

THE

# MOBILITY

THE MAGAZINE OF AIR MOBILITY COMMAND | SUMMER 2013

FORUM

Here Comes The

# SUN

2013

# CRITICAL DAYS OF SUMMER

## IN THIS ISSUE

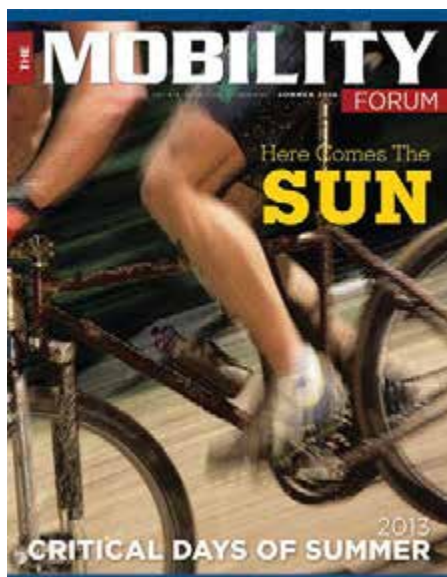
- **LETTER FROM GEN PAUL SELVA**
  - 3 To the Men and Women of the Mobility Air Forces
- **SAFETY CULTURE**
  - 4 Risk Management: Not Just for Ops Anymore!
  - 34 Road Trip
  - 36 Texting and Driving
- **FLIGHT SAFETY**
  - 8 Look, Listen, and Focus to Prevent the Next Injury
  - 18 Practice Makes Perfect, or Does It?
- **TMF ACCESSIBILITY**
  - 11 *The Mobility Forum* is changing
- **SEASONAL CONSIDERATIONS**
  - 12 Critical Days of Summer 2013
  - 16 Ooooooh! Aaahhhh! Everyone Loves Fireworks!
  - 20 Here Comes the Sun!
  - 23 Are You a Know-it-All About Flooding?
  - 30 Summer Fun Checklist
- **OFFICER PROFESSIONAL DEVELOPMENT**
  - 14 A Mighty Mentoring Tool
- **MOTORCYCLE CULTURE**
  - 26 Motorcycle Safety Crossword
- **HEALTH AND FITNESS**
  - 28 Stayin' Alive in a Crisis
- **INSPIRING AIRMEN**
  - 32 Through Airmen's Eyes: The Walk Toward Flight

## REGULAR FEATURES

- 7 Safety Spotlight
- 37 Flying Hour Milestones
- 39 Quickstoppers
- 40 A Day in the Life

2 | The Mobility Forum

## ON THE COVER



Stay safe in the heat this summer! Find out how in this issue of *The Mobility Forum*.

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## AIR MOBILITY COMMAND

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*Photo, page 3: C-130H aircrafts on the flightline at Little Rock AFB, Ark.*

USAF PHOTO BY AIRMAN SCOTT POE

*To the*  
**MEN AND WOMEN**  
*of the*  
**MOBILITY AIR FORCES**



**W**e have been confronted with the tragic news of both aerial accidents and ground accidents in the past several months that have taken the lives of our fellow Airmen.

Sometimes—and all too often—we lose Airmen who started the day facing a task that seemed routine, if only because they perform those tasks with such extraordinary skill every day that the extraordinary becomes routine. It is only when things go wrong that we notice just how heroic routine tasks can be. Airmen perform inherently risky jobs in challenging situations with such grace and skill every day that we are stunned when the risk leads to accidental death and injury.

Grief-stricken, we rally around those left behind. We try to make sense of it all. And even as we comfort, we have to move on. Because every two and a half minutes another crew launches another aircraft from one dot on the globe to another, answering the Nation's call. We have no choice but to continue. But that does not lessen the risk, or the grief, or the sacrifice of those who have fallen.

Each morning I wake up and face a new day, proud that I have the privilege of serving with you and humbled by the loss of the lives of those Airmen who have left us much too soon. We will redouble our efforts in their honor because they deserve nothing less. Because of them and because of you, I know we will continue to answer our Nation's call. Through it all, our thoughts and prayers remain with the families, friends, and Wingmen dealing with such tragic loss.

*Gen Paul Selva  
Commander, Air Mobility Command*



# RISK MANAGEMENT: Not Just for Ops Anymore!

By LT COL JOHN OURADA, HQ AMC/SEF

**T**he Operational Risk Management program is gone! Its replacement—called *Risk Management*—is a simplified process instead of a program. Moreover, the process changed to five steps, which falls in line with sister service’s Risk Management process. The changes the Air Force Safety Center made in AFI 90-802 and AFPAM 90-803 are worth reviewing, as they imply a vast expansion of Risk Management in our lives!

So what is Risk Management? It is a decision-making process to systematically evaluate possible courses of actions, identify risks and benefits, and determine the best course of action for any given situation. We already do this several times a day without thinking of it as a formal process.

**We are all responsible for applying Risk Management in everything we do—both on and off duty!**

This is a very important statement. Risk Management is not just the responsibility of commanders and supervisors on the job; everybody is responsible. It applies to our off-duty activities, too! The process helps identify risks in activities such as scuba diving, hang gliding, skydiving, etc. Guidance in AFI 91-202 explains that the environment, equipment, and even our physical performance are not always consistent, so taking appropriate safety measures to reduce risk of a mishap is important every time we do these types of things.

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*SSgt Alvin Llamas, 92d Civil Engineer Squadron water and fuels maintenance, puts on his helmet before going for a motorcycle ride at Fairchild AFB, Wash.*

USAF PHOTO BY SSGT MICHAEL MEANS

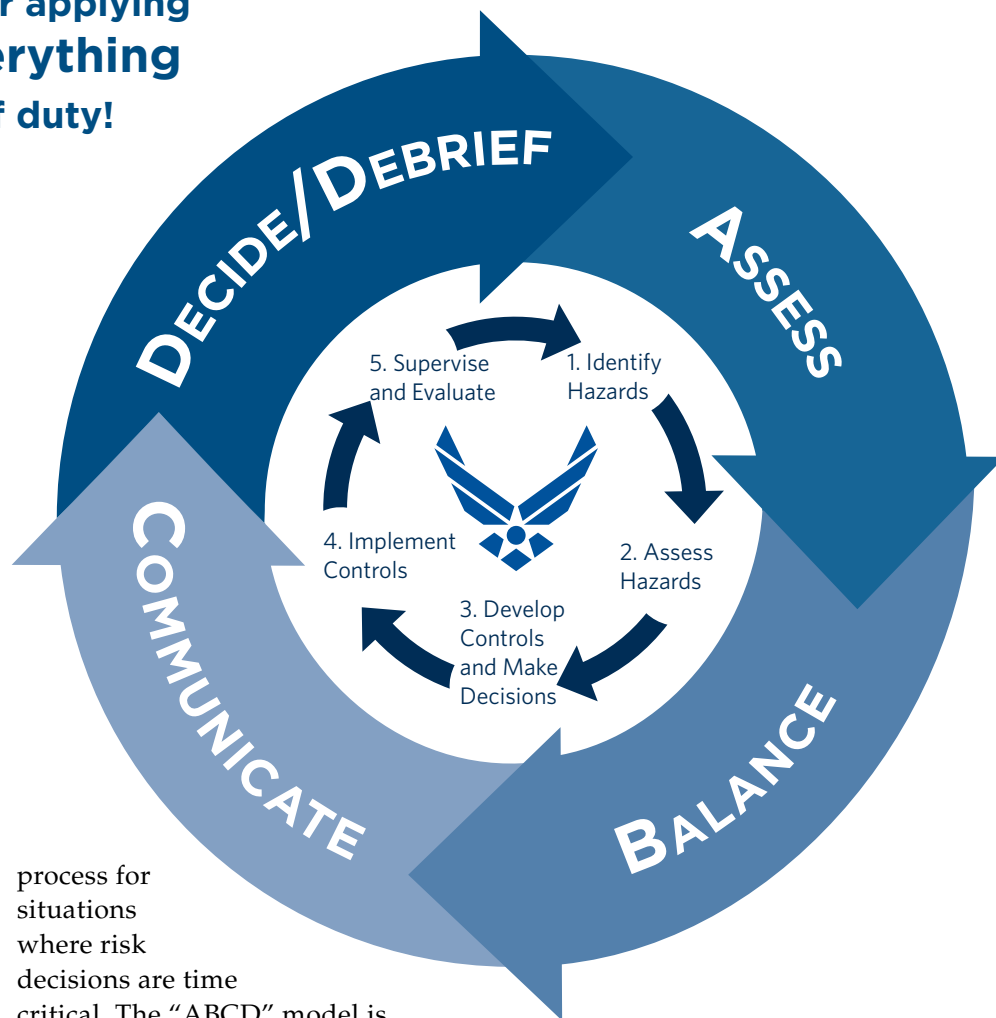
## We are all responsible for applying Risk Management in everything we do—both on and off duty!

The two levels of Risk Management are (1) Deliberate Planning and (2) Real Time.

**Deliberate Planning Risk Management** refers to pre-mission activity planning and normally involves the full five-step Risk Management process. This is useful in the planning phase of an event when there is time to identify all hazards associated with the activity. The process is most effective when everyone involved participates; it results in a Formal Risk Assessment that documents hazards and identifies mitigating strategies. It provides alternate courses of action to support the decision-making process, resulting in a recommendation, and helps identify the appropriate level of risk to accept.

The AMC Rodeo competition is a good example of Deliberate Planning. The host wing conducted a Risk Management assessment for the Rodeo Ranch (a tent area for social gathering) and determined people walk between the tents where there are many tripping hazards. To mitigate the tripping risk, hay bales are stacked between the tents as benches to block the area. This adds to the “rodeo” atmosphere and provides seating areas for socializing while also solving a tripping hazard. This is a great example of applying the Risk Management process to a non-work environment!

**Real Time Risk Management** is the streamlining of the five-step



process for situations where risk decisions are time critical. The “ABCD” model is an easy to remember mnemonic for the essential steps of Risk Management. It provides a means to evaluate risks and formulate mitigation strategies quickly in on- and off-duty situations.

- › **“A” is for Assessing** and identifying the hazards. Doing this effectively requires three stages of situational awareness in a relatively short time: (a) perception of what is happening, (b) integration of information and goals, and (c) projection into the future.
- › **“B” is for Balance Controls.** This means minimizing the risk by using controls and/or resources. Examples include having a good understanding of the situation, being properly trained, wearing personal protective equipment, knowing personal limitations, and having a “wingman.”
- › **“C” means to Communicate** with leadership and the team/crew—to discuss the situation with all involved. This ensures that everyone has the same understanding and perception of the situation.
- › **“D” is to Decide and Debrief.** This is where the decision to continue, modify, or abandon the activity is made. At the completion of the activity, or with the decision to abandon



*SrA Leah Erlandson checks air levels on a MSA Firehawk self-contained breathing apparatus during a demonstration at Joint Base Charleston, S.C. Bioenvironmental Engineering technicians perform health risk assessments for everyone on base to keep them safe from whatever exposures their job may present. Erlandson is a 628th Aerospace Medicine Squadron Bioenvironmental Engineering technician.*

USAF PHOTO BY A1C GEORGE GOSLIN

## PRINCIPLES OF RISK MANAGEMENT

- Accept no unnecessary risk.
- Make risk decisions at the appropriate level.
- Integrate Risk Management into Ops, activities, and planning at all levels.
- Apply the process cyclically and continuously.

the activity, it is important to debrief all involved to improve performance, mitigate risks in future activities, and allow an iterative process.

Any time a hazardous situation develops during an ongoing activity, call “Knock it off!” or “Time out!” If unanticipated hazards or ineffective control measures do not diminish a risk, do not continue! It is better to stop an activity than to carry on and risk injuries and damage or loss of resources.

In the simplest terms, Risk Management is identifying a hazard or risk and doing something about it. Reading the updated guidance helps us recognize how often we use it in our daily lives—both on the job and away from work. Real Time Risk Management is a powerful tool for everyday situations, and reviewing the process in the AFI (especially the debrief step) helps us sharpen our Risk Management skills. The more we use the process, the easier it becomes. Deliberate Planning Risk Management is a great *proactive* tool to ensure we have safe operations and a safe work environment. And remember, Risk Management is everyone’s responsibility! 🛡️



# Spotlight Award


## ANG C-40C FLIGHT CREW



*A U.S. Air Force Galaxy Aerospace (IAI) C-38A Courier (s/n 94-1570) and a Boeing C-40C Clipper (s/n 02-0201) of the 201st Airlift Squadron, 113th Wing, District of Columbia Air National Guard, in flight.*

U.S. NATIONAL GUARD 113TH WING PHOTO

**AMC** Flight Safety would like to spotlight the 201st Airlift Squadron, Washington D.C. ANG, C-40C flight crew who responded with timely medical care, flight diversion, and quality passenger service after a member of the congressional delegation's party, who they were transporting, experienced sudden and severe anaphylaxis. The crew's flight attendants administered oxygen to the passenger and coordinated with an on-board physician to provide care to the ailing passenger. The pilots were promptly informed of the circumstances, declared a medical emergency, and decided to return to Mumbai for medical assistance. Enroute, they relayed pertinent patient information to ATC and medical personnel on the ground so the

receiving medical professionals would be armed with information critical to the passenger's care. The crew prepared for an overweight landing due to excessive fuel intended for the lengthy flight to Cyprus. The flight attendants, with the help of the non-flying pilots and crew chiefs, secured the patient and cabin for landing. The landing was completed without further incident and the passenger was met by medical personnel for follow-on care. The collaborative actions of the crew in handling the medical emergency resulted in timely lifesaving actions and safe recovery of the aircraft. We commend the crew for demonstrating superior airmanship in the professional execution of their duties. Well done! 



# Look, Listen, and FOCUS

## to Prevent the Next Injury

By LALO MAYNES  
HQ AMC/SEF

**W**aiting for my jet to return from flight, I was going spot-to-spot helping crew chiefs recover their jets. While marshaling from the nose of the aircraft, the pilot signaled to “Establish Communication.” After the crew chief laced the chocks, I signaled for him to establish communication with the pilot. Looking under the jet, I saw the crew chief fall to the ground. When I got to him, he was holding his head with blood streaming past his fingers! I gave him a rag, got on the headset and told the pilot to call a ground emergency. At the hospital and seven stitches later, I was filling out the injury report and remember him saying, “I thought for sure my head would clear the gear door. I knew exactly where I was!” I asked myself, “Was he overconfident or complacent?”

*SrA Michael Matinchek and A1C Michael Schmidt, both 19th Aircraft Maintenance Squadron hydraulics maintainers, change an engine pump on a C-130 J-model aircraft. <sup>06</sup>*

USAF PHOTO BY SrA STEELE C.G. BRITTON



## Injury rates per aircraft:

**C-5 at 1.52**  
**C-17 at .729**



Injuries related to aircraft maintenance have been a threat to the AMC mission for many years. This data has been elusive to capture in the past because in order for the incident to be reportable, the injury had to cause the loss of one or more days away from work. Since the change to reporting criteria for Class D mishaps, we are now able to capture the data and see who, when, what, where, why, and how these mishaps occurred. The intent of this article is to highlight this classification of mishap data that exists in the Air Force Safety Automated System (AFSAS) from FY09 through the first quarter of FY13.

In this article, I've classified 330 aircraft maintenance (Mx) injuries to AMC personnel, both military and civilian. Fortunately, there were no Class A (fatality) mishaps during this period, however, we incurred one Class B mishap when a maintainer was "permanently-partially disabled" when his finger was severely pinched while configuring an aircraft for towing. After the incident, and during surgery, medical personnel could not regain blood flow to the member's finger, which necessitated its removal. Of the other 329 mishaps, 118 were Class Cs and 211 were Class D mishaps.

As with any data storage and retrieval system, information is

only as accurate as the data put in it. While gathering this data, I found many fields in AFSAS were not populated, which in some cases, made it difficult to categorize reports. For this reason, I urge safety investigators to appropriately and sufficiently populate all fields in AFSAS. It's incumbent upon every safety professional to analyze historical mishap data and find trends in an attempt to prevent future mishaps. With suspect data, that job is all the more difficult. What follows is simply data—it does not indicate substandard performance.

### WHO:

Of the four years and 330 mishaps in AMC, E-3s suffered the most injuries at 32 percent, followed by E-4s at 25 percent.

### WHEN:

Day shift saw the highest number of injuries at 51 percent and night shift had 39 percent. Of note, there were four categories in this field: dawn, day, dusk, and night. Dawn and dusk mishaps accounted for roughly 5 percent each.

### WHAT:

Seven Mx activities, or tasks, were categorized in this data. Those seven include: inspections, jacking, launch/recover, repair, servicing, towing, and washing. The "repair" activity had the most mishaps at 59 percent;

however, this group was the most difficult to separate. Many reports only mentioned the injury and not the specific task the injured person was accomplishing. If no specific task was mentioned in the mishap report, the injury was included in the "repair" categorization, and potentially misclassified.

### WHAT AIRFRAME:

Additionally, I wanted to capture the airframes that incurred the most injuries, but also make comparisons consistent across fleets. To that goal, using the number of mishaps in each fleet, and then dividing by the number of airframes in that fleet, a rate per aircraft was derived. Our C-5s sustained the highest injury rate per aircraft at 1.52, followed by the C-17 with a rate of .729. This statistic indicates maintainers suffered more than twice the injuries on the C-5 than the next highest aircraft type. Third in line was our C-130s with a rate of .642 per airframe, and fourth was the KC-135 at .534.

### WHERE:

While inputting mishap investigation data into AFSAS, investigators populate numerous fields to indicate a location or base, i.e., "nearest base to the mishap," "base owning the aircraft," and "base the injured is assigned." Each of these three fields was queried, and I discovered the top five bases with injury mishaps were: Travis AFB, JB Lewis-McChord, Little Rock, followed by Dover and JB Charleston.

I took into consideration the number of airframes assigned at each location and used the same rate formula as previously noted. The location with the highest injury rate was Dover AFB, followed by Travis, JB Lewis-McChord, and then Little Rock.

### WHERE ON THE BODY:

A total of 22 different body parts were injured. There were 116 head or cranium injuries (excluding eye injuries) which amounted to 35 percent of the mishaps. Next, 45 back injuries represented 13 percent of the total. Finger injuries were next at 35, or 10 percent, and AMC had 23 ankle/foot injuries which came to 7 percent of the total mishaps.

### WHY:

Slips/trips and falls (STFs) were responsible for 100, or 30 percent, of the injuries. Thirty-four lower limb (leg/knee/ankle/foot) injuries were due to STFs, and 27 upper limb (shoulder/arm/elbow/wrist/hand) injuries were the result of STFs.

### HOW MANY DAYS:

Knee injuries accrued 172 convalescent days, and although our maintainers sustained more head injuries (116), those only accrued 68

convalescent days. Also, leg injuries (not knee) took our maintainers away from work an additional 45 days. So, lower limb injuries totaled 217 days away from the aircraft. In my opinion, this is where our efforts should focus: prevent slips, trips and falls related to aircraft Mx.

How do we prevent the next injury? Look, listen, and focus! C'mon people, use your heads—no pun intended! Stay cognizant, alert, and focused on the task. It's easy to get tunnel vision when maintainers are engrossed in getting a jet back in the fight—they are trouble shooting, solving problems, and moving the mission. While doing all this, keep heads on a swivel and stay focused on safety. The Air Force Safety Center has identified a trend item in Mx mishaps of inattention/complacency/rushing and these certainly apply to injury mishaps. Now that you know the who, when,

what, where, and why injuries are occurring, it's AMC Safety's hope this knowledge will sharpen your maintenance awareness. While doing what you do so well, remember to take your time on that next step down the crew ladder, or when you think, "My head will clear that gear door; I know exactly where I am," make sure you are, in fact, clear. Airmen are the foundation of the Air Force, and minimizing preventable injuries will help ensure its resilience.

In conclusion, my boss won't let this article be published without mentioning foot stompers like, "Make sure the Ram lock on the B4 stand is set and the brakes are secure!" or, "Don't use a stand with oil on the steps." And I can't forget one of his all-time favorites, "No faster than safe!" I know you all know these things. Be careful out there ... Look, listen, and focus! Watch out for your buddies too. 🛡️

*SrA Aaron Waldor, 87th Logistics Readiness Squadron, grinds a hitch extension on a truck at the 87th LRS vehicle maintenance shop.*

USAF PHOTO BY SRA DAVID CARBAJAL



# The Mobility Forum is CHANGING



Recently, a tiger team was formed within HQ AMC/SE at Scott AFB with the objective of increasing readership and delivering the publication more strategically and efficiently to Airmen throughout AMC. To accomplish this mission, the team quickly identified areas in need of improvement and went to work transitioning *The Mobility Forum* into a new,

much improved phase. In an effort to leverage electronic and social media while continuing to provide you with relevant mishap prevention information, AMC/SE has expanded the accessibility of *The Mobility Forum* and restructured the distribution of printed copy magazines.

We have increased the availability through multiple on-line and social media outlets. This will allow you easier access to the current issue and articles as well as past issues. *The Mobility Forum* is available electronically at:

**AMC Public Webpage:** [www.amc.af.mil](http://www.amc.af.mil)

In addition, articles and postings are featured on the AMC Twitter and Facebook pages at:

**Twitter:** [www.twitter.com/airmobilitycmd](http://www.twitter.com/airmobilitycmd)

**Facebook:** [www.facebook.com/theofficialairmobilitycommand](http://www.facebook.com/theofficialairmobilitycommand)

While increasing electronic access is of great significance, we understand the value of a printed copy in certain situations. Given the cost of printed media, beginning with the summer edition, we are going to focus distribution of printed copies to high traffic communal areas such as libraries, commanders' offices, flying squadrons, waiting areas, break rooms, training rooms, ready rooms, and visitor centers. If you think you meet this target group and wish to continue receiving a printed copy, please provide your justification for review via email to [MobilityForum@us.af.mil](mailto:MobilityForum@us.af.mil) requesting to remain on the distribution list.

We trust you'll continue to enjoy *The Mobility Forum* and find useful, relevant mishap prevention information. Thank you for your understanding!

## Questions may be directed to:

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*Memorial Day Weekend kicks off the Critical Days of Summer campaign, which stresses the importance of water safety during the pool season. Dover AFB's Oasis Pool, located in Eagle Heights, opens that weekend.*

USAF PHOTO BY ROLAND BALIK

# CRITICAL DAYS of SUMMER 2013

By TSGT LISA MOON and  
MR. WAYNE BENDALL  
HQ AMC/SEG

**T**his year's Critical Days of Summer (CDS) safety campaign will run from 1600 hours, Friday, 24 May through 0700 hours, Tuesday, 3 Sept. 2013.

This year the Air Force theme for the Critical Days of Summer campaign is "Safe 'n Sound-All Year Round!" All AMC members

are highly encouraged to view the campaign kickoff video featuring Gen Paul Selva and CMSgt Richard Kaiser at [http://www.youtube.com/watch?v=df1Fs2\\_qc-0](http://www.youtube.com/watch?v=df1Fs2_qc-0).

The objective of this campaign is to call attention to the tragic loss and/or injury of Airmen during



the summertime. In addition, the campaign focuses on raising our understanding that safety is personal for us all; our decisions affect not only us, but our families, friends, and co-workers.

The majority of summer mishaps are a result of poor risk management. In many of these situations, it's co-workers and friends who are the final barrier between a good time and life impacting disaster. "Don't allow the fear of losing a friend keep you from saving that friend's life. There is nothing we do in this command that takes greater priority than helping a fellow Airman," commented Gen Selva, AMC Commander.

Altogether, 90 Air Force members lost their lives over the past five summer campaigns, with eight being AMC members. Over 70 percent of these mishaps listed both alcohol and excessive speed as causal factors. Another significant threat to safe vehicle operations is distracted driving. Texting, talking on a cell phone, or adjusting the radio take your focus away from the road and can lead to a serious mishap.


Warm weather signals an increase in motorcycle riding. They can be

fun, but need to be ridden with caution. "I enjoy the freedom and excitement of riding, but I also understand the need to manage my risks. Whether you're a lifelong rider or just starting out, wear all your protective gear all the time, take advantage of specialized motorcycle training courses provided at your base, and make smart risk-based decisions. If you're not vigilant, the joy you're experiencing can become a tragedy in an instant," stated Chief Kaiser.

There were also 169 non-fatal accidents in AMC last summer. Most occurred off-duty and involved

various outdoor activities such as water sports, backyard cookouts, and other recreational events.

We must also be diligent when it comes to on-duty safety. Sadly, this year, two Airmen have been killed in separate on-duty mishaps, and another Airman suffered a severed fingertip. "There is simply no excuse to have accidents such as these on-duty where we have control of the environment," said Mr. Joe Hughes, Chief of AMC Ground Safety.

Let's enjoy the summer, but remember that our safety matters to family, friends, and co-workers. "Safe'n Sound-All Year Round!" 

**WATCH THE CDS SAFETY VIDEO HERE:**  
[http://www.youtube.com/watch?v=df1Fs2\\_qc-0](http://www.youtube.com/watch?v=df1Fs2_qc-0)

This year's campaign will provide safety information using a series of modules that highlight safety concerns during each of the 14 weeks of the campaign. Contact your local safety office for flyers promoting each of these weeks.

Week 1	Module 1:	On the Road Again
Week 2	Module 2:	Stone Cold Sober
Week 3	Module 3:	Friends
Week 4	Module 4:	Hot Fun in the Summertime
Week 5	Module 5:	Stormy Weather
Week 6	Module 6:	Living in America
Week 7	Module 7:	Born to be Wild
Week 8	Module 8:	Built for Speed
Week 9	Module 9:	Boatman
Week 10	Module 10:	Gonna Fly Now
Week 11	Module 11:	Basketball Jones
Week 12	Module 12:	Bicycle Race
Week 13	Module 13:	Rocky Mountain High
Week 14	Module 14:	Funeral in the Rain

**NOTE:** AMC units have the latitude of promoting these in any order to meet their individual needs.

# A MIGHTY Mentoring Tool

By MAJ CHRIS STEPHENS  
HQ AMC/A4M

**G**et mentored or get left behind. Air Force development opportunities are becoming more competitive, and without proper guidance an officer stands the chance of missing important milestones.

While still a mystery to most, Air Mobility Command's (AMC's) ribbon chart is a mighty, yet highly underutilized developmental tool for mentorship. Officers must embrace this tool to ensure they understand opportunities and expectations while being an active participant in their career progression.

## Ribbon Chart 101

In basic form, the ribbon chart is a personalized development plan offering a visual representation of the individual's past, present, and future experiences. Lieutenant Colonel Barry King, AMC Officer Development, promotes this tool as "the key to affect mentoring, which affects broadening opportunities, which affects career progression!"

Initially, the ribbon chart was designed to facilitate mentorship through a single page tool aimed at increasing awareness among officers about developmental opportunities. The ultimate goal is to equip officers to lead in a variety of mission sets.

Recently its use has extended to application packages for competitive developmental programs in AMC and beyond. In these venues, it can provide a quick snapshot of an officer's experiences, performance, and future development.

## Who Should Have One?

Officers who don't already have a ribbon chart need to ask their supervisor to help create one. When building the ribbon chart, supervisors should coordinate with the individual's flight commander, squadron commander, and/or career field manager during the process. This will help synchronize efforts and ensure the officer receives accurate information on leadership intentions and expectations.

Officers should be prepared to discuss their ribbon chart during performance feedback sessions, performance report close out, when filling out their Airman Development Plan, when applying for competitive programs, and when eligible for promotion.

## What's Inside?

Officers need to be aware and understand the information contained within this tool. Furthermore, supervisors and mentors should become familiar with the opportunities

afforded to an individual at each level of their career. This will help them outline and explain the multitude of options available.

The nine basic sections of the ribbon chart are described in detail in the user guide located on AMC's Air Force Portal page. It is important not to customize the ribbon chart format—any additional unique, value-added experiences can be captured in the notes section.

One of the most powerful features of the ribbon chart is the ability to visualize future career progression. Important milestones and timing windows are depicted in section 5. This view gives an officer a framework from which to plan career decisions. Officers can avoid timing blunders and missed opportunities by utilizing this section effectively. Broadening opportunities such as command, developmental education, and staff can be chronologically pieced together with accurate timing blocks. Career milestones such as developmental education preference worksheets (3849s), promotion recommendation forms (PRFs), and other eligibility zones can also be plotted.

To make the ribbon chart accurate and meaningful, an officer seeking mentorship should have career goals in mind with related milestones.





# Ooooooh! Aaahhhh! Everyone Loves Fireworks!

By MSGT JULIE MEINTEL  
445th Airlift Wing

I love the 4th of July. It's one of my favorite holidays. In my family, it's a summertime tradition to go to the local parade and then have a big backyard cookout with tons of food and drinks ... and lots of fireworks. Sparklers for the little kids, poppers for the bigger kids (the kind you throw on the ground and it makes a loud POP that is great for making your older brother jump a foot), and smoke bombs, bottle rockets and firecrackers for the grown kids and adults.

As I was looking for information to include in this article, I turned first, as I always do, to my friendly neighborhood safety guys, Lt Col Steve Griffin and CMSgt Dennis Pearson of the 445th Airlift Wing's Safety Office. Lt Col Griffin pulled up his trusty Air Force Safety Automated System (AFSAS) connection (the Air Force database that tracks all reported safety incidents) to see if there had been any recent reports of AF members involved in incidents with pyrotechnics or fireworks.

While there were no reports to look at, it wasn't long before the

three of us were standing huddled around his desk, watching videos on YouTube after searching for "fireworks safety," alternately cringing and laughing. A word to the wise: if you are at all squeamish, don't watch these videos. Just don't. There are literally thousands of videos online of people doing all kind of stupid things with fireworks of all varieties, and narrowly averting disaster or, in some cases, using their experience as a cautionary tale. Don't try this at home, kids!

Speaking of cautionary tales, I want to share a real-life, narrow-miss story to help illustrate the safety point. A bunch of teenage boys were driving around in a car one summer, lighting firecrackers and throwing them out the window, thinking it was great fun. And it was, until one firecracker did not go out the window as intended and instead hit the doorpost and bounced back into the car, where it exploded. Loudly. These boys were lucky to escape with only temporarily ringing ears. Had it been another type of firework, it could have ended much worse.

There is no shortage of statistics and stories about the damage that fireworks can do. Some of the most recent data compiled by the U.S. Fire Administration, a division of FEMA, and the Consumer Protection Safety Commission (CPSC) was for calendar year 2010. Here are a few of the highlights.

- The CPSC received reports of three deaths directly attributable to fireworks in 2010, and two in 2009, although the reporting isn't complete for either year, and the numbers may actually be higher.
- Fireworks were to blame for approximately 8,600 injuries treated in U.S. emergency rooms during 2010, down slightly from the 2009 estimate of 8,800 injuries. This number is distressing enough on its own; it is even more so when we stop to think of the injuries and burns that go unreported because the victim did not go to the hospital. What's particularly interesting about this statistic is that of these 8,600 injuries, over 70 percent of them took place inside of one 30-day period: 18 June-18 July.



More information can be found at [www.cpsc.gov](http://www.cpsc.gov) and [www.usfa.fema.gov](http://www.usfa.fema.gov)

Yep, you guessed it, right around the 4th of July during prime firework season.

- Trends have not changed significantly, statistically speaking, from their lowest levels in 1996, when the number of reported injuries was 7,300.
- Of those, sparklers were responsible for 1,200 reported incidents. Sparklers are generally considered the most benign of pyrotechnics; even the youngest children like to wave them around in the dark. But they can burn as hot as 2000 degrees Fahrenheit—as hot as a blowtorch—so think before you give them to your kids or anyone else’s kids. Children are naturally curious and excited about sparklers and other fireworks; just help them watch from a safe distance or handle them carefully.
- Most of the emergency room patients were treated and released, but about 7 percent had to be admitted or transferred to another facility. Most made a complete recovery, but many sustained long lasting effects and/or complications, such as amputations or long-term vision damage. More than half of all the injuries were burns, which were the most common injury to all parts of the body except the eyes, where contusions, lacerations and foreign bodies in the eyes were more commonly seen. Hands and fingers were the most frequently injured parts of


the body, followed by legs, then eyes, and then upper extremities (head, face, and ears).

- Males accounted for 65 percent of the injuries, and fully 40 percent of these were children under the age of 15. In fact, 53 percent of reported injuries involved children and young adults under the age of 20.

We could go on and on with the statistics, breaking it down further into more percentages and types of injuries and how they happened and how long it took people to recover, but it’s most important to note that as much fun as fireworks are, they can also be really dangerous. Many people get hurt using them carelessly every summer, and no one ever thinks they will be “the one.” Here are some common sense tips from the CPSC to help keep you and your family safe while still enjoying the fun of a summer celebration.

- Never allow young children to play with or ignite fireworks. This requires a little bit of judgment. How old are your kids? How responsible are they? Do they understand the danger? Can you trust them to be careful?
- Always have an adult (or two) supervise fireworks activities when children are around. Sparklers are a common culprit; everyone gives them to their kids and thinks they’re safe, but they can pack a third degree burn, so watch kids carefully with them.

- Don’t stand directly over any kind of firework device when lighting the fuse. As soon as it’s lit, back away to a safe distance. And don’t try to relight or pick up any fireworks that haven’t ignited.
- Never point or throw fireworks at another person. It’ll come back to haunt you. Remember the teenagers in the car throwing firecrackers out the window of a moving car?
- Don’t use illegal fireworks. You do not know exactly what you’re messing with, and it could get you into trouble. There are federal regulations in place as well as varying state laws, but many types of pyrotechnics are still widely available. Be sure of what is legal in your area before you buy.
- Always keep a hose or a bucket of water nearby in case things don’t go as planned. Once the fireworks are burned out and spent, make sure you douse them completely in water before you put them in the garbage.
- Along with being extra careful with kids around fireworks, be considerate of animals as well. Many house pets are frightened by loud noises and could run away. Leave them inside so they aren’t scared.

Watching fireworks on the 4th of July is almost a national pastime, and everyone enjoys it. The absolute safest way to enjoy them is to go to a professional display and leave the lighting to the experts. But if you’re going to set them off in your own backyard, don’t be the subject of a Google search or a YouTube cautionary tale. Just follow some simple rules so your celebration doesn’t turn into a statistic! 

# Practice Makes Perfect, or **DOES IT?**

By MR. BILL KROUSE, HQ AMC/A3TO  
AMC MFOQA Program Manager

**W**e all have heard the adage, “Practice makes perfect,” right? Well my high school football coach disagreed. He believed “Practice makes permanent, and if you practice poorly, you will perform poorly.” Every drill had to be performed to perfection, or we did it again and again and again until we got it right. This was so ingrained in me that it followed me into my flying career.

Mishap investigators tend to support my football coach and describe this phenomenon of poor performance as “negative transfer.” AFI 91-204, *Safety Investigations and Reports*, defines negative transfer as a factor when the individual reverts to a highly learned behavior used in a previous system or situation and that response is inappropriate or degrades mission performance. In pilot terms, when your bacon is in the fire, you will perform exactly the way you practiced. No time to think—you just react.

So why do I bring up this issue? MFOQA analysis highlights that AMC crews have a significantly higher rate of unstable approaches

## BE AWARE MFOQA ALERT!

**KLSV (Nellis): MFOQA ALERT, UNSTABLE APPROACH.** Airspace/noise abatement restrictions are forcing crews to fly non-standard approaches to Rwy 03, resulting in excessive descent rate and speed deviations.

**PHNG (Kaneohe Bay): MFOQA ALERT, UNSTABLE APPROACH.** Airspace/noise abatement restrictions are forcing crews to fly non-standard approaches to Rwy 04, resulting in excessive bank, speed and descent rate deviations. (Note: 15th Wing has made PHNG a Special Certification Airfield due to these restrictions)

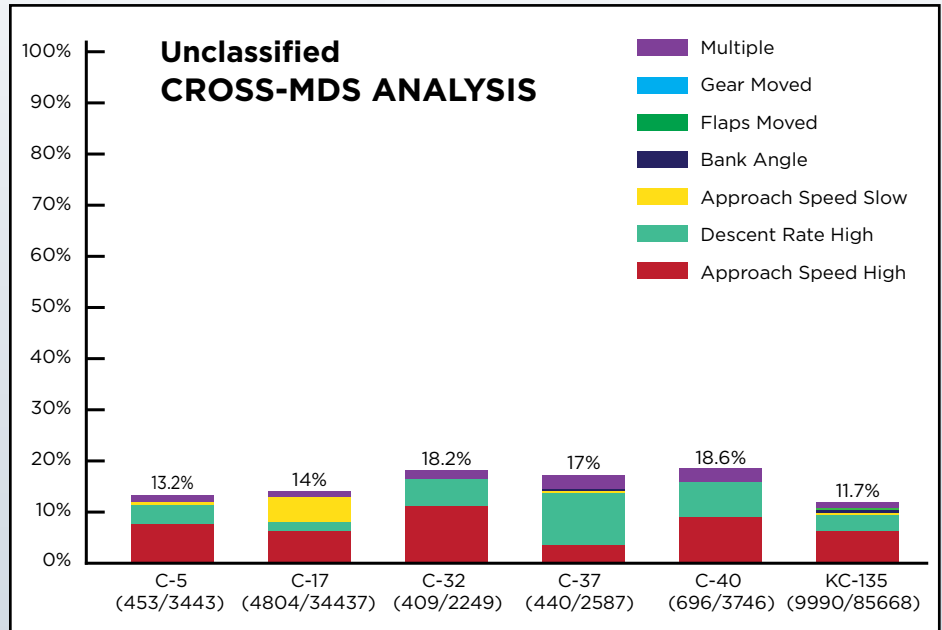
**PHTO (Hilo): MFOQA ALERT, UNSTABLE APPROACH.** MFOQA data indicates approach stability issues on Rwy 08 for bank, speed and descent rate.

Instructors, if you allow your students to land from unstable approaches, you are building a **“negative transference.”**

than our commercial colleagues, who average around 2-4 percent.

I have heard all the excuses: “We don’t fly like the commercials.” “We fly tactical approaches.” “The commercial world does not fly training sorties in the jet.” These are all true ... to a point.

MFOQA analysis shows crews are accepting unstable approaches at airfields in the AOR where training is not conducted and little to no threat exists. So why are we accepting unstable approaches when our AFI 11-2MDS Vol 3 clearly directs us to go around if not stable at 500’?



Then there is the issue of conducting training in the aircraft. Instructors, if you allow your students to land from unstable approaches, you are building a “negative transference.” A pilot may believe he can save every approach, but there will come a time when he can’t. Upon reviewing the resulting mishap, someone might say,

“Surely this pilot should have gone around.” But the real reason for the pilot’s poor performance during the mishap was that he practiced poorly.

The stable approach criteria were developed by airlines from a review of landing mishaps. These mishaps all had similar characteristics, and the stable approach criteria attempted to mitigate them. Bottom line: Practice does make permanent. So always strive to fly a stable approach, or take it around. 🇺🇸



*A C-5 Galaxy with the 60th Air Mobility Wing, Travis AFB, Calif., departs for Naval Air Station Keflavik, Iceland, carrying 398th Air Expeditionary Group personnel and equipment that have been supporting efforts in Liberia.*

USAF PHOTO BY TSGT JUSTIN D. PYLE

# Here Comes the Sun!

By MSgt JULIE MEINTEL  
445th Airlift Wing

**“April showers bring May flowers,” goes the old children’s rhyme. May flowers will begin to wilt in the heat of June and by mid-July, those poor blooms are pretty hot and thirsty. Which is probably also how a lot of us feel in mid-July!**

**H**eat stress is a constant threat during the dog days of summer, and in some places, depending on the climate, it’s there all the time. You don’t have to be doing hard physical labor outside to suffer from heat stress; you can be playing sports, bicycling, hiking, or many other enjoyable, “fun” activities and it can still get you, depending on the temperature, the humidity, and your own physical condition. Heat stress is the result of your body heating up too quickly to cool itself safely, or when your body loses too much moisture and salt through sweat. Either of these things will cause your body temperature to rise and you may develop heat stress, or heat sickness.

There is a big difference between simply feeling hot, and actually experiencing heat stress. Heat stress is a real medical emergency, and if left unchecked and untreated, it can actually be fatal.

According to the National Weather Service, heat is the number one weather-related killer in the U.S., claiming hundreds of lives each year. On average, heat kills more people each year than floods, hurricanes, tornadoes, and lightning combined. So it sounds serious, this heat stress, and it is. How can we identify it and avoid it? I’m glad you asked. It’s really not that complicated.

Heat stress encompasses a couple levels of severity, the least of which is *heat cramps*. That is exactly what it sounds like; muscle cramps due to low salt levels in the muscles, usually brought on by heat and/or dehydration. People who tend to sweat a lot during strenuous activity are especially susceptible to heat cramps, and heat cramps may also be a symptom of heat exhaustion. If someone is having heat cramps, you shouldn’t ignore it because it may only be a precursor to a more serious condition. Heat cramps generally occur in the

midsection, arms, and/or legs. The best thing to do to treat this is to stop the strenuous activity, sit down in a cooler environment, and hydrate with water or a sports beverage with electrolytes. If possible, do not resume activity for a few hours, and seek medical attention if the cramps don't go away within an hour. Also, if the victim is on a low sodium diet or has heart issues, prompt medical attention is appropriate.

*Heat syncope* is an episode of dizziness or fainting that can occur with periods of prolonged standing or suddenly rising up to standing from a sitting position, especially if the person is dehydrated. Symptoms include anything from dizziness, to light-headedness, to fainting, and this is treated much the same as heat cramps: sit or lie

down in a cool environment and drink water or sports beverages to replenish moisture.

Among the more serious varieties of heat stress, *heat exhaustion* is the body's natural response to the loss of too much water and salt, usually through copious sweating. Keep the closest eye on people who are really exerting themselves in the heat for long periods without breaks, older people, and those who suffer from high blood pressure. You will know that someone is starting to really feel the effects of the heat when you see heavy sweating; extreme fatigue and/or weakness; dizziness or confusion; clammy skin that may be unusually pale or unusually flushed; nausea or rapid, shallow breathing, almost like panting. If you see more than a couple of these symptoms in

a coworker or a friend, start taking steps to treat them right away. You should get them to a cool, air conditioned environment as quickly as possible, give them plenty of cool water or sports drinks, and have them towel off with a cool towel, or lay cool cloths or paper towels on them to bring down their elevated body temperature.

If heat exhaustion goes undetected or untreated, it can further develop into the most serious of the heat stress conditions, which is *heat stroke*. Symptoms of heat stroke include hot, dry skin or profuse sweating; hallucinations; chills; throbbing headache; high body temperature; confusion and dizziness; and slurred speech. In cases of heat exhaustion and heat stroke, you will not have to wonder if something is wrong;

**NOAA's National Weather Service  
HEAT INDEX**

		Temperature (Fahrenheit)															
		80	82	84	86	88	90	92	94	96	98	100	102	104	106	108	110
Relative Humidity (%)	40	80	81	83	85	88	91	94	97	101	105	109	114	119	124	130	136
	45	80	82	84	87	89	93	96	100	104	109	114	119	124	130	137	
	50	81	83	85	88	91	95	99	103	108	113	118	124	131	137		
	55	81	84	86	89	93	97	101	106	112	117	124	130	137			
	60	82	84	88	91	95	100	105	110	116	123	129	137				
	65	82	85	89	93	98	103	108	114	121	128	136					
	70	83	86	90	95	100	105	112	119	126	134						
	75	84	88	92	97	103	109	116	124	132							
	80	84	89	94	100	106	113	121	129								
	85	85	90	96	102	110	117	126	135								
	90	86	91	98	105	113	122	131									
	95	86	93	100	108	117	127										
	100	87	95	103	112	121	132										

**Likelihood of heat disorders with prolonged exposure or strenuous activity**

- Caution
- Extreme Caution
- Danger
- Extreme Danger

<http://www.nws.noaa.gov/om/heat/index.shtml>

## SEASONAL CONSIDERATIONS

victims clearly have something going on that needs attention right away. For heat stroke, the first thing you should do is call 911 and make sure to notify the person's supervisor if it is a work situation. Get the person cooled down as quickly as you possibly can: move them to a cool environment, soak their clothes with cool water, get them in front of a fan, just bring down that body temperature, stat! It can rise as high as 106 degrees inside of a short time and heat stroke can cause permanent disability and death if it isn't treated immediately.

Very often, a contributing factor to heat sickness is dehydration. The two go hand in hand, and it cannot be overemphasized that it is critical to stay hydrated in hot weather. Anybody who has been on an exercise or an ORI can almost hear it in their sleep: HYDRATE, HYDRATE, HYDRATE. By the time you feel thirsty, your body is already dehydrating and losing moisture. No one really likes to look in the commode, but a surefire way to tell if you need to drink up is the color of your urine. If it is very light yellow or nearly colorless, your body is pretty well-hydrated, but if it is bright or dark yellow, go grab a big glass of water, and knock it back. I remember learning in survival school years ago that a body can survive up to 30 days with no food. You might not be able to do very much, but you could survive. But the body can only survive **three days** maximum without water. That's a pretty extreme example, but it does highlight the importance of fluids to the human body. Factor in heat, and the sweat that usually comes with it, and you really need to make sure you're drinking enough water. Most of the time, drinking fluids

is enough to treat mild and even moderate dehydration. More severe cases may require intravenous fluids or even hospitalization.

Supervisors, when you're sending your people out to work in the heat, ensure everyone uses the buddy system and watches out for one another. Loadmasters and aerial porters loading aircraft, mechanics and crew chiefs fixing or fueling planes, security forces manning gates and patrolling flight lines ... many different jobs require at least some outside work, at least sometimes, and it is so important that we take care of one another. If it's possible, plan for outside work to take place in the morning when it's cooler, or if it can't be helped and outside work must happen when the sun is high, try to give people breaks and let them cool


### FOR MORE INFORMATION:

[www.cdc.gov/niosh/topics/heatstress](http://www.cdc.gov/niosh/topics/heatstress)

[www.osha.gov/SLTC/heatstress](http://www.osha.gov/SLTC/heatstress)

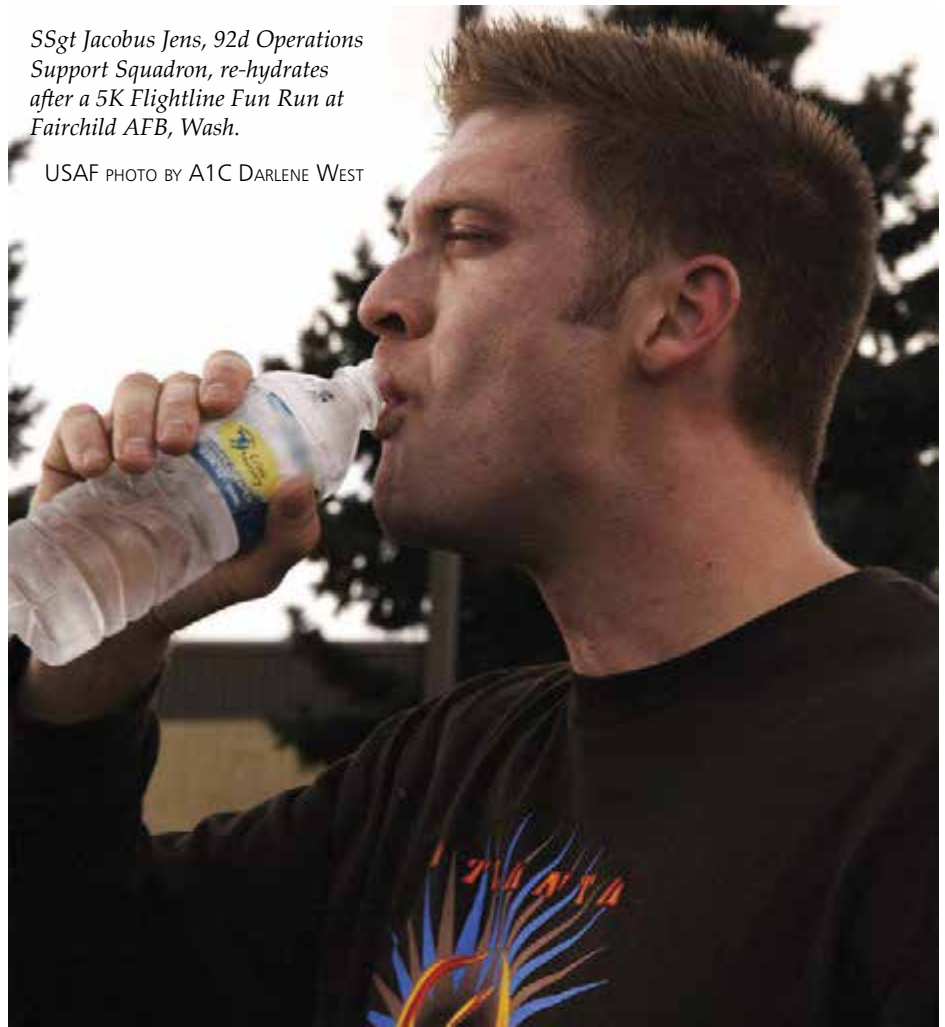
Link to an interactive heat index calculator:

[www.eustis.army.mil/weather/weather\\_products/wxconversions.htm#HeatIndex](http://www.eustis.army.mil/weather/weather_products/wxconversions.htm#HeatIndex)

off when they need it, and provide them plenty of water. Of course, we all have a job to do and missions to move; that's why we're here, but we always have to balance that with our safety. Be a wingman and watch out for your people and your co-workers. Equipment and aircraft are replaceable; you are not. 

*SSgt Jacobus Jens, 92d Operations Support Squadron, re-hydrates after a 5K Flightline Fun Run at Fairchild AFB, Wash.*

USAF PHOTO BY A1C DARLENE WEST





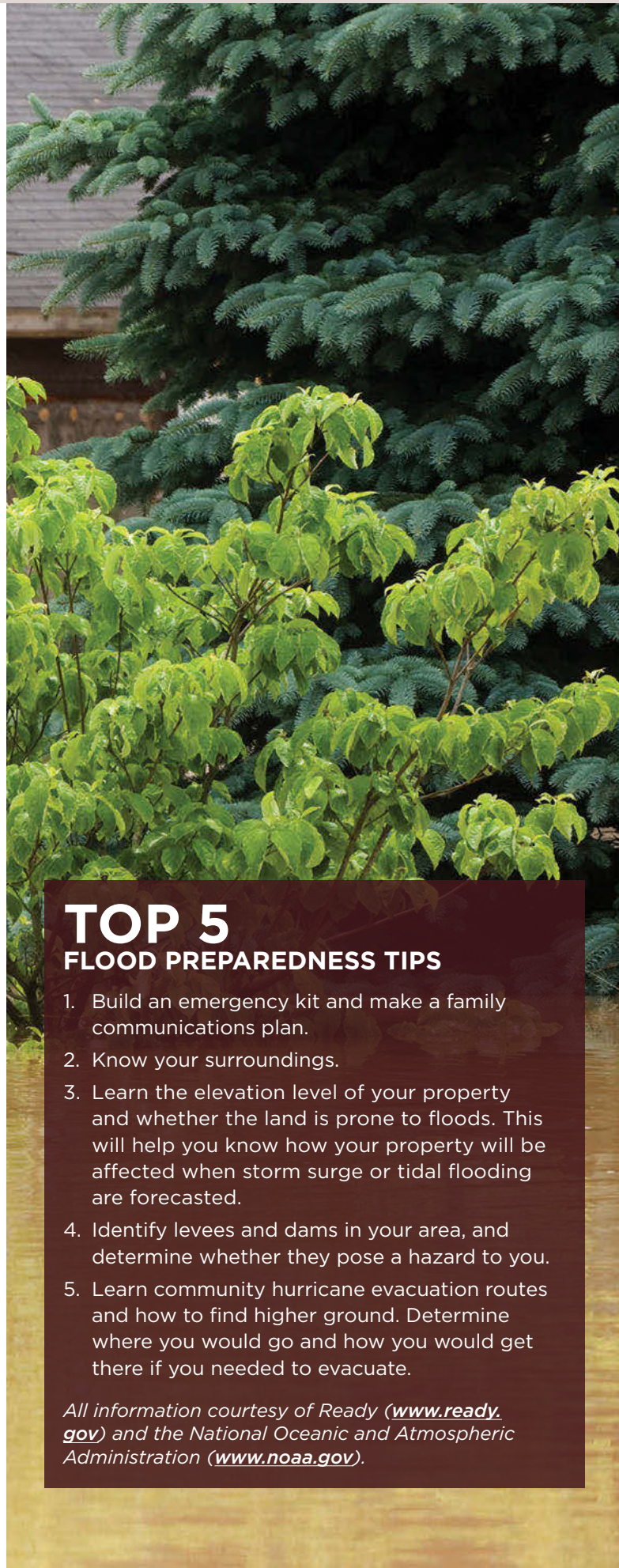
Are You a  
**Know-it-All**  
About **FLOODING?**

By RITA HESS, Staff Writer

**Plenty has been written on the pages of *The Mobility Forum* and elsewhere about flooding: how to prepare for and/or avoid one, how to react if caught in one, and how to clean up after one hits. If you're a regular reader or if you live in a flood-prone zone, you should darn near be an expert on the subject. So go ahead—test your knowledge with the following true/false questions, and no fair peeking at the answers on page 25!**



1. Most people who die in floods are children who are swept away while playing near flooded streams. **True/False**
2. Family members aren't always in the same place when a flood strikes, so you should have an emergency plan that includes what to do if family members are not together. **True/False**
3. Almost 5,000 people have died in floods in the United States since 1900. **True/False**
4. Floods are the second-most common of all natural disasters, after wildfires. **True/False**
5. About 25 percent of the U.S. population lives in coastal counties—areas that encompass oceans and coasts, bays, estuaries, and the Great Lakes. **True/False**
6. Motorists can lose control of their vehicles in just six inches of water. **True/False**
7. Historical flooding events are the best predictor of future floods. **True/False**
8. The best way to stay informed about flood conditions is to listen to recommendations of local officials on TV, radio, and other media, and to a NOAA weather radio. **True/False**
9. Storm surge (an abnormal rise of water generated by a storm's winds) only floods areas within 6–8 blocks of a coast. **True/False**
10. Predicted sea level rise will cause physical changes to the coasts—as much as 82 percent of the Virginia coastline (1,597 miles) is considered at high or very high risk to sea level rise. **True/False**
11. Flooding is the major threat from a tropical cyclone (sometimes known as a tropical depression, tropical storm, or hurricane) for people living inland. **True/False**
12. Most homeowners' and renters' insurance covers some flood damage. **True/False**
13. Dry gullies and small streams don't pose a threat if there is no rain nearby. **True/False**



## TOP 5 FLOOD PREPAREDNESS TIPS

1. Build an emergency kit and make a family communications plan.
2. Know your surroundings.
3. Learn the elevation level of your property and whether the land is prone to floods. This will help you know how your property will be affected when storm surge or tidal flooding are forecasted.
4. Identify levees and dams in your area, and determine whether they pose a hazard to you.
5. Learn community hurricane evacuation routes and how to find higher ground. Determine where you would go and how you would get there if you needed to evacuate.

All information courtesy of Ready ([www.ready.gov](http://www.ready.gov)) and the National Oceanic and Atmospheric Administration ([www.noaa.gov](http://www.noaa.gov)).






1. **FALSE.** Most flood-related deaths occur in motor vehicles when people attempt to drive through flooded roadways. Don't underestimate the power of flowing water across a road! It's an incredibly senseless way to die and is completely avoidable. NOAA has adopted the flood safety slogan *Turn Around, Don't Drown!* Remember it if you're ever faced with a flooded roadway and must decide what to do.
2. **TRUE.** Create an evacuation plan well in advance of a flood. Discuss flood plans with your family; everyone should know what to do in case family members are not together during a flood (where to meet, how to make emergency contact, etc.).
3. **FALSE.** Since 1900, floods have killed twice that many people—more than 10,000 people in the U.S. alone.
4. **TRUE.** All disasters can be deadly, but flooding often takes lives needlessly. (See #1.)
5. **FALSE.** *More than half* of the U.S. population lives in coastal counties, and the number will continue to grow, according to NOAA's State of the Coast website.
6. **TRUE.** Six inches of water will reach the bottom of most passenger cars, causing loss of control and possible stalling. A foot of water will float many vehicles, and two feet of rushing water can carry away most vehicles, including sport utility

vehicles (SUV's) and pick-ups. Do not attempt to drive through a flooded road. (Again, see #1.) The depth of water is not always obvious, the road bed may be washed out, and you could be stranded or trapped. Also, never drive around a barricade.

7. **FALSE.** Even if you feel you live in a community with a low risk of flooding, remember that *anywhere it rains, it can flood*. Just because you haven't experienced a flood in the past doesn't mean you won't in the future. Flood risk isn't just based on history; it's also based on rainfall, topography, flood-control measures, river-flow and tidal-surge data, and changes due to new construction and development.
8. **TRUE.** Also, know the types of announcements you may hear:
  - **Flood Watch** - Flooding is possible. Tune in to NOAA Weather Radio, commercial radio, or television for information.
  - **Flash Flood Watch** - Flash flooding is possible. Be prepared to move to higher ground; listen to NOAA Weather Radio, commercial radio, or television for information.
  - **Flood Warning** - Flooding is occurring or will occur soon; if advised to evacuate, do so immediately.
  - **Flash Flood Warning** - A flash flood is occurring; seek higher ground on foot immediately.
9. **FALSE.** A storm surge can travel several miles inland. It can reach heights well over 20 feet, particularly at high tide,

and can span hundreds of miles of coastline.

10. **TRUE.** Coastal areas are home to numerous communities and sensitive coastal ecosystems, and the ability of our coastal communities to adapt to the impacts of sea level rise is critical to our nation's long-term security and economic sustainability. While coastal areas may be more prone to flooding from sea level rise, remember #7: *anywhere it rains, it can flood*.
11. **TRUE.** Tropical cyclones often produce widespread, torrential rains in excess of six inches, which may result in deadly and destructive floods. Flash flooding, defined as a rapid rise in water levels, can occur quickly due to intense rainfall. Longer term flooding on rivers and streams can persist for several days after a storm.
12. **FALSE.** Most homeowners insurance does not cover flood damage, and flood insurance is the only way to protect your property or business financially. Talk to your insurance agent about coverage options. To learn more about your flooding risk and how to protect yourself, visit [www.floodsmart.gov](http://www.floodsmart.gov).
13. **FALSE.** Even very small streams, gullies, creeks, culverts, dry streambeds, or low-lying ground that appear harmless in dry weather can flood. The weather may be gorgeous where you are, but a thunderstorm upstream can quickly send a torrent of water your direction. Be aware of conditions not only where you are, but also upstream. 

# Motorcycle Safety Crossword

## Across

- Avoid these driver types, and don't be one
- Don't ride if you're this tired
- Nature's gift or nature's curse
- Leave plenty of this between you and others
- Don't brake during this avoidance maneuver
- When motorcycle safety requirements apply
- Repetitive moves that improve your skills
- Carelessness can get you hurt or get you this
- A "must have" for AMC motorcyclists
- The person responsible for your motorcycle safety

- Apply both at the same time when stopping
- Straighten up and take notice: is yours good?
- Head protection—they aren't all created equal

## Down

- Groups need the right kind (single file or staggered)
- Traffic and pedestrians are potential \_\_\_\_\_
- Signal first, then change these carefully
- A "cool" rider may unknowingly have it
- Attention-getting gear in low light
- Friction between tires and road surface

This crossword puzzle is based on motorcycle safety. If you are stuck for answers, read the silly story about **Bill and the Hill**. It contains all the words you need to solve the crossword.

- Unpredictable furry hazards
- Potholes, speed bumps, or road debris
- Minimum following distance equals two of these
- Know yours!
- Don't be this type of belligerent rider
- The S-kind are especially dangerous
- A thorough pre-ride look
- Liquid that makes riding unsafe
- MSF instructor
- You meet other traffic here
- Digit protectors

## Bill and the Hill

By RITA HESS, Staff Writer

**M**y friend Bill and I are always looking for excitement. Aren't you? After consuming too much alcohol one snowy weekend, we decided to brave the weather and practice maneuvers on his motorcycle on a steep, icy hill in our neighborhood. We were beginners and had no training on how to do it, so we lacked the abilities to do anything so risky. Ah, but we were determined!

First, we had to overcome two obstacles: our wives. We waited until they went to sleep, and then we quietly put on our winter gloves and helmets and met at the hilltop. We spent a few seconds planning our strategy. Bill would ride in front and control the brakes; I thought I should sit behind him and help steer by leaning into

curves. (Remember, we were beginners and this is a silly story).

Off we went! Immediately, excess speed became a problem. We couldn't get traction on the ice, so we wildly flew down the steep hill, swerving across lanes from right to left and back again.

Halfway down, one homeowner's dogs were out, so a pack of aggressive animals, in perfect formation from the largest dog to the smallest, gave chase behind us. I panicked as we sped through three intersections. The reflective STOP signs were a blur as we whizzed past them, but I clearly saw the CURVE AHEAD sign and knew I needed to brace for impending hazards.

I sat up straight and held on, hoping

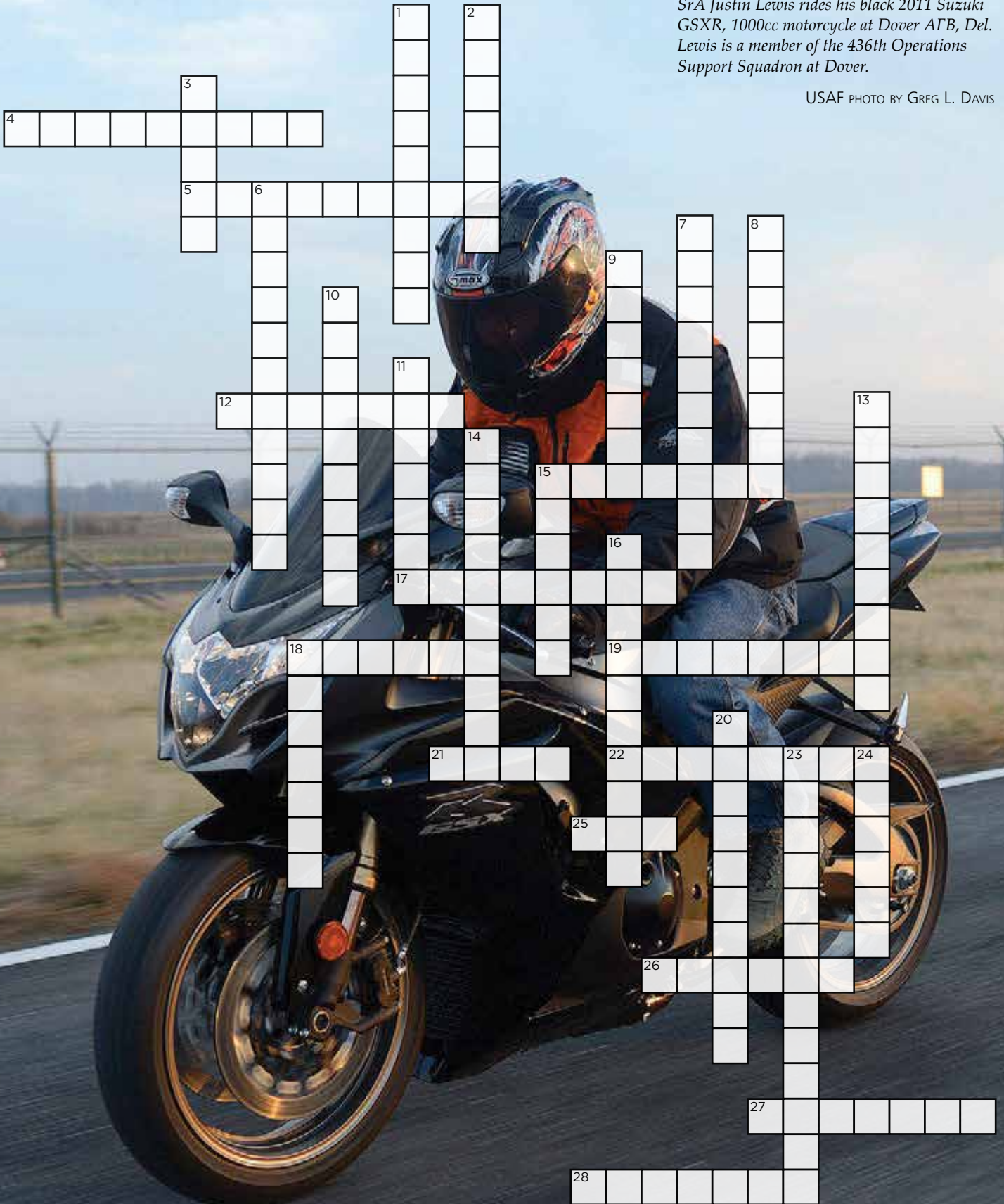
my upright posture might cushion the blow if we crashed. I was wrong. We flew off the bike and landed hard, face down in a snow bank. The dog closest behind (now nicknamed the Tasmanian Tailgater) couldn't stop either and landed with his muzzle—well, nearly in my backside.

We returned home exhausted and suffering from hypothermia, but we were lucky. The bike was dead (very dead), and an inspection revealed it could not be resuscitated.

The only thing worse than telling our new MSF RiderCoach the following week about our escapade was telling our wives that night when they came to get us (and the dead bike). Bill and I are still friends, but we are a little less prone to doing stupid stuff. 🤪

*SrA Justin Lewis rides his black 2011 Suzuki GSXR, 1000cc motorcycle at Dover AFB, Del. Lewis is a member of the 436th Operations Support Squadron at Dover.*

USAF PHOTO BY GREG L. DAVIS





# STOPPING ALIVE

## *In a Crisis*

By LISHA DUNLAP, Staff Writer

Summertime and swimming go hand in hand. But water can sometimes lead to accidents—and accidents in the water can quickly turn into life-threatening situations. According to the Centers for Disease Control and Prevention (CDC), drowning is the second leading cause of all unintentional injury deaths for children ages 1–14 and the seventh leading cause of unintentional injury death for *all* ages. If you witness a near-drowning accident this summer, will you know what to do?

In 1957 the U.S. military adopted mouth-to-mouth resuscitation as the method to revive unresponsive victims. A few years later (in 1960), cardiopulmonary resuscitation (CPR) was *formally* developed when the American Heart Association started a program to familiarize physicians with close-chest cardiac resuscitation. Now, more than 40 years since CPR instruction originally became available, are you confident in your ability to help someone who's stopped breathing?

*Everyone* should know how to properly perform CPR. This simple

technique is invaluable in the minutes between an accident and the arrival of emergency response. According to the Mayo Clinic, CPR can keep oxygenated blood flowing to the brain and other vital organs until medical personnel are able to restore a normal heart rhythm. Without this, irreparable brain damage can occur only a few minutes after the heart stops beating. Although you have probably had some CPR training, is it vital to react *quickly* and *confidently* when a near-drowning victim stops breathing. When talking to someone who's helped out during an emergency situation, you often hear “my instincts kicked in,” but that can't happen if the training is not etched in your mind.

So how do you rate your CPR skill level? If you are questioning it right now, or trying to think of when you

were last certified, then it's time for a refresher course. Until then, the following are the CPR basics from the Mayo Clinic to jog your memory (NOT intended to replace a CPR course or training):

- ✓ Call 911
- ✓ Determine if the person is conscious
- ✓ If they are not responsive, open the airway (with the victim on their back, put your palm on their forehead and gently tilt their head back, lifting their chin forward with your other hand)
- ✓ If they are not breathing—keeping the airway open—pinch their nostrils shut and cover their mouth with yours
- ✓ Give two rescue breaths, each lasting one second (make sure the chest rises after the first; if

### **Simplified CPR**

For victims of sudden cardiac arrest, new guidelines from the American Heart Association are simplified and no longer require rescue breathing. Called Hands-Only CPR, there are only two steps to remember: call 911 and perform compressions hard and fast in the center of the chest. Find out more at <http://handsonlycpr.org>.

## There's an app for that?

For \$1.99, you can download the American Heart Association's (AHA) Pocket First Aid & CPR Guide to your cell phone. The CPR app includes the up-to-date emergency information from AHA, plus 12 quick reference guides for emergencies and child and infant CPR. Find out more at [www.heart.org/HEARTORG/CPRandECC/CommunityTraining/CommunityProducts/Apps---Pocket-First-Aid-CPR\\_UCM\\_308819\\_Article.jsp](http://www.heart.org/HEARTORG/CPRandECC/CommunityTraining/CommunityProducts/Apps---Pocket-First-Aid-CPR_UCM_308819_Article.jsp).



- not, repeat the head tilt and chin lift before the second breath)
- ✓ Begin chest compressions by placing one hand over the other in the center of their chest, keeping your elbows straight, and push straight down on their chest at a rate of 100 compressions per minute
- ✓ Perform 30 compressions, open the airway again, and give two more rescue breaths
- ✓ Continue this process until there is movement from the victim or emergency personnel arrives
- ✓ If available, apply one shock with an automatic external defibrillator if the victim is not responsive after two minutes of CPR, then resume CPR starting with chest compressions. A second shock may be administered after two more minutes of CPR

This summer, when you're packing up your car for a trip to the lake or just spending the day poolside, be confident that you'll be ready in the event that CPR becomes necessary. Drowning accidents are more common than you might expect—on average, there are 3,533 deaths from drowning annually in the United States. Use situational awareness, looking out for safety

concerns for swimmers. Here are a few other tips to remember: don't drink alcohol when swimming; use lifejackets in lakes and rivers; never swim alone; and supervise children closely near any body of water. Combining common sense with good training will help you enjoy your summer in the water, and you may even end up with a tan! 🧴

## Stayin' Alive

According to the American Heart Association, the most effective rate for chest compressions is the same rhythm as the beat of the BeeGee's song "Stayin' Alive," equaling 100 compressions per minute. Find other recommendations for songs you can sing at 100 beats per minute — like Motley Crue's "Kickstart My Heart" or Mariah Carey's "Heartbreaker" — at [http://bethebeat.heart.org/aha\\_playlist.pdf](http://bethebeat.heart.org/aha_playlist.pdf).



# Summer Fun CHECKLIST

By KIM BRUMLEY, Staff Writer

**S**o you're heading out for a weekend at the beach with the family for some summer fun, and you want to be prepared but not overwhelmed. Well, if children are involved that can be a difficult task. How do you get the best of both worlds—adequately prepared without undue stress?

The best option is to make a checklist ahead of time of essential items to bring along, as well as a "safety checklist" to share with your family. Make the items on both lists (preparation and safety) a team effort so everyone can participate and will be ready to have fun when you arrive at your destination.

Now for the important question—what do I pack for a day at the beach? Don't overpack; just take these basics:

- › Sunscreen, and plenty of it!
- › Water—you can actually freeze bottles the night before and use them in place of ice in a cooler. It saves some space and keep drinks extra cold when it's hot.
- › Dried fruit, mixed nuts, or granola bars make great beach treats.
- › Stuff a couple of pita pockets with your favorite fillings or take along sandwiches—keep it simple. (HINT: Let the kids make their own pitas or sandwiches before you leave. That way, they can't complain about what you fixed!)
- › Pack a small beach bag with your kids' favorite water toys and let them be responsible for the items during your outing.
- › Pack sunglasses—your eyes need protection, too!
- › If you're extra sensitive to sunlight and you know that shade will be at a premium, take a beach umbrella.
- › Take U.S. Coast Guard-approved flotation devices for young children and inexperienced swimmers.
- › Don't forget towels.

## Soaking Up the Sun

Sitting in the sand basking in the sun can be a favorite summer activity, but discomfort brought on by sunburns can scorch the fun quickly. How can you get a little sun while cutting down on uncomfortable and potentially harmful consequences?

- Apply sunscreen before you go out. If you wait until you've been in the sun for some time, it will probably be too late.
- Try to avoid being in direct sun between 10:00 a.m. and 3:00 p.m. when the sun is at its peak.
- It's a misconception that you will not burn if it's cloudy—you can!
- Wear a hat on the beach or swim cap in the water so your scalp doesn't burn.
- Reapply sunscreen regularly.

It's easier and safer to prevent a sunburn than to treat it afterward. But there are times, especially when you're on vacation and having a great time, that you stay out in the rays a little longer than you should, and well ... you get burned. How do you deal with it?

According to the Mayo Clinic, you should:

- Keep your skin cool. Apply a cold compress, such as a towel dampened with cool water, to the affected skin, or take a cool bath.
- Keep the area moist. Apply aloe or moisturizing cream to the affected skin. Avoid products containing alcohol, which can further dry out skin.
- Leave blisters intact. If blisters form, don't break them. You'll only slow the healing process and increase the risk of infection.
- Take an over-the-counter pain reliever. If needed, take anti-inflammatory medication such as aspirin or ibuprofen.
- Treat peeling skin gently. Within a few days, the affected area may begin to peel. This is simply your body's way of getting rid of the top layer of damaged skin. While

your skin is peeling, continue to use moisturizing cream.

### Jumping In

No trip to the beach would be complete without swimming. More than 70 percent of the people contacted in a recent American Red Cross survey said they plan to participate in water-related activities this summer. With so many people "splishing and splashing" to get relief from the scorching heat, the Red Cross offers the following water safety tips. Be sure to review them with every member of your family before you leave home and during the outing if needed.

- Swim only in designated areas supervised by lifeguards.
- Always swim with a buddy; do not allow anyone to swim alone. (Even at a public pool or a lifeguarded beach, use the buddy system!)
- Never leave a young child unattended near water, and do not trust a child's life to another child. Teach children to always ask permission to go near water.
- Young children (or inexperienced swimmers) should not enter the water without wearing a flotation device.

- Establish and enforce rules based on each person's ability. For example, do not allow swimmers to have breath-holding contests. (In pools, do not let anyone play around drains and suction fittings.)
- Even if you do not plan on swimming, be cautious around the water. Currents and underwater hazards can make a fall into the water dangerous.
- Avoid alcohol use. Alcohol impairs judgment, balance, and coordination; affects swimming and diving skills; and reduces the body's ability to stay warm.

Whether you plan to make beach outings a regular summer event or an occasional treat, make sure everyone in the family learns to swim by enrolling them in age-appropriate courses at your nearest American Red Cross. Remember: take precautions for the sun, bring plenty of water and healthy snacks, and follow safety measures while swimming to ensure a safe and happy summer trip both in and out of the water! 🏊‍♂️





*TSgt Christofer Curtis, a CV-22 flight engineer of the 8th Special Operations Squadron, poses in a CV-22 on the flight line at Hurlburt Field, Fla.*

USAF PHOTO BY A1C GUSTAVO CASTILLO

**“The journey of a thousand miles begins with a single step.”**

Lao-tzu, philosopher

# Through Airmen’s Eyes: *The Walk Toward Flight*

By A1C MICHELLE VICKERS  
1st Special Operations Wing,  
Public Affairs

**F**or a flight engineer assigned to the 8th Special Operations Squadron here, even a single step seemed like a lofty goal at one time.

After TSgt Christofer Curtis’ CV-22 Osprey crashed during a mission in Afghanistan in April 2010, he was left with numerous serious injuries and uncertainty surrounding whether he would walk again.

Now, almost three years to the date of his crash, he has returned to the sky.

“We crashed and lost the aircraft, but more importantly lost four individuals along with it,” Curtis said. “Since then, I’ve obviously been on the road to recovery. Seventeen broken bones will do that to you.”

After being evacuated from the battlefield to Landstuhl Regional Medical Center, Germany, Curtis was airlifted to then- Walter Reed Army Medical Center, Md., where he awoke from a coma. From the beginning of his recovery, Curtis said he decided not only would he walk

again, but he would walk through the doors of his squadron.

“I was in the surgical intensive care unit when someone asked me, ‘Are you going to get back up again?’” Curtis said. “I said, ‘Not only am I going to get back up—goal number one (is) to walk through my squadron’s doors.’ I did happen to accomplish that the same year, October 2010. Then they asked, ‘What’s your second goal?’ And my second goal was literally today, to fly again.”

Curtis said his natural mental resiliency was further strengthened



by the encouragement he received from visitors and other wounded warriors while in the hospital.

“I had a lot of folks at Walter Reed come in to visit me and share their experiences of the do’s and do not’s of getting better, and I’ve learned to basically just stay positive,” Curtis said. “Staying positive will not only help you mentally, it will help you physically.”

After leaving WRAMC, Curtis was sent on to Brooks Army Medical Center in San Antonio, Texas, for the next almost year-long stage of his recovery. His physical resiliency was refined as he received therapy to help him achieve milestones, like being able to prepare his own meals. Now, reflecting back on the countless hours of physical therapy, the result was worth it.

“I feel great, but at the same time I do feel remnants of that pain,” Curtis said. The care providers, therapy he received and even comments from naysayers were integral to his

recovery, he said. “Without them I wouldn’t even be close to here.”

Once back at Hurlburt Field, Curtis worked with his unit to determine he was physically capable of returning to his job as a flight engineer responsible for maintaining the health of the CV-22 during flight. As he geared up for his first training flight, there were no visible jitters, just a slight stumble with putting on a new type of harness, the only indication Curtis had spent any time away from flying.

“I just did what I normally do, what I remembered normally doing, which is just getting up and thinking about the mission and my role, everything the Air Force taught me,” Curtis said describing his preflight preparations.

While some questioned Curtis’ drive and dedication to return to his job, his mental strength helped him push aside any doubts.


“I felt (in my) body and mind this is where I need to be and what I need to do,” Curtis said.

After the flight, though Curtis had yet to hear his instructor’s evaluations of his performance, both were all smiles.

“It isn’t just me getting in the air,” Curtis said post-flight. “It’s saying that I’ve made it this far physically, and mentally, as a bigger success. Flying, in the end, is something I always loved and will continue to do. I won’t ever forget the path it took and the people I’ve met to get to this point.”

Now in the position to pay it forward by relaying advice to other wounded warriors, Curtis offers what helped him most to get through his own challenges.

“Continue to stay positive and establish challenging but attainable goals,” Curtis said. “More importantly, understand that you will have good days and bad days, but stay the course as it will pay off in the end.”

On the road to regaining his flight qualifications, Curtis now looks forward to the normalcy of returning to the job he loves. Next on his radar: being assigned as part of aircrew charged with accepting new aircraft for the Air Force. 

*Curtis and his family meet Gary Sinise after the Lt. Dan Band performed a concert for Hurlburt Airmen, family and guests on the flight line at Hurlburt Field, Fla.*

USAF PHOTO BY A1C NAOMI M. GRIEGO



**ANSWERS TO MOTORCYCLE CROSSWORD PUZZLE**

- | Across       | Down              |
|--------------|-------------------|
| 4. TAILGATER | 1. FORMATION      |
| 5. EXHAUSTED | 2. HAZARDS        |
| 12. WEATHER  | 3. LANES          |
| 15. CUSHION  | 6. HYPOTHERMIA    |
| 17. SWERVING | 7. REFLECTIVE     |
| 18. ALWAYS   | 8. TRACTION       |
| 19. PRACTICE | 9. ANIMALS        |
| 21. DEAD     | 10. OBSTACLES     |
| 22. TRAINING | 11. SECONDS       |
| 25. YOU      | 13. ABILITIES     |
| 26. BRAKES   | 14. AGGRESSIVE    |
| 27. POSTURE  | 15. CURVES        |
| 28. HELMETS  | 16. INSPECTION    |
|              | 18. ALCOHOL       |
|              | 20. RIDERCOACH    |
|              | 23. INTERSECTIONS |
|              | 24. GLOVES        |



# Road Trip!

By KIM BRUMLEY, Staff Writer

**A** few years ago when I was 20 (okay, it's been more than just a few years ago, but we'll just say it was a few years), my friends and I drove to South Padre Island, Texas, for a weekend getaway. Altogether, there were seven girls in two cars. This was back in the days before navigation systems (but remember, it was only a few years ago), yet none of us remembered to take a map, so we had to stop and buy one. Apparently, careful planning and preparation were not part of this adventure.

As we hit the open road, we agreed to take turns driving during the 12-hour, all-night trek to the south Texas border. Not surprisingly, my passengers fell asleep and appeared dazed at each stop, so I remained behind the wheel. Admittedly, remaining behind the wheel was partly my own fault because I couldn't bring myself to hand over the keys to my shiny, new car to anyone who wasn't completely alert. In reality, by 4 a.m. I wasn't too alert either.

Around 9 or 10 a.m. the next morning, we made it to San Antonio. To this day, I can't remember going through major cities along the way; it was all a blur. Looking back on it, I realize how dangerous it was for me

to continue driving simply because I was too stubborn to let someone else take over. Sometimes it's difficult to grasp the severity of a situation when you're in it because it's human nature to think terrible accidents only happen to other people. But accidents can and do happen to everyone.

Somehow, we made it unharmed to our hotel in South Padre, but my stupidity did not end there. Instead of climbing into a nice comfortable bed to catch a little shut eye, I changed into my swimsuit and went to the beach with the other girls. The scene on the beach was unforgettable: hundreds of swimsuit clad bodies and a seemingly endless supply of alcoholic beverages. As we walked along, checking out the little clusters of people, one of the girls made a remark about the blistering, hot sand burning her feet. The sand didn't seem too hot to me, but I hadn't slept in over 36 hours, so I suppose my feet were numb by then. We finally found a vacant spot large enough to accommodate all seven of us.

By then, I simply wanted to stretch out on my beach towel and take a nice long nap while basking in the sun. Unfortunately, I'm not one who finds sleep easy, and every time I almost drifted off to sleep, I was abruptly awakened by a yell or blaring music, or some other

annoying noise. I should have gone back to the room, but I was exhausted and didn't want to move. For hours, I grabbed a few minutes of sleep here and there.

After the sun went down, the crowd migrated elsewhere, and we went to the hotel pool. By then, I had gotten just enough sleep to catch my second wind, so I was up and going again. But around 10 p.m., I was completely out of steam and ready to call it quits for the day. Just as I was heading to the room, one of the girls mentioned we hadn't eaten since lunch. The thought of scarfing down a few tacos actually sounded better than bed, so four of us piled into my car, and we took off for a taco place about a half mile down the road. When we got there, it was like a feeding frenzy! It is amazing how many tacos four little petite women can eat. Unfortunately, my full stomach made me feel even more tired, and I could hardly keep my eyes open.

As I pulled out of the parking lot, I turned right instead of left and got lost. I was tired and frustrated, and was ignoring the directions my passengers were barking out to me. I began randomly turning down streets, hoping to get back on track. At one point, I could see the sign for

the hotel in the distance but couldn't manage to get on the street that led to the entrance. Finally, I thought I was headed in the right direction when I suddenly saw police car lights in my rearview mirror.

I pulled over to the shoulder of the road, and an officer approached the car and shined his flashlight in my face. Squinting, I asked why I had been pulled over.

"Ma'am," he said, "you are driving the wrong way down a one-way street." Then he asked if I had been drinking.

"Oh, no sir!" I replied. From outward appearances, I'm sure I looked like I was intoxicated.

"Ma'am, get out of the car please."

Even though I hadn't been drinking, I panicked. I remember thinking, *Great, my first night in South Padre and I'm going to jail.* The officer had the other girls get out of the car as well so he could search it. Standing there, watching the search, I became even more terrified. Obviously, I was not thinking straight because my only crime had been

driving the wrong way down a one-way street.

Thankfully, my friends stepped forward when I needed them. One even negotiated a deal with the officer, and he allowed her to drive my car back to the hotel, where I finally got some much-needed sleep.


Although no one was injured or incarcerated, the events of those two days are prime examples of what NOT to do on a road trip. Lack of sleep can be just as dangerous as driving under the influence because it impairs your judgment. Getting pulled over taught me that valuable lesson. Now that I'm just a few years older (yes, I'm still sticking to that story) and a tad bit wiser, I know the best thing would have been to hand my car keys over much sooner. Cars can be replaced, and they certainly aren't worth putting yourself or a friend in harm's way. 🚔



## DRIVING DROWSY

Sleep deprivation was a factor in some of the biggest disasters in history: the 1979 nuclear accident at Three Mile Island, the massive Exxon Valdez oil spill, the 1986 Chernobyl nuclear meltdown—to name a few.

Sleep loss is also a public safety hazard every day on the road. Drowsiness can slow reaction time as much as driving drunk. The National Highway Traffic Safety Administration estimates that fatigue is a cause in 100,000 auto crashes and 1,550 crash-related deaths a year in the United States. The problem is greatest among people under 25 years old.



**You are 23 times  
It certainly is  
more likely to have  
difficult to do  
a car accident when  
two things  
you text and drive  
at the same time.  
at the same time.**



# Flying Hour MILESTONES

AIR MOBILITY COMMAND



## 165<sup>th</sup> Airlift Wing, Savannah IAP, Georgia **42 Years – 160,000 Hours**

### **7,500 HOURS**

**156 AS, Charlotte, NC**  
MSgt Robert O. Kimery

### **6,500 HOURS**

**40 AS, Dyess AFB, TX**  
MSgt Aaron R. Jennings

### **5,000 HOURS**

**2 ARS, McGuire-Dix-Lakehurst  
AFB, NJ**  
MSgt Scott R. O'Neil

### **3 AS, Dover AFB, DE**

Lt Col Jon A. Fullerton  
MSgt Donovan L. Beckford  
MSgt Bradley K. Duncan

### **40 AS, Dyess AFB, TX**

Maj Marcus L. Lewis  
MSgt Malcolm Y. Mercado

### **909 ARS, Kadena AB, Japan**

MSgt Michael J. Webster  
TSgt Gabe V. Ourso

### **3,500 HOURS**

**2 ARS, McGuire-Dix-Lakehurst  
AFB, NJ**  
Lt Col Richard A. Ficken  
Maj Matthew J. Secko  
MSgt Timothy A. Dunn

MSgt Shawn R. Lightner  
SSgt Kenneth C. Essick

### **3 AS, Dover AFB, DE**

Lt Col William H. Burks  
Maj Richard K. Carter  
Maj Eric R. Faulk  
Maj Curt A. Hasse  
Maj Patrick J. Schuldt  
Maj Lucas D. Spathes  
Maj George N. Vogel  
Maj James M. Wright  
Capt Paul A. Chase  
MSgt Lori E. Tascione  
TSgt John Schaefer

### **40 AS, Dyess AFB, TX**

Lt Col Michael E. Brock  
Lt Col James A. Bruner  
Maj Jason E. Fodor  
Maj Dick Janssen  
Maj Scott T. Townsend  
SMSgt Stephen D. Martin  
MSgt David P. Griffith  
TSgt Ryan W. Crumrine  
TSgt Aaron J. Grice  
TSgt David J. Hoffer  
TSgt Bradley E. Nulf

### **732 AS, McGuire-Dix-Lakehurst AFB, NJ**

Lt Col Michael Prodeline  
Lt Col Mark E. Santilli  
Maj Thad T. Amundson  
Maj Michael A. Attebury

Maj Steve P. Churchill  
Maj Daniel R. Fehl  
Maj Steve Irvin  
Capt Michael Saab  
SMSgt Douglas Grant  
MSgt Richard T. Ferraro  
MSgt Thomas F. Shine  
MSgt Glenn E. Stinson  
MSgt Gretchen E. Ward  
TSgt Gerard A. Cannata  
TSgt Keith R. Sinclair  
TSgt Victoria D. Staley

### **909 ARS, Kadena AB, Japan**

Lt Col Christina M. Clausnitzer  
Lt Col Brian K. Zoellner  
SMSgt John B. Wolfe  
SSgt Chad S. Holloway

### **2,500 HOURS**

### **2 ARS, McGuire-Dix-Lakehurst AFB, NJ**

Lt Col James S. Roe  
Lt Col William O. Wade  
Capt Joseph Roman Ramirez  
Capt Justin D. Simms  
TSgt Kristopher M. Newton  
TSgt John W. Rickenbach  
SSgt Justin M. Worley

### **3 AS, Dover AFB, DE**

Lt Col Erin P. Meinders  
Maj Anthony J. Mione  
Maj Steven D. Sylvester

A KC-135 Stratotanker aircraft assigned to the 91st Air Refueling Squadron, MacDill Air Force Base, Fla., takes off on a mission from Eielson AFB, Alaska.

USAF PHOTO BY SSGT CHRISTOPHER BOITZ



Maj James P. Woodall Jr.  
 Capt Frank J. Angelone  
 Capt James D. Arnold  
 Capt Robert J. Boccio  
 Capt Landon K. Chang  
 Capt Christopher G. Johnson  
 Capt Jonathan F. Lauer  
 Capt Jeremy D. McNatt  
 Capt Timothy Merhar  
 Capt Steven Mollica  
 Capt Daniel Hayes Morgan  
 Capt Thomas E. Parker  
 Capt David L. Plachno  
 Capt Stephen D. Raham  
 Capt Kevin A. Thorsell  
 Capt Oliver L. Woodland  
 CMSgt Brian K. Bridgeman  
 TSgt Garrett Campbell Blose  
 TSgt Shaun E. Flatter  
 TSgt David John Grant  
 TSgt Jason Matthew Massey  
 SSGT Christopher Carl Conklin  
 SSGT Albert William King  
 SSGT Kristopher David Mack  
 SSGT David Allen Russell

SSgt Tyler Franklin Salsburey  
 SrA Byron Scott Alcantara  
 SrA Timothy John Davis

**18 Wing, Kadena AB, Japan**

Col Charles B. McDaniel

**40 AS, Dyess AFB, TX**

Maj Justin L. Diehl  
 Maj Trevor N. Hall  
 Maj Daniel J. Hilferty  
 Maj Alton C. Kinsey  
 Maj Chad D. Overton  
 Maj William G. Soto  
 Maj Scott J. Stone  
 Capt Eric M. Blakely  
 Capt Brandon L. Roth  
 Capt Donald D. Sellers  
 CMSgt Jack E. McCracken  
 TSgt Jason Anderson  
 SSGT Nicholas Banach

**732 AS, McGuire-Dix-Lakehurst AFB, NJ**

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 Lt Col Craig J. Wenz

Maj Gaspar B. Howell  
 Maj Jason C. Worley  
 Maj Edward G. Yeash  
 Capt Ronald J. Cassano  
 Capt Alex D. Devito  
 Capt Kevin J. Kilpatrick  
 Capt Eric S. Linn  
 Capt Lee C. Schmeer  
 Capt Steven A. Siejkowski  
 TSgt Shawn M. Loftus

**909 ARS, Kadena AB, Japan**

Maj Jerome C. DeLeon Guerrero  
 Maj John D. Harlan  
 Capt Tanner J. Betsinger  
 Capt Stephen R. Grantier  
 Capt Matthew H. Robinson  
 TSgt Angus M. Burns  
 SSGT Joshua L. Butts  
 SSGT Zachary J. Donarski  
 SSGT Donald L. Johnson  
 SSGT Brian D. Porter

***Submitting Flying Hour Milestones***

To submit flying hour milestones, send your request to: [mobilityforum@us.af.mil](mailto:mobilityforum@us.af.mil)  
 HQ AMC/SEE, 618.229.0927 (DSN 779)

Please submit as shown in the listings above (first name, last name, sorted alphabetically within rank).



# ...Quickstoppers

## To Carry or Not to Carry

By MR. HARRY LASELL  
HQ AMC/SEW

**T**here are times to carry your basic combat load of explosives and ammo on board an aircraft, and there are times when it is not such a good idea. For example, carry your basic combat load when you expect to engage an enemy force immediately upon deplaning into a hostile environment. Do *not* carry your basic load when you are on a KC-135 air evacuation enroute from the AOR to Germany where you might accidentally drop some small arms ammo on the ground and forget about that full magazine of 9mm ammo and the M-67 fragmentation grenade you didn't tell anyone about. Did you know that an M-67 frag grenade has a three second fuse that ignites explosives packed inside a round body? Steel fragments provided by the grenade body produce an injury radius of 45 feet, with a fatality radius of 15 feet.

You may also carry your basic combat load when you expect to engage an enemy force immediately upon airdropping into a hostile environment. Do *not* carry it on a C-17 aircraft coming out of the AOR and landing in Germany to rest overnight before coming stateside. It makes maintenance crews uneasy when they find an unattended grenade sitting in someone's body armor

while the owner snoozes in billeting. Undeclared ordnance found on aircraft makes the Explosives Ordnance Disposal (EOD) folks a little uneasy too. Thankfully, we all depend on EOD to dispose of these items.

So what do you do if you stumble upon undeclared ordnance? Follow these simple rules:

- Never assume aircraft/equipment returning from theater is free of munitions until all hidden areas are inspected.
- All munitions found must be considered dangerous and should not be touched, moved, or disturbed.
- Protect yourself and coworkers by following the 3Rs:
  - **Recognize:** Munitions may be present on aircraft or in returned equipment and they present a real risk of injury or death.
  - **Retreat:** Stop work, carefully leave the area, and keep others away.
  - **Report:** Immediately report munitions or suspect munitions to your supervisor and/or the command post. 🇺🇸

## The More Things Change, the More They Stay the Same

By MR. MIKE WAHLER  
HQ AMC/SEF

**T**here are many constants in AMC. The cause of Class A aviation mishaps is one of those. It is usually human (pilot) error. To quote my mishap investigation instructor, "We are not inventing new ways to crash airplanes."

In most mobility Class A mishaps, either a pilot makes an error that starts the chain of events leading to the mishap, or a pilot makes a mistake that exacerbates the situation after the initial event occurs. This was true in 1997, the earliest MAF Class A in the Safety Center's database, and it was true in our most recent Class A mishaps.

Before you say, "Thank you, Mr. Obvious," give me one more paragraph to make my point.

Awareness is half the battle. Keep this in your mind, and do everything in your power to ensure your actions do not cause the next Class A mishap. Stay in the books. Never accept leaving the sim early. Maximize your training sorties in the airplane. Take time to review emergency procedures during long drones, and organize hanger fly sessions with your crew on the ground. Make sure your crew watches you like their lives depend on it, and accept critiques. Then return the favor by watching them like your life depends on it. The end result will be what we all want: successful mission accomplishment and you living to fly another day. 🇺🇸

# BE PREPARED



A1C Ryan Carroll, 437th Aircraft Maintenance Squadron Aircraft Electronic and Environmental Systems specialist, spends his days on the flight line servicing and preparing C-17 Globemaster IIIs for flight. Carroll prepares for any type of ELEN emergency because on the flight line, "anything is possible."

USAF PHOTO BY A1C TOM BRADING