their work cut out for themselves to achieve “safety.” A basic understanding of the safety program goes a long way toward this endeavor. As a safety professional, I’d like to share a few helpful lessons I’ve learned along the way.

Years back, I remember my co-workers and I dropping our tools and scattering like roaches when someone shouted, “Safety is coming!” I did not know why. Now I am Safety, so here’s the scoop. We (in Safety) ask a lot of questions because we likely came from a different career field background than yours. We are also provided with this awesome opportunity to help others and it starts with understanding the hazards of your job and the challenges you face in maintaining a safe work place. We are not the boogiemanager, so please don’t hide and create alibis for issues. Safety issues are best resolved before they materialize into something worse. Ask us how we can help!

By MSGT HUMBERTO MARCHESE
HQ AMC/SEO

Education matters. How can we eliminate hazards in the work place? Is our safety training program adequately preparing employees to work safely? How do I prevent Airmen from incurring sports-related injuries? These topics and more are covered in AFIs 91-202 and 91-203. Additionally, there are 14 safety courses that address these topics and are available FREE via the Air Force Portal’s ADLS web page. They are self-paced, anyone with access to ADLS can take them, and they will inevitably boost your street cred and arsenal of capabilities. Can you think of anyone who would benefit from sharpening their safety skills?

Accidents happen, but they don’t have to. The truth is that most mishaps are preventable. People typically do not show up to work hoping to break something or to leave in a casket. Unfortunately, it does occur. Every level of an organization has a stake in safety, so it’s important to become familiar with your role and responsibilities to create a safe work environment. The aforementioned AFIs contain an abundance of helpful information. Take a look at these and find out how you can prevent the next mishap. Be safety-smart or become a statistic, it’s your choice. 


Make It FOD Free

During a post flight inspection on an aircraft at a stateside mobility base, maintenance personnel discovered a dent on one blade of the low pressure compressor (LPC) of the number two engine. The blade was evaluated by an engine specialist and found to be out of operational limits. Two blades were removed and replaced and the aircraft was out of service for several hours to conduct the required repairs. The investigation could not determine the time or location the damage occurred, however, it was determined that a foreign object caused the damage.

At another mobility base there has been a recent string of occurrences where coiled aircraft grounding wires have been found sitting on aerospace ground equipment (AGE) after aircraft had departed the apron for flight.

By MR. LALO MAYNES
HQ AMC/SEF

In one case, a grounding wire at this base found its way to the runway where it was discovered by airfield operations personnel. Fortunately, no mishaps were attributable to this equipment, but circumstances could have turned out differently. The AMC Flight Safety office does not believe this to be a system-wide issue; however, you may have a localized problem at your wing that is similar in theme.

Takeaway: It’s imperative for personnel operating on the flight line to be cognizant of FOD issues and to properly account for, mark, and store equipment utilized to support or operate aircraft. FOD mishaps are preventable — let’s all do our part to make that a reality! 

PILOT FOR A DAY



SrA Logan Williams, 62d Operations Support Squadron air traffic controller, shows Tommy McGraw how to communicate with aircraft at Joint Base Lewis-McChord, Wash. Tommy was part of the Pilot for a Day program, which enables challenged youth to visit an Air Force base.

USAF PHOTO BY SSGT JASON TRUSKOWSKI