THE MOBILITY FORUM

THE MAGAZINE OF AIR MOBILITY CO NTER 2012/2013

Fighting the Big Chill

2012 A/TA CONVENTION

THE MOBILITY FORUM

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In This Issue

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Comments/Feedback: mobilityforum@us.af.mil

On the Cover

In this issue of The Mobility Forum *you'll find information-packed articles on winter and holiday safety, one Airman's battle with breast cancer, and a recap of the 44th annual Airlift/Tanker Association Convention (plus tons of photos). Check it out!*

Regular Features

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A Thank You Message from General Johns

Mobility Airmen,

Our Air Force journey is measured not by years or accomplishments, but by the lives we touch along the way. At the Change of Command they read off the number of pounds airlifted over the last three years, mentioned gallons of fuel offloaded, and highlighted the number of aeromedical evacuation sorties flown. Seconds later those numbers were forgotten.

However, the people whose lives you've touched will not forget. The mother in Haiti will remember how you delivered food that kept her family alive. The boy in Libya will remember how you provided a canopy of protection overhead. And as he sits down for Christmas dinner with his family, the soldier wounded in Afghanistan will remember how you transported him to a hospital halfway around the world just in time to save his life. Their memories and stories will be passed down to their children and grandchildren because in their greatest time of need, you answered the call.

To the entire team — the operators, maintainers, porters, security forces, medical personnel, command and control, acquisitions, engineers, legal, communications, Intel, and all Mobility Airmen — *thank you*. Diana and I are honored to be part of the Mobility Family.

Regards,
Ray Johns

Planning Ahead for Safe Holidays

Commander and Directors,

BLUF: The official AF Holiday/Winter Safety Campaign will run from 16 November 2012 to 2 January 2013, focusing on travel and seasonal activities commonly associated with this time of year. HQ AMC will extend the time period by two additional weeks based on historical trends of significant mishaps towards the end of January. Our campaign will run 16 November - 25 January.

The Air Force's theme this year is "SAFE-n-SOUND, All Year Round" and to assist, AMC execution will consist of weekly modules highlighting safety tips and ideas to combat common mishap-causing activities. While AMC did not lose any Airmen during the holiday period last year, six AF Airman were killed between Thanksgiving and New Year's, five in traffic related mishaps.

Each week my ground safety staff will push information on the weekly theme to all wing safety offices and HQ directorate safety representatives. The information is designed for use at staff meetings, roll calls, guard mounts, and other information sharing venues to heighten awareness of the risks our Airmen and their families face during this season.

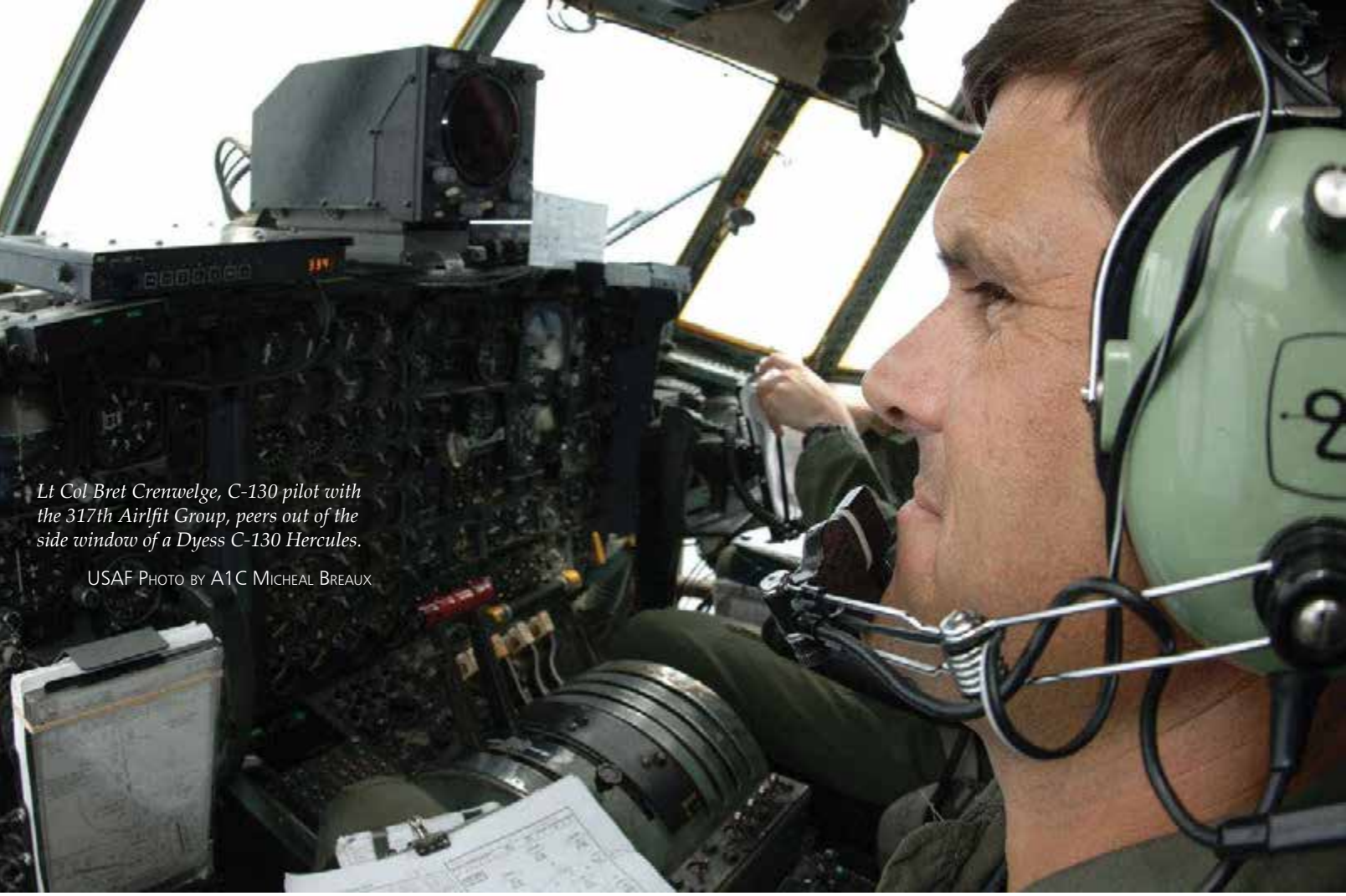
I encourage each commander and director to continually stress the importance of sound risk management decisions and the importance of the Wingman concept, on AND off duty. The lives of our Airmen and their families are just too important!

Please direct any questions to HQ AMC/SEG at DSN 779-0940 or amc.seg@us.af.mil

Very respectfully,
Murph

This Year's Themes

Module 1	Travel Planning with TRiPS 1A: Are You Thanksgiving Ready?	Week 1 – 16 November 2012
Module 2	Winter Road Conditions	Week 2 – 23 November 2012
Module 3	Holiday Decorating	Week 3 – 30 November 2012
Module 4	Party Season Begins	Week 4 – 7 December 2012
Module 5	Seasonal Fire Hazards	Week 5 – 14 December 2012
Module 6	Indoor/Outdoor Winter Sports	Week 6 – 21 December 2012
Module 7	Don't Over-do (drinking/activities)	Week 7 – 28 December 2012
Module 8	(AMC added): Back to Work and Tired	Week 8 – 4 January 2013
Module 9	(AMC added): Cold Weather Hazards	Week 9 – 11 January 2013
Module 10	(AMC added): Dangers of Short Daylight Hours	Week 10 – 18 January 2013



Lt Col Bret Crenwelge, C-130 pilot with the 317th Airlfit Group, peers out of the side window of a Dyess C-130 Hercules.

USAF Photo by A1C Micheal Breaux

The Reason for the Window

By MR. CHRIS HERRMANN, HQ AMC/SEF

Let me start off by saying a few things to lay the groundwork. I was raised on round dials. My first GPS had tiny incandescent bulbs for each part of a number. And TIM (that's Tune, Identify, and Monitor, for those unfamiliar) was a required navigation process and not the name of the other pilot. Now that we have firmly established I am a dinosaur, let me quickly add that I am definitely not against technology and progress. I like a Garmin GPS with terrain, obstacle, and weather overlay when flying my B-25 cross country.

I cut my teeth flying airplanes in a time far different than today's technology-savvy world. Surprisingly, I think learning to fly without today's gee-whiz magic gave me a distinct advantage over those who have grown up with it. It's my belief that those of us who grew up in what would today be called "antiquated flight decks" had a better understanding of the science behind the new technology that was added to the jet. We understood and appreciated what "the box" was doing for us, how it made things easier and more accurate, and how it enhanced efficiency and safety. We backed up the box and did not blindly do what the box told us to do.

Any aviator who has flown a checkride has heard the adage that a peek was worth a thousand cross checks. While I am by no means advocating cheating, I want to use this to illustrate a point. We knew and trusted our instrumentation, but we also knew that we needed to maintain and confirm our situational awareness. From the gauges, we developed a four-dimensional (4D) mental picture of

where we were in space and time. The peek did one of two things: 1) confirmed the mental picture we developed from the gauges, or 2) identified that our mental image required reevaluation. This is situational awareness.

Based on several recent Mobility Air Force (MAF) mishaps and incidents, I am starting to see a trend developing — big picture situational awareness is starting to decline. While not specifically cited in the mishap reports, a lack of situational awareness, in my opinion, has clearly been a factor, and it is a point that bears further examination.

Perhaps because of the comparative inaccuracy of our navigation systems, we placed a lot of emphasis on route study. Mission planning was a crew activity the day before the flight. We discussed, in detail, forecast conditions, the route of flight, and the intended destination. In mission planning, we "chair flew" the mission before we ever left the flight room for the flight line. We discussed what we expected to see over the entire mission. This helped us develop that mental picture of where we wanted the aircraft to be at a given time. When the day of the flight came, we already had built that mental picture. During execution, when things did not look right compared to what we expected to see, we started investigating what was wrong and why. Please don't think I'm some kind of aviation god; I made more than my share of mistakes. The point is we knew when we needed to reevaluate the situation.

I realize what I am about to say will seem highly sarcastic, but bear with me.

I wonder if too much emphasis is being placed on what is being programmed into the box and then making the assumption that, if everything is input correctly, the outcome will be a positive one.

- "What is that white stuff on the runway? Will it affect our performance?"
- "Gee, that seems like an awfully short 10,000-foot runway."
- "I didn't know MacDill had such a big aero club."
- "I'm not sure what that pink stuff on the radar really is, but isn't it dark out there for daytime?"
- "I'm gonna plant this plane in the first 500 feet no matter what, and I'm taking the crew with me!"

You can probably tie each of these statements to a recent mishap. While I was not on the flight deck of these missions and don't know exactly what the crew was encountering, I can't help but wonder what the thought process was behind these decisions. I think it is obvious that situational awareness was lacking.

I'm not sure mission planning is being given the same credence today that we gave it back in the black boot days. I can't say for sure if my suspicion on this topic is due to today's highly complex computer systems or not. I wonder if too much emphasis is being placed on what is being programmed into the box and then making the assumption that, if everything is input correctly, the outcome will be a positive one. But is that 4D image being developed in this case?

In my opinion, the cards are stacked against crews today. More demands are placed against the crewdogs' time today than ever before with DTS, vMPF, ADLS, etc. Numerous personnel used to do for us what aircrews of today have to do themselves. Case in point: an ASAP report has already been filed that, due to the circumstance I described, a mission commander stated he did not have time to adequately prepare and, as a result, almost flew a two-ship into terrain. To me, today's reality places even more importance on proper mission planning and developing the mental model of the flight.

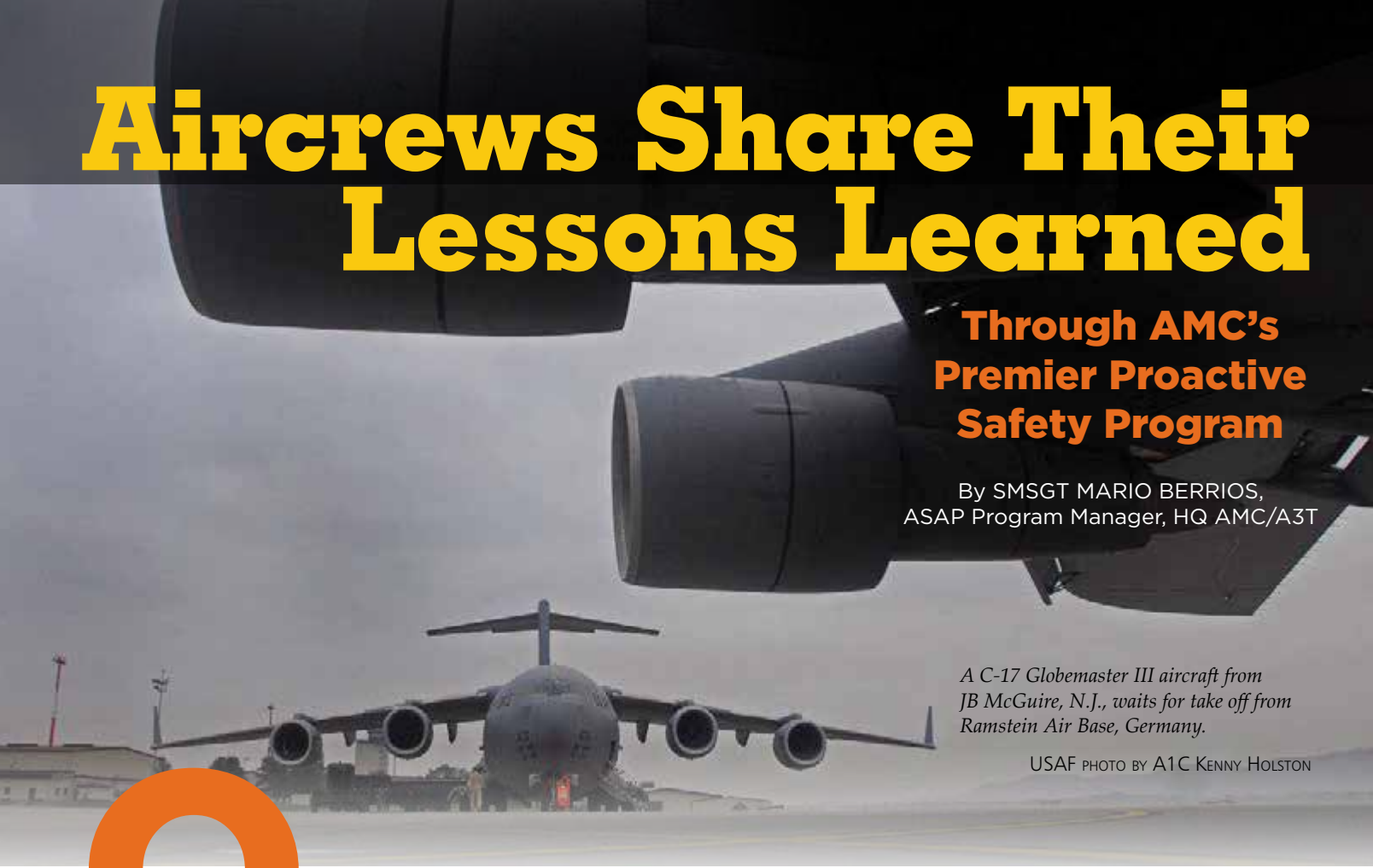
Going back to my sarcastic quotes, could mission planning and development of the required mental situational picture have prevented these mishaps? I will leave that for you to decide.

There is a reason that aircraft have windows. Peek! But in order for your peek to be effective, you need to know that what you are seeing is what you intended to see. Back up the box and don't assume that it is always correct. It may just be correct, but you need to **know** that it is. If a difference exists, stop what you are doing. Level off the jet, enter holding somewhere, and reassess what is going on. Resolve the difference, and confirm or (if necessary) realign your mental image. Discuss with the rest of the crew! Then, and only then, should you proceed.

Aircrews Share Their Lessons Learned

Through AMC's Premier Proactive Safety Program

By SMSGT MARIO BERRIOS,
ASAP Program Manager, HQ AMC/A3T



A C-17 Globemaster III aircraft from JB McGuire, N.J., waits for take off from Ramstein Air Base, Germany.

USAF PHOTO BY A1C KENNY HOLSTON

On August 31, 2012, General Raymond Johns signed a memorandum for AMC commanders endorsing the Aviation Safety Action Program (ASAP). The signing of this memorandum marks a historic moment for AMC and the MAF community. As ASAP Program Manager, I ask you all to review this memorandum on the Ops RAMS ASAP web page at **https://mafops.us.af.mil/Rams/Asap**, as it contains important information that could affect any crew member flying today.

As stated in this key document, AMC's goal is to prevent mishaps by addressing threats, errors, and hazards not identified by other methods or through traditional safety reporting sources. Included in the memo is the basic tenet of AMC's ASAP program that information generated from the ASAP will not be used for punitive or adverse action, or to assign the reporter an "unqualified" status. This article will include some lessons learned from ASAP that can benefit you, the operator.

Lesson #1

In August 2012, an ASAP submission highlighted a potential mitigation opportunity. A crew was en route to Lakehurst Airfield to perform tactical arrival training on ALZ 24. After performing a standard approach to an expected dry runway, at touchdown, the left additional crew member observed the runway was wet as the pilot flying deployed the thrust reversers. The pilot flying noticed degraded braking action and brought the aircraft to a stop with approximately 500 feet of runway remaining. When the crew queried the tower as to the runway condition, the tower responded, "There was water coming up from your tires on landing."

At ground speed zero and aware of the wet runway, the crew decided to re-input the TOLD into the mission computer and determined that the 3,500-foot runway did not provide sufficient length to execute a safe landing. Upon receiving this important information, the Ops RAMS Branch worked to mitigate this potential safety mishap. Ops RAMS consulted the experts at HQ AMC/A3A Airspace and Airfields to solicit a potential course of action. Once this course was determined, Ops RAMS partnered with the controlling authority at Lakehurst, and the results were immediate! The partnership resulted in the following procedural mitigation:

> *Before, the Lakehurst tower controllers were depending on the airfield manager to check the runway conditions during normal ops, and the tower was doing it via eyeballs/binoculars after Base Operations' normal duty hours.*

Now, the Naval T-line personnel (similar to Air Force Airfield Ops personnel) have been trained and are doing regular checks on the runways and ALZ to determine current conditions while the tower is open, including checking on regular intervals following precipitation to evaluate wet versus dry runway.

Risk MITIGATED!

Lesson #2

Also in August 2012, an ASAP submission brought to AMC's attention a potential mitigation scenario in progress via a HATR filed in USAFE's area of responsibility. The event occurred on departure from ETAR on the BOLKI2E departure when a white glider was observed off the nose of a C-17 at approximately co-altitude (5,800 feet MSL). The glider was pointed away from the aircraft (C-17 was approaching from its 6 o'clock position) and was painted white in color. Upon observing the glider, the pilot flying initiated an immediate climb, which resulted in the glider passing less than 100 feet below the C-17. After passing the glider, a verbal report was filed with Langen Radar and Ramstein AMCC.

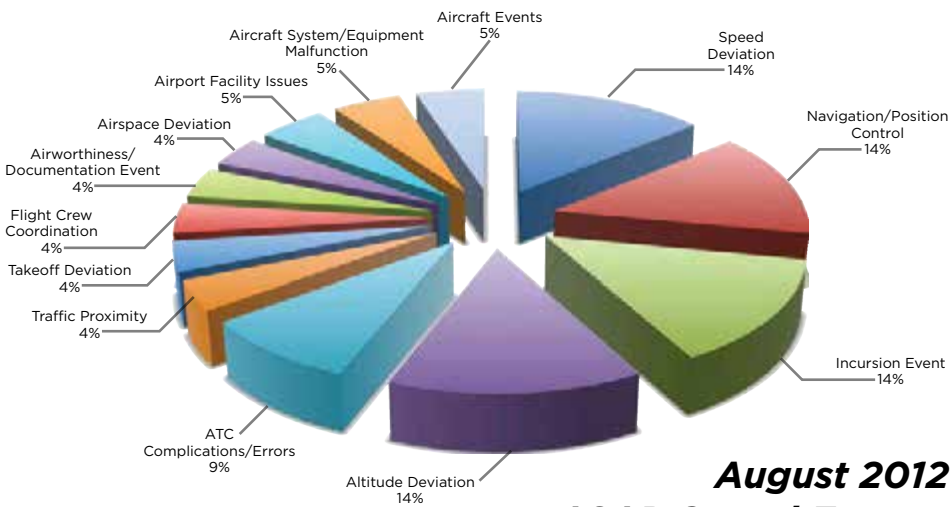
The glider was not equipped with a transponder and was not observed on TCAS. This potential mishap was already being mitigated via the HATR process; the filed ASAP report did provide some opportunity for Ops RAMS to act proactively. The first step was to verify that the guidance provided to AMC crews was adequate to make them aware of the potential risk involved at this location. An investigation revealed that there were warnings posted in the IFR enroute supplement, Airfield Giant Report, and in the AP/2. Next, Ops RAMS contacted USAFE Flight Safety representatives to ensure AMC was aware of any action/resolution of this potential mishap. Upon completion of USAFE's HATR investigation, the following outcomes occurred:

1. The 86 AW (Ramstein) reinvigorated the Mid-Air Collision Avoidance (MACA) program.
2. German/English language standardization efforts make it easier for glider pilots to phone in their expected area of operations.
3. USAFE now uses this as an example for all USAFE wings to examine their MACA programs to determine if their programs have become stagnant or stale.
4. AMC is now reviewing the potential of connecting known risk factors borne via Ops RAMS analysis to future AvORM processes.

Risk Awareness IMPROVED!

With the AMC/CC endorsing ASAP's goal to prevent mishaps by addressing threats, errors and hazards not identified by other methods or through traditional safety reporting sources, ASAP is maturing at a rapid rate into a premier proactive safety mishap mitigation program. Figure 1 depicts a snapshot breakout of our ASAP Causal Factors from August 2012. While this is only a small representation of the total ASAP program analysis, it successfully shows how Ops RAMS is using line aircrew inputs to compare/contrast with other data streams to seek and mitigate mishap-laden global operations.

The intent of the program is to expand our lessons learned pool while simultaneously providing cross validation with other data streams to identify potentially unsafe threats, errors, and hazards associated with MAF operations. ASAP depends on the participation and trust of our crew force. AMC holds this trust in the highest confidence and will work diligently to protect that trust. Remember, your mistake could save your wingman's life!



August 2012 ASAP Causal Factors

At the 2012 A/TA Convention, Airmen Answer the Call

by LISHA DUNLAP, Staff Writer
Photos by Lisha Dunlap and Kim Brumley

The speakers and seminars throughout the event focused on AMC's mission — to provide rapid, global mobility and sustainment for our armed forces, as well as deliver humanitarian support to those in need.

From November 1–4, 2012, thousands of AMC Airmen landed in Anaheim, California to come together for the 2012 Airlift/Tanker Association Convention and Symposium. During the convention, speakers highlighted how, each day, Air Force Airmen come together as individuals, as well as a unified force, to accomplish daily missions across the globe.

On Friday, November 2, there was a standing ovation for Air Force Chief of Staff General Mark A. Welsh III's passionate and personal speech given during the opening address. He shared moving stories of his past experiences, personally relating to AMC Airmen and what they do.

The speakers and seminars throughout the event focused on AMC's mission — to provide rapid, global mobility and sustainment for our armed forces, as well as deliver humanitarian support to those in need. On Saturday, this mission was reiterated during the keynote address from General William M. Fraser III, Commander of U.S. Transportation Command. He highlighted how remarkable the daily missions accomplished are on any given day and told the Airmen that troops don't have to worry because they know AMC will be there. "It's you, the people, that make things happen," said General Fraser, "and for that I am deeply appreciative … I know that together we will deliver."

Lt General (Ret) Nicholas Kehoe presents the Major General Benjamin D. Foulois Memorial Award AMC/CC (left) and to members of the AMC Safety Staff (right). The Foulois Award is given annually by the Order of the Daedalians to the Air Force MAJCOM with the most effective flight safety program.

USAF Photo

General Raymond E. Johns Jr., Commander of Air Mobility Command, delivered the closing address on Saturday, illustrating the history of the Air Force and AMC. "We started as an Air Force of one … We are now an Air Force of 680,000," said General Johns. He encouraged Airmen to continue to innovate, citing the importance of persistence, tenacity, and willingness to take risks.

Throughout the address, General Johns described stories of heroic and successful Airmen, and then congratulated them onstage for their valor. "This is the kind of Air Force we have," he said, as the recognized Airmen relived stories of going to great lengths to complete missions, transport the fallen, save lives during aeromedical evacuations, innovate AMC methods, and complete humanitarian efforts. As Airman after Airman was recognized, there were many standing ovations, and General Johns thanked them for being an inspiration.

At the end of the convention, it was clear that whenever *someone, somewhere, needs something … Mobility Airmen answer the call.*

AMC held its annual Chiefs of Safety Conference on Thursday before the start of the convention. Col Paul Murphy, AMC's Director of Safety, kicked off the mini conference as the introductory speaker, followed by members of the AMC safety team. Lt Gen Robert Allardice, AMC Vice Commander, also stopped in to speak to the group about his time as a past chief of safety, describing how it changed the course of his leadership for the better.

It's C-C-COLD Out There!

By MSGT JULIE MEINTEL, 445th Airlift Wing
Wright-Patterson AFB, OH

As I sit here in my office writing this, it's hard to remember that a couple short months ago, it was a toasty 95 degrees outside, with very little humidity and zero chance of precipitation … what they call the "dog days" in southwest Ohio. These long, hot days gave way to shorter, cooler ones and then the temperature turned downright frigid. I like living in a climate where the weather changes; we get four distinct seasons here, and the change of the seasons always reminds me to think about what's coming next.

During summer, we have the "Critical Days of Summer" campaign to keep us focused on the hazards that summer can bring, such as motorcycle safety, boating and water safety, and getting overheated. Fall gives us time to shift gears and weather is less extreme than either summer or winter. Winter brings its own unique conditions that can be dangerous and require us to plan accordingly.

There are several well-known hazards of cold weather activities, but let's stick to the ones that affect our work as flyers: aircraft icing and exposure to cold temperatures or hypothermia.

Aircraft icing is one of those things where the requirements and definitions don't really change. Air Force Handbook 11-203, Vol II, *Weather for Aircrews*, updated just this year, is the definitive guide on all things weather related, and it should be your first stop when reviewing procedures or just brushing cobwebs off as the seasons change. Chapter 11 deals exclusively with icing issues in depth, so we'll just briefly hit the high points.

The two main types of aircraft icing — structural and induction — are exactly what they sound like.

A 22d Aircraft Maintenance Squadron Airman de-ices a KC-135 Stratotanker at McConnell Air Force Base, Kan. A de-icing crew sprayed the aircraft with anti-icing chemicals to remove ice and prevent it from developing during freezing conditions.

USAF PHOTO BY A1C MAURICE HODGES

Structural icing builds up on aircraft surfaces and can add weight to the aircraft, as well as slow down moving parts. Induction icing is most common in the air induction systems, where air is taken into the engines, but may also show up in the fuel systems. It can appear when temperatures are above freezing, so if conditions are conducive, be aware that you may have to deal with this.

Within structural icing, there are three sub-categories of ice: clear, rime, and mixed. **Clear ice** is the most dangerous of the three types; it is hard, glossy, and very difficult to remove with de-ice equipment. You will find this ice where you find high water content in the clouds and temperatures a little below freezing. It adheres well to the aircraft's surfaces and can build to a dangerous level quickly. It might be smooth if it is made up only of freezing rain, but if there is snow, ice pellets, or small hail mixed in, it can be rough.

Rime ice is milky and granular in appearance, making it more brittle and easier to remove than clear ice. It is made up of small water droplets that freeze upon striking the surface of the aircraft, and the instant freezing traps a lot of air in with the water, giving this ice its rough, opaque appearance. It is not as heavy as clear ice either, so its weight is generally considered insignificant.

Mixed ice is just what it sounds like: a combination of small and large water droplets, sometimes with snow or ice particles mixed in. It builds rapidly, and ice particles can become embedded in clear ice, making a rough surface.

In addition to these three types of ice, there is frost, which is the thin layer of crystalline ice that forms on aircraft surfaces. It is not included in the icing categories, although it can definitely have an effect on flying if your aircraft is covered with it! It obstructs your vision, as well as your lift-to-drag ratio, possibly creating a hazard during takeoff, so make sure it is all removed from your jet before you go.

Exposure to cold air, moisture, snow, and ice can really take a toll on your body, and it takes less time than you might think to develop frostbite or hypothermia.

That was a super quick, down-and-dirty skip through the icing chapter. Please refer to AFH 11-203, Vol II for more detailed information; don't rely on experience and memory alone when you need to know how to handle a weather situation.

Considering another cold weather situation where the rules don't really change, let's talk about exposure for a few minutes. Exposure to cold air, moisture, snow, and ice can really take a toll on your body, and it takes less time than you might think to develop frostbite or hypothermia. As flyers, we spend a fair amount of duty time exposed to the elements, especially flight engineers, scanners, loadmasters, flight nurses, and aeromedical technicians, not to mention the various ground crew that help us get off the ground. Here is a short breakdown of what

A1C Adam Hair, 22d Maintenance Squadron fuels system repair journeyman, and A1C Brandon Cullen, 22d Aircraft Maintenance Squadron communications navigation system apprentice, exit the de-icing cordon at McConnell Air Force Base, Kan. A de-icing crew consists of 14 Airmen from maintenance group units.

USAF PHOTO BY A1C MAURICE HODGES

to watch out for when working outdoors in cold weather.

Frostbite is a severe reaction to cold exposure, and it can cause permanent damage. Some early warning signs include:

- A loss of feeling and a white or pale, waxy appearance to the fingers, toes, nose, or earlobes
- Skin that is hard to the touch
- Redness and/or pain in the skin

Hypothermia is more serious than frostbite and occurs when the core body temperature drops below 90 degrees Fahrenheit. Some symptoms include:

- Body that is cold under clothing
- Slow, shallow breathing
- Confusion; unusual aggressive, irrational, disoriented, or combative behavior
- Slurred speech
- Stumbling or unsteadiness
- Unconsciousness

Prevention is key when it comes to dealing with the effects of weather. Dress appropriately if you know you will be outside for a significant portion of your workday.

To treat either condition, move the victim to a warmer place, and call for immediate medical attention. Until help arrives, gently warm the victim using body heat or warm, dry clothes and blankets. Remove any wet clothing, and heat the affected area in warm (not hot!) water for 15-30 minutes if possible. Do not rub affected areas, and do not give the victim liquids with caffeine or alcohol. Caffeine is a stimulant, speeding up the heart rate and increasing cold's effect on the body. Alcohol is a depressant and slows the heart rate. Ironically, stimulants and depressants act the same in this situation — they tend to hasten the effects of cold.

Prevention is key when it comes to dealing with the effects of weather. Dress appropriately if you know you will be outside for a significant portion of your workday. Dress in layers of warm clothing, paying special attention to your head. The majority of body heat is lost from the head, so be sure to cover it with a wool hat. Mittens are actually preferable to gloves, since they keep your fingers close together and generate more heat, although that isn't always convenient when working with your hands!

Wet clothing and skin increase your risk, so go inside to dry off and warm up periodically. Check the weather reports frequently; if severe weather is called for, consider putting off outside duties until it is safer, if possible.

And most importantly, watch out for one another. If you suspect someone is developing frostbite or hypothermia, get the person inside or to the clinic or hospital immediately. These conditions can do serious damage to victims and can sometimes result in permanent loss of feeling in the affected body part. Your duties — whatever they include — are not more important than your health and safety, and that of your co-workers.

When outside, work in teams and keep an alert eye out for signs or symptoms that something is wrong. If you see it, act immediately. You'd want your co-workers to do the same for you.

Weather is a funny thing: it changes quickly, sometimes with almost no notice. We have a saying here in Ohio that is probably repeated the whole world over: if you don't like the weather, wait 10 minutes and it'll change. While the weather can change rapidly, the way we operate in it remains the same: be mindful of the conditions you're working in, and remember that a little preparation goes a long way. Fly safe!

AMC FY 2012
Mishap Statistics Scoreboard

FY 12 Flight Mishaps

Aircraft	Class A	Class B	Total
C-5	0	1	1
C-17	1	1	2
C-130	0	1	1
KC-10	1	0	1
KC-135	0	0	0
OSA	0	0	0
Total	**2**	**3**	**5**

FY 12 Ground Mishaps

Category	Class A	Class B	Total
PMV 2W	1	0	1
PMV 4W	3	0	3
Sports & Rec/Misc.	1	1	2
Property Damage	0	0	0
Industrial	0	0	0
Pedestrian/Bicycle	0	0	0
Total	**5**	**1**	**6**

The mishaps listed above are for AMC only. They do not include mishaps from other MAJCOMs (AFRC, ANG, etc.).

FY 12 Flight Notes

Class A

AMC had two Class A flight mishaps in FY 12: a C-17 landing mishap and a KC-10 engine mishap. This is an increase from zero in FY 11.

Class B

The total number of Class B mishaps decreased from four to three. These included a C-5 takeoff mishap, a C-17 cargo mishap, and a C-130 landing mishap.

FY 12 Ground Notes

AMC sustained zero Class A industrial, property damage, and pedestrian/bicycle mishaps, however there were five Class A mishaps in other categories during this period, resulting in four fatalities and one permanent total disability.

PMV 2W

a motorcycle rider laid his bike down to avoid a vehicle collision and sustained permanent total disability.

PMV 4W

Three members were fatally injured in three separate PMV-4 mishaps.

Sports & Recreational/Miscellaneous

A sports bike rider collided with another rider resulting in fatal injuries.

Class B

There was one Class B mishap during this period: a person sustained permanent eye damage when struck in the eye by a firework.

Lt Gen Allen G. Peck taxis in a C-17A Globemaster III aircraft assigned to the 437th Airlift Wing at Joint Base Charleston, S.C.

DoD photo by SSgt Marie Brown

Lessons Learned from ~~Mis-steaks~~ MISTAKES

By KIM BRUMLEY, Staff Writer

A night out on the town with friends, sipping on a few ice cold beers, and then driving home was at one time a regular weekend of fun for SSgt Robert Behm. As a young man, somewhat oblivious to the repercussions of his actions, he had the mindset of *"It's just a few, I'm not drunk, I can drive home — no problem."* But the sobering events of one night in 2009 changed his outlook on drinking and driving, as well as the course of his life.

After leaving a social gathering where he had been drinking, Behm got into his car and drove away. He said, "I didn't think I was drunk." Even after he was pulled over by a police officer, Behm still did not *think* he was intoxicated enough to go to jail. He was in denial even as he was handcuffed, placed in the back of the police car, and taken to the station. It wasn't until he was being booked and charged with driving under the influence that he realized just how serious the situation was. After analyzing the series of events that night, he said, "it wasn't the result of one bad decision; it was the result of a toppling tower of bad decisions" that landed him behind bars.

"I kept thinking that it couldn't happen to me. I was a Staff Sergeant in the United States Air Force, and I am as responsible and successful as they come. I had to live a lie and deny my own immaturity to make those choices. I really thought that I could drink and drive responsibly. It took red and blue lights in my rearview mirror to see how far off I was in my decision making and how one poor choice could change my life … or worse — the life of someone else."

Behm was forced to reevaluate his carefree lifestyle and make some needed changes. The alterations went beyond his personal life and into his military career, where he is taking his hard-learned lesson and using it to educate other Airmen on the hazards of drinking and driving. This year, he is one of 10 chosen as a representative for the Airmen-to-Airmen Safety Advisory Council. This unique peer council is predominately comprised of representatives close in age (17–26) reaching out to those most likely to have mishaps. Each representative has been directly or indirectly involved in a mishap that resulted from poor choices.

Since his appointment to the council, SSgt Behm has worked at AMC and briefed the wing at Scott AFB, delivered eight briefings at Vandenberg, and briefed his squadron. He will be speaking at a Wingman Day, at Airmen Leadership

Photo above: SSgt Robert Behm, Airmen-to-Airmen (A2A) speaker from Pope Field, N.C., speaks to Team Scott members at the Scott AFB theater about his driving under the influence experience three years ago. He joined A2A to share his mistakes and make sure other Airmen don't go down the same path.

USAF PHOTO BY SSGT STEPHANIE WADE

School in Clarksville, TN, and Charleston AFB, and at F-TAC for Airmen on their first enlistment. He said talking at F-TAC is particularly important because "I want to try to get them off on the right foot."

At every talk, Behm encourages questions and lets attendees know that nothing is off limits. He also motivates his audiences not to have feelings of inspiration from his story, but to have feelings of detestation.

He said, "If people can feel as disgusted by my actions as I do, then maybe they can learn the lesson from me instead of the hard way. Some have anger that I'm still in the Air Force, and I respect that. I share with them that I was blessed and learned from that situation, and now there are so many that are benefitting."

In addition to the briefings, Behm has also been active in producing videos to raise awareness on a variety of safety issues. He was featured on the AMC Critical Days of Summer 2012 video, as well as a one-minute video shot for the Airmen-to-Airmen (A2A) program. The A2A team combined their safety knowledge to write, act, and shoot another safety video. He said, "We tried to make it memorable so that those who watched it would think about what they were doing next time they were put in the same situations."

Although Behm and the other Airmen featured in these videos have made mistakes in the past, they can be commended for their work in educating others with the hope that their fellow Airmen do not repeat the same avoidable and potentially life threatening mishaps.

This year's Airmen-to-Airmen Safety Advisory Council representatives are:

ACC	SrA Caleb Zody, 366 AMXS, Mountain Home AFB, texting and driving fatality
AETC	A1C Trevor Jones, 336 TRSS, Fairchild AFB, DUI
AFGSC	SrA James Engelman, 705 MUNS, Minot AFB, ATV mishap
AFSOC	SSgt Dwayne Hopkins, 1 SOLRS, Hurlburt Field, motorcycle mishap
AFMC	SrA James Kirshner, 377 SFG, Kirtland AFB, dirt bike mishap
AFMC	Capt Kim Husher, formerly of OC-ALC when nominated, ladder mishap involving family member
AFSPC	SrA James Heady, formerly of 821 SPTS when nominated, driving through flood
AMC	SSgt Robert Behm, 43 AMXS, Pope Field, DUI
AFISRA	SrA David Steele, NASIC, Wright-Patterson AFB, motorcycle mishap
PACAF	A1C John Ribbins, 647 FSS, JB Pearl Harbor-Hickam, DUI

A2A videos may be found at

www.youtube.com/user/AirForceSafetyCenter/videos?view=0 and www.afsec.af.mil

Maj Gen Greg Feest, Air Force Chief of Safety, stands with members of his Airman-to-Airman Safety Advisory Council at the Air Force Safety Center, Kirtland AFB, N.M.

USAF PHOTO BY KEITH WRIGHT

Survivor:
Airman Battles Breast Cancer

By A1C CHACARRA WALKER
Joint Base Charleston Public Affairs

SrA Latisha Chong runs in the Susan G. Komen Race for the Cure in Charleston, S.C., October 20, 2012

USAF PHOTO BY SSGT RASHEEN DOUGLAS

"I was 21 years old and didn't think I was strong enough to beat two cancers — I thought my life was over," said SrA Latisha Chong.

Chong, a Flight Kitchen specialist from the 628th Force Support Squadron at Joint Base Charleston – Air Base, S.C., was diagnosed with stage III breast cancer January 19, 2012. Two weeks later, the same doctor who discovered her breast cancer told her she also had Hodgkin's lymphoma.

"I was all jacked up," said Chong.

Chong had just returned from a six-month deployment to Southwest Asia when she noticed two lumps in her breasts and immediately knew something was wrong. Her doctors diagnosed the two lumps as cancerous tumors.

"I immediately called my mom," said Chong, "Even though it was her birthday, she needed to know the bad news."

Chong's mom, Darlene Vincent, originally from Trinidad, was living in Brooklyn, N.Y., when she learned the earth-shattering news.

"It was heartbreaking," said Vincent. "I knew Latisha needed my support, so I packed up and moved to Charleston."

The next person Chong called was her supervisor, TSgt Christian Farin, 628th FSS Flight Kitchen noncommissioned officer in charge. Chong felt Farin was someone who was always available to listen and help with her problems.

"This was the first time I'd ever experienced an Airman coming to me with this type of news," said Farin. "I didn't know what to say. I really couldn't believe it."

Farin tried to put Chong's mind at ease by letting her know she not only had his support, but also the support of the entire squadron.

Chong was facing five months of chemotherapy, followed by radiation to stop the growth of the tumors in her breasts. Hodgkin's disease is a type of lymphoma, a cancer that starts in cells called lymphocytes, which are part of the body's immune system.

On top of it all, Chong would still have to take care of her two-year-old son, Malachi.

"Since my immune system was weak, anytime Malachi showed even the slightest signs of a cold or any other illness, I would have to stay away from him," said Chong. "The thing that kept me grounded the most was praying. You have to believe in something; that's how I stayed positive."

Fortunately, Chong had the support of the 628 FSS team, which ensured Malachi was enrolled in the base Child Development Center (CDC). This gave Chong a bit of time for herself and time to focus on defeating the two cancers that were still spreading throughout her body.

"Raising a child alone is hard, but raising a child while battling two cancers is overwhelming," said Chong.

When Malachi wasn't at the CDC, Chong's mother would help out while Chong was going through chemotherapy and radiation.

The treatments had begun to take their toll on Chong. The chemotherapy made her constantly feel like she had the flu, and the radiation caused fatigue and night sweats.

"Going through chemotherapy made me feel extremely cold," said Chong.

"When I went out in public, even though it was summer, I had on sweats, boots, a jacket, a scarf, and on top of everything else, I wore a mask. People looked at me as if I wasn't human."

Wanting to understand what Chong was going through, Farin decided to spend a day with her to get a better understanding of how he could help.

"It didn't really hit me until I saw her without hair," said Farin. "I took leave for a day and watched Chong go through an entire session of chemotherapy. I don't know what I would have done if I was in her shoes."

Chong wore a wig while going through chemotherapy.

"After a while, I couldn't take it anymore," said Chong. "Once the physical changes started to become noticeable, I wanted to stand out less in public. A wig helped."

Besides losing her hair, Chong dealt with fluctuating weight.

"The different stages of treatment caused me to either lose or gain extreme amounts of weight," said Chong. "I was going through a lot at such a young age."

After five grueling months of chemotherapy, Chong had made it over the mountain and was ready for radiation, followed by surgery.

When I graduated from chemotherapy, so many people from my squadron showed up; even the hospital staff was shocked," said Chong. "They had to make room for everybody and the other patients. That's when I realized what true Wingmen are."

"When I graduated from chemotherapy, so many people from my squadron showed up; even the hospital staff was shocked," said Chong ... **That's when I realized what true Wingmen are.**"

It was now September and Chong was finished with radiation and prepped for surgery. Nervous and excited to be having the cancerous tumors in her breasts removed, Chong slipped into unconsciousness as the anesthesia overtook her.

"When it was time for surgery, I prayed," said Chong. "I prayed that everything would go as planned and that I would make it out safely."

On June 19, 2012, Latisha's doctors told her she was cancer free.

"I was ... happy," said Chong. "I started making calls. My mom was already with me, so first on the list was my supervisor."

"Every time she called me, she told me bad news," said Farin. "But this time I could tell in her voice it was good."

Even though Chong was cancer free, she would still need to go through another 33 rounds of chemotherapy to ensure the cancer did not return.

Now that Chong was cancer free, she wanted to know when she could go back to work.

"I was ready to get back to Services where I help people — because that's what we do," said Chong. "The best part about my job is the people."

Chong is scheduled to return to work at the end of this year. Even though she is cancer free, she still has one more hurdle to overcome. She is currently going through a series of reconstructive surgeries to prepare her for new breasts. Chong has had a total of five surgeries and is scheduled to have two more.

Chong's battle with cancer didn't go unnoticed by the rest of her command. While she was going through chemotherapy, radiation and surgery, TSgt Antonia Williams put together a team to run in the Charleston, S.C., Susan G. Komen Race for the Cure in honor of Chong.

"I met Latisha at the fitness center a couple weeks after arriving in Charleston," said Williams. "She came in and everyone started talking to her. She wasn't in uniform, and I had never seen her before, so I asked her about her situation."

"Talking to Latisha was so inspirational ... she was so positive," said Williams.

"I had only known her for a few weeks, but I knew I wanted to make a difference in her life and do something special for her."

Williams put together a team of more than 50 runners and set a goal of $1,000 in donations. The team not only met the $1,000 goal, they exceeded it by more than $700.

"I'm very happy about the run; it shows people care," said Chong.

The team ran the race October 20, 2012, and best of all, Chong walked the race with her fellow Wingmen.

Making a List and Checking it Twice

By KIM BRUMLEY, Staff Writer

With a pocket full of money and bounding with holiday cheer, we head off to the mall to buy our loved ones (and sometimes our in-laws) a few gifts. Unfortunately, while out for a shopathon, you may encounter the "Grinch" who is out to steal the presents from your hands, money from your wallet/purse, or valuables from your parked car that is far from view of security cameras. So you, the shopper, will have to take a few safety precautions.

The Buddy System

Let's back up and begin with planning the trip to a chaotic mall. Use preparation as your best defense and start by asking a wingman to go along, especially if you're making large purchases. Have you ever heard there is "safety in numbers?" Well, it's true. Thieves are more likely to approach a lone individual than a group.

As you and your buddy get to the mall, you find the parking lot is packed — not a surprise. Of course, we all want to get a parking place right outside an entrance door, but during the seasonal rush, it's not likely. After wasting time and gas driving around, you find the only parking spaces available are a half mile from the entrance. That long walk from the car to the entrance can be particularly tempting for predators because even if you don't have any items in your hands, they presume you are carrying cash. It's never a good idea to carry large amounts of cash anywhere, especially during the holidays. Instead, if possible, use a debit card or credit card. If the unfortunate happens, you can simply notify the bank or service provider and have the cards quickly deactivated.

In Broad Daylight

So you think to yourself, "Who would try to rob me in broad daylight with so many people around? Really — who would be that stupid?"

You arrive during the day, so you assume you are in the clear — that is a misconception! Remember that crime can and does occur when the sun is shining. Also, most criminals are not usually masterminds, so yes, there really are a few that are "that stupid" and will approach a potential victim anytime, anywhere.

Although statistics are not available for time of day in larceny cases, they are available for burglary by location. According to the latest crime report from the Federal Bureau of Investigation, non-residence locations (store, office, etc.) indicate 204,605 offenses reported at night and a surprising 168,912 during the day for a one-year period.

Distracted

You finally make it to the door and proceed with your mission of getting the best gift the mall has to offer. While focusing on the task at hand, it is easy to be mesmerized by all the festive displays and shiny things

meant to grab your attention in every store window. Inside the stores, you become more vulnerable when you set down purchased items or personal belongings to examine other interesting things. Distracted, you can become a prime target for pocket-picking or purse-snatching. The FBI reported that in one year alone, there were 45,506 reported cases of the two offenses. Try to avoid becoming a statistic by carrying your wallet in your front pocket or wearing your purse with the strap across your body. Keep in mind that a couple minor adjustments could save a major amount of distress.

Oh, So Tempting

A common blunder committed by shoppers is being reluctant to carry several items around the mall. It seems like a great idea to take them to the car, throw them in the back seat, and shut the door.

But common sense should tell you: do NOT tempt those who may be on the prowl by leaving pricey items unattended and plainly visible, even in a locked car.

Leave what you can at home, or stow small items under the seat, out of view, or in the trunk.

Other items often taken include GPS systems, laptops, tablets, and stereos. Sometimes, though, it's not just items taken — it's the entire car. According to the FBI, a motor vehicle is stolen in the United States every 43 seconds.

Be Prepared and Stay Aware

Weighted down with bags of newly purchased goodies can make staying aware of your surroundings even harder on the long trek back to the car. Awareness becomes less of a priority while balancing the heavy bags with one hand as you fumble to retrieve your keys with the other. It is the perfect opportunity for a thief to grab your items and dash off, leaving you empty handed.

Again, alleviate your vulnerability by planning ahead. Before exiting the mall, combine purchases into one bag if possible, and have your keys in hand before leaving the building. Or, rely on that trusty wingman you took along to lend a helping hand by carrying extra packages.

The Holiday Cheer Meister!

This year, when you make that list and check it twice before heading off to the mall, include a few of these tips to help make sure all those packages make it safely under the tree.

Prefer to skip the crowds and shop online? The FBI offers the following holiday shopping tips.

Scammers use many techniques to fool potential victims, including fraudulent auction sales, reshipping merchandise purchased with a stolen credit card, sale of fraudulent or stolen gift cards through auction sites at discounted prices, and phishing emails advertising brand name merchandise for bargain prices or emails promoting the sale of merchandise that ends up being a counterfeit product.

- Do not respond to unsolicited (spam) email, and do not click on links contained within an unsolicited email.
- Be cautious of emails claiming to contain pictures in attached files, as the files may contain viruses. Only open attachments from known senders. Always run a virus scan on attachments before opening.
- Avoid filling out forms contained in email messages that ask for personal information.
- Always compare the link in the email to the web address link you are directed to and determine if they match.
- Log on directly to the official website for the business identified in the email instead of "linking" to it from an unsolicited email. If the email appears to be from your bank, credit card issuer, or other company you deal with frequently, your statements or official correspondence from the business will provide the proper contact information.
- Contact the actual business that supposedly sent the email to verify that it is genuine.
- If you are requested to act quickly or there is an emergency, it may be a scam. Fraudsters create a sense of urgency to get you to act impulsively.

Fighting the BIG CHILL

By LISHA DUNLAP, Staff Writer

FOR ME, nothing beats the winter blues like throwing on a pair of running shoes and taking on the cold head on. But at the same time, nothing grounds me faster than being in the cold unprepared — and the inevitable sickness that follows.

A1C Marco Cervantes heads toward the finish line after completing the running portion of the 3rd Annual Cold Avenger's End It Extreme North Dakota Iceman Triathlon in downtown Grand Forks, N.D. Cervantes finished with a time of 37 minutes and 28 seconds.

USAF PHOTO BY A1C XAVIER NAVARRO

I recently ran a 5K that knocked me out sick for two weeks. It wasn't too chilly that day — around 40 degrees when I checked in for the race. I like running in the cold weather, so I decided to run in a t-shirt and running pants. I passed on a hat, gloves, or jacket; I figured I'd warm up quickly as I ran. I did second guess my choices for a minute when I saw an Airman friend at the starting line in warm Air Force sweats — but I'm tough, I thought, and laughed at him for the overkill. However, the wind was blowing that morning, and to my surprise it started raining halfway through the race. Then, thanks to the wind chill and pesky rain, the temperature felt more like below freezing.

And below freezing it was. According to the American College of Sports Medicine (ACSM), water has a much higher thermal capacity than air, so running in the rain can cause a substantial loss of body heat even in relatively mild temperatures. In fact, the ACSM explains that at 41°F, heat loss in wet clothes may be double what it would be in dry conditions.

Add the icy wind to the rain, and my lack of planning and preparation actually put me in danger of cold stress, as these additional factors made the "real feel" much colder than the 40 degree thermostat reading. Consequently, I went from coughing and feeling under the weather, to an ear infection, and then — thanks to my weakened immune system — caught the flu!

So why bother getting outside when the cold weather tempts you to stay put on the couch? It's warm, there's usually a football game on TV, and there are plenty of other excuses to avoid going outdoors. But for Airmen, it is **critical** to stay in shape and acclimated to the surroundings. During wintertime, it can be tempting to let yourself go, but no one wants to risk failing a fitness test. Fitness should be a priority that's maintained year round, and running on a treadmill — although better than nothing — just isn't the same as hitting the pavement. If done properly, exercise can be performed safely in most cold-weather environments without the risk of cold-weather injuries or illnesses. You just need a strategy.

"Every mile is two in winter."

English Poet George Herbert

Play it Cool

The cold can be exhilarating, and once you've gotten used to the temperature it won't be so difficult to maintain your motivation. The key, as with anything, is to plan, identifying hazards and developing ways to mitigate cold stress. Before you head out the door, it's important to be aware of the weather forecast, including wind chill advisories and any inclement weather. Check the weather report and avoid going out if any extremes are predicted, such as sleet or blowing snow.

Dress for Success

Clothing choice is the best way to protect yourself when running in the cold, but you can't just throw on a

THE WIND CHILL FACTOR

Even when you're prepared and dressed properly for cold temperatures, wind chill extremes can sometimes make exercising outdoors too risky. Harsh, cold winds may break through clothing, removing the insulating layer of warm air around your body and making you more susceptible to hypothermia and frostbite. As the wind speed increases, heat is carried away from your body much more quickly, so high winds can create serious issues even when temperatures are only cool. For example, when the temperature is 40 degrees Fahrenheit and the wind speed is 35 mph, you are actually feeling a temperature of 11 degrees Fahrenheit. Because of this, it's important to realize that cold stress can also be brought about by temperatures as warm as the 50s, if conditions like high winds and rain are also present. In addition, wind speeds from weather reports don't include the additional man-made wind created when running, as the motion produces wind across the body at the same rate as the body is moving.

To determine wind chill temperature you can use the National Climatic Data Center's wind chill converter at www.ncdc.noaa.gov/oa/climate/conversion/windchill.html.

50th Space Wing members do some calisthenics before embarking on the monthly 2.5-mile War Fit Run.

USAF PHOTO BY BILL EVANS

sweat shirt. Experts generally suggest a minimum of three layers of clothing to conserve heat. Sound excessive? It's not — the air trapped between your clothing and skin provides insulation, a barrier to heat loss. How you dress for cold weather exercise can actually keep you from a cold weather injury.

Your innermost layer should be made from a synthetic material that can wick perspiration away from your skin to help keep you dry and warm. Try polypropylene, capilene, silk, polyester, or wool, but make sure to avoid cotton and natural fibers because they trap moisture, staying wet and drawing heat away. For the next layer, a long-sleeve shirt made with natural materials can provide insulation without restricting movement. And for the outside layer, add a zipped or easy-to-open jacket that's waterproof and lightweight. This will help protect you from rain, snow, or wind and is what you can remove if you get too warm. For your lower body, tights or wind pants and long socks will protect your legs. If you're already warm before you begin running, it's likely you're overdressed. But if you dress in clothing suited for 15 to 20 degrees warmer than the temperature, it will allow for your body temperature to increase as you run.

If uncovered, your fingers are vulnerable to frostbite because your body draws blood away from your extremities in the cold to assist in core temperature regulation, so wear gloves. If it's extremely cold, consider wearing mittens, which should keep hands warmer by creating a warm air pocket around your entire hand.

Shoes are another important part of

your gear. Cold weather even affects the shock absorption of your shoes, but those made with EVA foam cushioning, the material least affected by cold, can help keep you from an injury. Trail shoes with a waterproof lining will help keep rain, slush, and snow from soaking your feet, or you can insulate vented shoes with duct tape. Look for those with traction to keep you from slipping on ice. Also, choosing a wool blend sock can wick sweat away from your feet because wool insulates and traps warm air. Make sure the socks are not too tight and constrict blood flow, and if needed, wear running shoes an extra half-size larger to allow room for thick socks.

Make sure to top it all off with a hat or head covering, since a large amount of heat can be lost through your head. A stocking cap is a good idea since it covers your ears. In extreme cold, consider wearing a face mask (such as a balaclava) or scarf to warm the air before you breathe it in.

Sunglasses, sunscreen, and lip balm will protect you from UV rays and wind; and light-colored, reflective clothing is important if running when it's dark. It's also always smart to carry ID.

Warm Up

Now that you have all of the gear, is it time to take off? Not just yet. Get your muscles warm first. In cold weather, blood flow is restricted and can cause muscles to contract and cramp. Old injuries can also resurface if you don't sufficiently warm up, so take more time than usual. Getting active before you set out can also help you determine if you are overdressed.

As you begin, remember that extremely cold weather is not the time to set a personal record. It helps to start at a slower pace until your body is warm.

Plus, stretching outside is a way to give your lungs a chance to get used to the cold air.

As you begin, remember that extremely cold weather is not the time to set a personal record. It helps to start at a slower pace until your body is warm. If you come across ice or snow on areas of your path, shortening your stride can help prevent slipping and falling.

Drink Up

Cold temps can make sweat evaporate more quickly, and you may not realize how much fluid you actually lose. Yet one of the most important ways your body regulates your temperature is through proper hydration. Cold air can also have a drying effect, increasing the risk of dehydration and, in turn, frostbite. You may not feel like you need it, but drink plenty of fluids before and after your workout.

Slick Terrain

Winter precipitation can lead to dangerous and slippery surfaces. Ice on any terrain is an obvious hazard, but it's not so obvious when hidden by snow. Don't run on an unfamiliar path, and stick to commonly run jogging locations that you aren't the first to tread across. If streets or sidewalks haven't been cleared you may not be able to see potholes, debris, or slick

COLD-RELATED INJURIES

If you're not properly prepared for cold weather exercise, there are a number of injuries and illnesses that can sneak up on you. Beware of the following:

Blisters – wet socks and badly fitting footwear can cause friction, leading to blisters on the toes, feet, and heels.

Sprains and strains – in the cold, muscles and connective tissue have less elasticity and are more prone to injury. Plus, it is easier to slip and fall due to reduced performance or slick terrain, which can increase the likelihood of soft tissue injuries.

Sunburn – it always sounds strange to think of sunburn in the middle of winter, but ultraviolet radiation exists even in cold and cloudy conditions. Plus, reflections off snow can also cause exposed skin to sunburn, and it's easily misidentified as windburn.

Snow blindness – the bright glare from highly reflective snow can sunburn the cornea of the eye, ultimately caused by ultraviolet radiation, and it can cause painful, watery eyes and temporarily blurred vision.

patches of ice that can cause a fall or a twisted ankle. Grass can even freeze and become slick. Try to find a path where there is minimal snow cover, or head to the base running track. It's also a good idea to run close to home or work, making multiple loops if needed. If you were to fall or have any other issue, you would not have too far to go for assistance.

The Icing – Tips and Tricks

- Pre-heat clothing in the dryer and heat shoes with warm air from a hair dryer (hold it a foot away) to start out toasty.
- Plan to start your run *into* the wind, so you can run with the wind to your back on your way home. This will alleviate the wind blowing at you as you end your workout, when you may be sweaty.
- When your body spends more energy to stay warm, there is less energy for exercising. Plan to keep your runs to 30 minutes or less at a time.
- Don't stop and go, alternating walking with running, because it can make you more vulnerable to the cold as you repeatedly work up a sweat and then get cold again.
- Run with a fellow Airman or join a running group. There's safety in numbers, and the extra motivation from camaraderie.
- If your feet get wet, go home or you'll risk frostbite.
- If you have to drive home from your running location, keep a thermos in your vehicle with a hot, non-caffeinated drink to help warm your core as soon as you've finished running.
- Make sure you cool down thoroughly after your run, including slow, sustained stretching.
- Once back home, resist the urge to jump right into a hot shower. A sudden rush of heat can release cold blood contained in the extremities to the organs, thus shocking your body. Remove any wet clothes, put on dry socks, and allow yourself approximately 15 minutes to warm up.
- On those days when you just can't fathom being in the cold, take the opportunity to cross train. You can hit the gym or swim laps at an indoor pool.

No matter what type of cold weather activity you choose, most common injuries and sickness can be prevented with planning, preparation, and proper gear. Keeping fit throughout the winter will improve your mood, increase your energy level, and help you get better sleep. And when the weather heats up, you won't be struggling like most — running and exercise will keep you right on track, in good health and fit to fight.

Doing the Job ALONE

Reprinted from the TIG Brief

Dear Sirs:

I am writing in response to your request for additional information. In block number 3 of the accident reporting form, I put "trying to do the job alone" as the cause of the accident. You said in your letter that I should explain more fully, and I trust the following details will be sufficient.

I am a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six-story building. When I completed my work, I discovered that I had about 500 pounds of bricks left over. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley which, fortunately, was attached to the side of the building at the sixth floor.

Securing the rope at ground level, I went up to the roof, swung the barrel out, and loaded the bricks into it. Then I went back down to the ground floor and untied the rope, holding it tightly to ensure a slow decent of the 500 pounds of bricks. (You will note in block number 11 of the accident reporting form that I weigh 145 pounds.)

Due to my surprise at being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope.

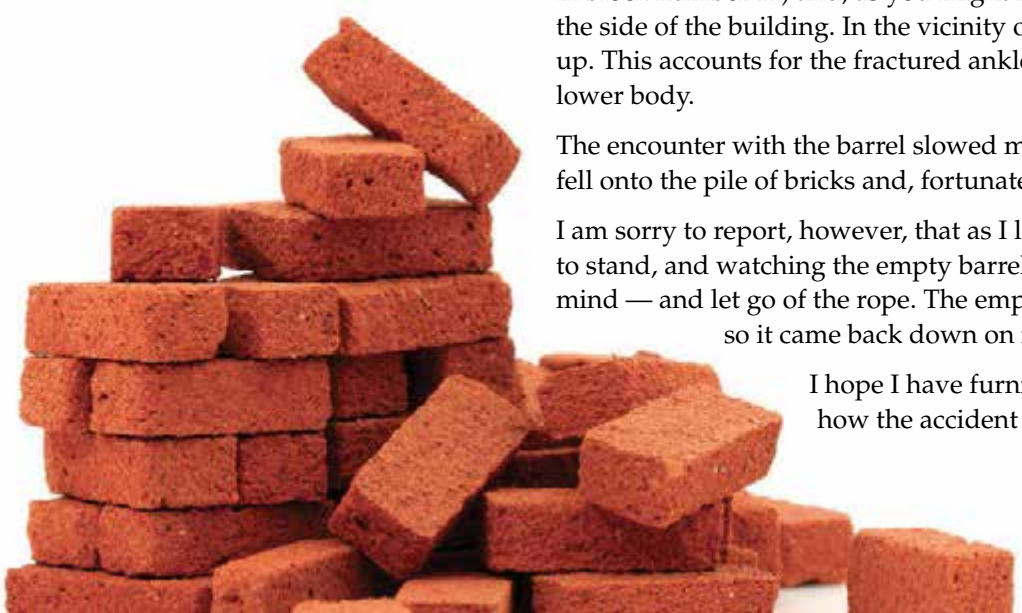
Needless to say, I proceeded at a rapid rate up the side of the building. In the vicinity of the third floor, I met the barrel coming down. This explains the fractured skull and broken collarbone.

Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my hand were two knuckles deep into the pulley. Fortunately, by this time, I had regained my presence of mind and was able to hold tightly to the rope in spite of my pain. At approximately the same time, however, the barrel of bricks hit the ground, and the bottom fell out of the barrel. Devoid of the bricks, the barrel now weighed approximately 50 pounds (I refer you again to my weight in block number 11) and, as you might imagine, I began a rapid descent down the side of the building. In the vicinity of the third floor, I met the barrel coming up. This accounts for the fractured ankles and the lacerations on my legs and lower body.

The encounter with the barrel slowed me enough to lesson my injuries when I fell onto the pile of bricks and, fortunately, only three vertebrae were cracked.

I am sorry to report, however, that as I lay there on the bricks in pain, unable to stand, and watching the empty barrel above me, I again lost my presence of mind — and let go of the rope. The empty barrel weighed more than the rope, so it came back down on me and broke both my legs.

I hope I have furnished the information you require as to how the accident occurred.



New Year's Resolutions: A New Look at an Old Tradition

By RITA HESS, Staff Writer

When the clock strikes midnight on December 31, people around the world will usher in 2013 to the tune of Auld Lang Syne. Simply hearing the lyrics makes many of us nostalgic as we fondly recall days gone by.

Oddly, at the precise moment we are affectionately remembering the past, we simultaneously enter the new year with promises to change our future. We vow to lose weight, get out of debt, improve relationships, change jobs, quit bad habits, adopt good habits, and so on.

This year, I challenge you NOT to dwell on the "good old days." After all, if they were *that* good, why aren't we as healthy, happy, and prosperous as we want to be?

Instead, focus on what you can do in the future to achieve your dreams.

For centuries, people have attempted that by vowing that at 12:01 a.m. on January 1, they will adopt a positive lifestyle or abandon one that is unhealthy. But here's a different twist on New Year's resolutions: DON'T MAKE THEM.

Wanting to better yourself is an excellent motivator, but undertaking something new on January 1 just because millions of other people do is simply a tradition, usually fraught with lofty goals and vague ideas about how to achieve success. A 2007 study by Richard Wisemen from the University of Bristol showed that a whopping 88 percent of those who set New Year's resolutions fail.

Again, it's good to set goals, and it's good to believe we have the power to change ourselves — because we do! But starting a weight loss program the first day of January, for example, is crummy timing. After finishing enormous holiday meals, you still have to get through Super Bowl parties and Valentine's Day (followed by chocolate Easter bunnies a few months later), and fewer hours of daylight in winter means you'll have to brave the cold to go to the gym. Getting your financial house in order isn't much easier, especially if you used your credit cards a bit too often in November and December.

So how can a new look at this old tradition help?

1. Instead of making New Year's resolutions, spend this time of year contemplating what you want to accomplish in the future and how you can best achieve it. Watching others struggle with (and likely fail at) their resolutions may even help you tweak your game plan into something that will work for you later (see #3).

2. Choose one goal, as trying to accomplish too many life changes at once can create unnecessary stress. Be realistic. A goal should be challenging, but it should also be reachable. Write down concrete objectives to get you where you want to be.

   I will lose that extra 30 pounds by working out three times a week for one hour. Or, *I will save money for that new car by putting an additional $25 per paycheck into savings and living on what's left.*

   Objectives keep you from relying solely on good intentions, which often lead to failure.

3. Choose when **YOU** want to implement your actions. If you're going on vacation in the spring, for example, and you want to quit smoking, consider kicking the habit on the trip. You'll already be out of your normal routine anyway and away from the everyday stressors that might tempt you to light up.

4. Make it fun! Sure, you should take your commitment seriously. But if your self-made promise to change feels more like punishment, you're not likely to follow through. Find someone who shares a similar goal or is willing to participate in a goal-related challenge. This keeps you both motivated and provides someone to lean on if the going gets tough.

5. Expect hiccups. Strong commitment helps, but overconfidence can trip you up. And don't let a setback doom you to failure. Instead, review your written objectives, reminding yourself of the reasons you need or want to make the desired change. Be flexible enough to adjust your objectives or timeframe, if needed, then pick up where you left off and move ahead. Also, don't rule out professional resources, such as a financial planner to help you save for retirement, a personal trainer to push you through the last 10 reps of a workout, or a doctor to write a prescription for a smoking cessation product. They can help get you where you want to go.

6. Change for the right reasons. By the very nature of your job, you are accustomed to giving 110 percent to others. This coming year, do something for yourself by taking a step toward a better life. Just don't feel pressured to do it January 1 when everyone else does!

HAVE A SAFE AND HAPPY

2013!

When an Airman Dies, It's NO Accident

By LISHA DUNLAP, Staff Writer

10-year PMV Average (FY 02-11) Fatalities/ Fatality Rate per 1,000

48.7/12.16

Accident is a word we often use to describe tragic events that occur unexpectedly. Many times, it is used to refer to a scenario such as a car or motorcycle wreck. But since 1997, the National Highway Traffic Safety Administration (NHTSA) does not describe wrecks as accidents — instead, they are designated as crashes. Why? The following is NHTSA's reasoning in an excerpt from *NHSTA Now!* Volume 3, Number 11 (August 1997):

> *Changing the way we think about events, and the words we use to describe them, affects the way we behave. Motor vehicle crashes and injuries are predictable, preventable events. Continued use of the word "accident" promotes the concept that these events are outside of human influence or control. In fact, they are predictable results of specific actions.*
>
> *Since we can identify the causes of crashes, we can take action to alter the effect, and avoid collisions. These events are not "acts of God" but predictable results of the laws of physics.*
>
> *The concept of "accident" works against bringing all the appropriate resources to bear on the enormous problem of motor vehicle collisions. Continuous use of "accident" fosters the idea that the resulting injuries are an unavoidable part of life.*

With the majority of Airmen killed in off-duty personal motor vehicle crashes, the term accident may not be the best description for an Air Force mishap of this kind, either. In fact, a Webster entry defines the word accident as "an unexpected happening causing loss or injury which is not due to any fault or misconduct on the part of the person injured…" (See **www.merriam-webster.com/dictionary/accident**). Where the Air Force is concerned, many — if not most — off-duty "accidents" can be attributed to human error or bad judgment (such as drunk driving or speeding), and although accidental in nature, many were easily preventable.

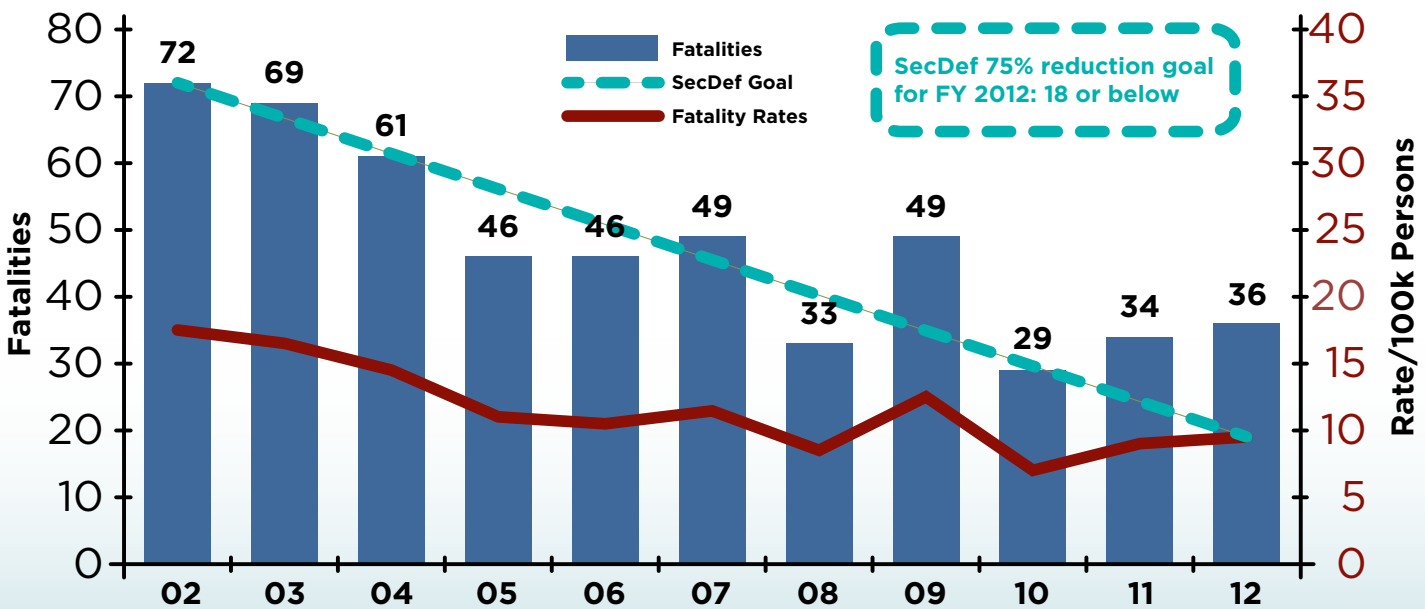
So far this year, 36 Airmen were killed in off-duty motor vehicle mishaps (as of September 2012). And in 2011, approximately 70 percent of the ground fatalities were private motor vehicle mishaps. It's easy to see the Air Force-wide problem: motor vehicles and motorcycles are killing us. The actual vehicles, however, are not to blame. Just look at the causes — drunk driving, excessive speed, failure to negotiate a curve, distracted driving, no seat belt, etc. — and the fault is obvious. AIRMEN ARE KILLING THEMSELVES.

Now let's look at another definition — the meaning of the term recklessness. Webster describes recklessness as "marked by lack of proper caution: careless of consequences" (**www.merriam-webster.com/dictionary/reckless**). Rather than calling Airmen fatalities *accidents*, this seems like a much more accurate explanation of what actually kills them — reckless actions. And recklessness doesn't just refer to outrageous behavior. One drink too many, speeding to get home, riding a motorcycle beyond one's ability, texting while driving, or simply not wearing a seat belt or motorcycle helmet are all common reckless behaviors that can result in deadly consequences. At the time, most of these offenses may not seem like a big deal. But the instant any of these matter is generally when it's too late to correct the situation — for example, a rollover crash that ejects and kills an unbuckled driver or passenger.

Whether talking about traffic safety or any other Air Force safety issue, the laws, policies, and checklists are nothing new. We know the rules. *You* know the rules. And we both know they exist to protect your wellbeing, so why are Airmen throwing caution to the wind and dying in preventable mishaps? How do we get our Airmen to abandon their reckless ways and put safety first?

Let's break the mold of the stereotypical young, reckless Airman who takes on the world with only a leather jacket

Off-Duty PMV Fatalities FY 12 (Air Force)



and aviator sunglasses. This winter, make it a priority to actively practice risk management, especially when driving or riding a motorcycle. Don't just jump in your car and go. Take a moment for safety — put on your seat belt or helmet, check your mirrors and surroundings, and put away any distractions. That moment may be all it takes to save your life, and it is our individual responsibility to identify personal daily risks. At this time of year, winter presents special challenges, like driving in rain, sleet, snow, and fog, and it is up to you to mitigate the risks for yourself and your passengers.

We all need to understand and stress the dangers of a reckless attitude. How can you fully commit to answering the call for others when you're reckless with your own life? *Accepting unnecessary risk is unacceptable* — especially as so many of our tragedies within the Air Force result from preventable mishaps. And as leadership continues its "Quest for Zero" on-duty fatalities, let's do the same for ourselves when off duty. Remember, crashes aren't accidents. Take action to end reckless behavior and avoid collisions.

What's Killing Us?

Air Force-Wide Fatal Mishaps, Fiscal Years 2009–2011

	FY09	FY10	FY11
PMV-4	26	14	15
PMV-2	19	13	14
PMV-Bicycle	1	0	1
PMV-Pedestrian	1	1	3
Other	10	18	15
Private Motor Vehicle	47	28	33
Sports and Recreation	6	10	5
Industrial	1	0	1
Miscellaneous	3	7	7
Government Motor Vehicle	0	1	2

PMV Fatalities/
Fatality Rate to Date

FY12
36/9.67

FY 11
34/9.03

Motorcyclists at the JB Andrews Motorcycle Safety Day depart on a group ride. The event was designed to improve the safety of riders on JB Andrews in conjunction with the Air Force's Year of Motorcycle Safety.

USAF PHOTO BY SRA TOREY GRIFFITH

Lack of CONSEQUENCES Can Lead to Unacceptable Patterns

By ROBBIE B. BOGARD,
Headquarters Air Education and Training Command, Randolph AFB, Texas

Reprinted from *Wingman*, Ground Safety Special Edition 2012

During work-related mishap investigations, investigators sometimes uncover a poor safety culture. This poor safety culture allows for shortcuts to occur, safety rules to be violated and complacency toward safe work behaviors to set in. No organization starts with a poor safety culture, so how does it happen? The following true-life scenario, although off duty, might help us understand how poor safety cultures are created at work.

As I drove home from work one night, I was behind a Chevy Suburban that was weaving all over the road. I pulled up behind the Suburban at a red light and noticed the reflection of the driver's face in her mirror. What I saw was a young lady looking down into her lap, apparently either reading or sending a text or email on her smart phone. As the traffic took off, the reflection in the mirror indicated her gaze remained focused in her lap with an occasional glance up into the traffic environment. We then stopped for another red light, where she continued texting. When the car in the lane beside her started to move after the light changed to green, she quickly took off and then slammed on her brakes, just barely rear-ending the car in front of her. The weaving returned as she started moving again. Apparently, her close call at the red light was merely a momentary distraction to her texting.

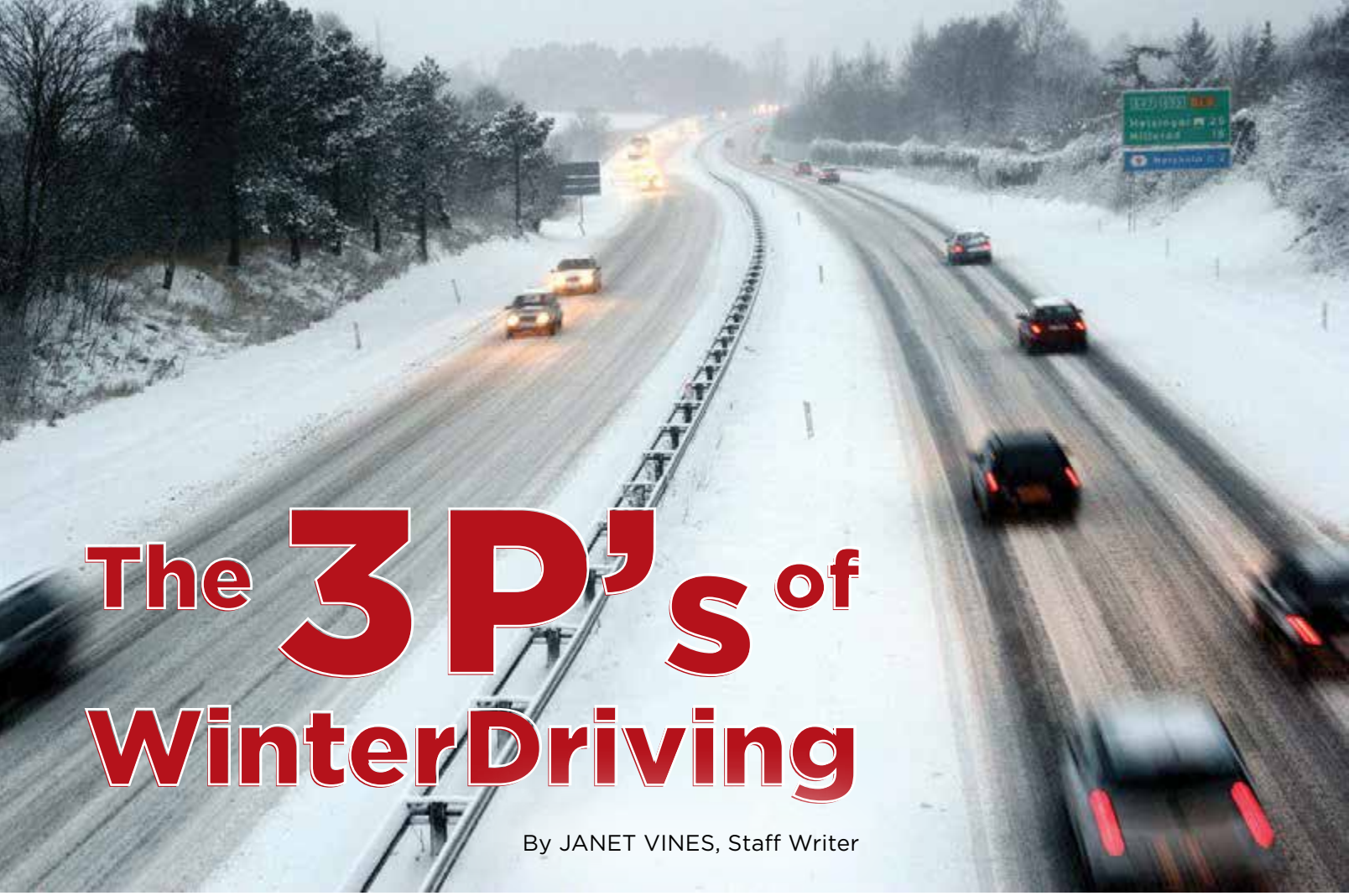
We can only imagine the very first time she texted while driving. She probably thought it was a bad idea, but she got away with it and, since there were no negative consequences, it turned the experience into positive feedback. This probably reinforced in her mind that it's okay to text. She may have even thought that she was making the best use of her time by multitasking while driving.

Most people, on and off duty, are aware of safety policies, rules and instructions but, due to time constraints, pressure, laziness and lackadaisical attitudes, decide to deviate from established policies and guidelines. Just as the young lady mentioned got away with her risky behavior, sometimes our workers do, too. When they get away with the risky behaviors, it becomes an accepted behavior without negative consequences. These consequences result in positive feedback that the negative behavior seems acceptable.

Regardless of our position in the Air Force, we all need to stress the dangers of accepting risk.

Just because you get away with a safety violation even once, it's still unacceptable behavior in our Air Force's safety culture, on or off duty.

We need to strive to make our on-duty safety culture the best that it can be.



The 3 P's of Winter Driving

By JANET VINES, Staff Writer

Winter brings holidays, snowball fights, sniffles, and the flu. Driving during winter brings its own set of issues, and "walkin' in a winter wonderland" is a lot more fun than trying to drive in it!

PREPARE – before storms hit

Before the first snowfall, take the necessary precautions to be sure your vehicle is safe (and will keep YOU safe) this winter.

1. Inspect your tires. Make sure the rubber is in good overall condition. Keep a tire pressure gauge in your vehicle at all times, and make sure tires are inflated to your vehicle manufacturer's standards. According to the National Highway Transportation Safety Administration, you should inspect your tires each month regardless of the season.
2. Check your battery and your cooling system. Have a mechanic inspect the charging system and belts, and check your battery for sufficient voltage. Make sure you have a coolant designed to withstand the winter temperatures in your area. And if your coolant system has not been flushed for several years (draining the system and replacing the coolant), have it done. A periodic flushing removes dirt and rust particles that can clog the cooling system.
3. Make sure your windshield washer reservoir is full. Use a good quality "no freeze" fluid, and keep extra on hand in your vehicle. While you're at it, check to make sure you have the best visibility possible in a snowstorm. Ensure that your windshield wipers work and the rubber isn't worn. Test to be sure both your front and rear defrosters work properly.

PRACTICE – ready, set, go

A great way to hone your winter driving skills is to practice on a vacant, open parking lot when your area gets snow so you can familiarize yourself with certain scenarios and how to handle them. Doing so will make you more confident that you'll know what do you do when your car starts to skid and more comfortable knowing how your brakes are going to work in dangerous conditions. For example, if you have anti-lock brakes, apply firm, continuous pressure until you stop. You'll feel a pulse coming

from the anti-lock brakes. That's normal. If you don't have anti-lock brakes, pump the brakes gently.

When you're actually driving in ice or snow, practice the following safe driving tips.

- If your headlights don't come on automatically, turn them on — even in daylight — to increase your visibility to other motorists.
- Start slowing down early for turns or intersections, giving yourself plenty of room to stop.
- Leave plenty of space between you and the car in front of you — more than you think you need.
- If you're the first vehicle at a stop sign or signal light, stay back several car lengths from the intersection. If someone bumps you from behind, you DON'T want to be pushed into oncoming traffic!
- Use a lower gear to maintain traction, especially going up hills.
- Never use your cruise control on icy roads.
- Be especially careful when you approach shady areas (underpasses or tree-lined streets) or surfaces that are exposed underneath (bridges, overpasses), as they usually freeze first.
- Use extra caution around snowplows and sanding trucks. Drivers of this type of equipment have limited visibility, so follow them rather than passing them. Besides, the road in front of them is untreated and will likely be worse than the road behind them.

If you find yourself in a skid, stay calm, ease your foot off the gas, and steer carefully in the direction you want the front of your vehicle to go. Stay off both the gas and the brake until you can maintain control of the vehicle. Steering "into the skid" will bring the back end of your car in line with the front. (This is a good maneuver to practice in that empty parking lot!)

Allow plenty of time to reach your destination, and let others know your route and approximately when you'll arrive.

If you do get stuck, spinning your wheels will only dig you in deeper. Instead, carry kitty litter, gravel, salt, or sand in your car and place it in the path of the wheels. Use a light touch on the gas to ease your car out. Call for help if you can't get out, and stay with your vehicle until help arrives.

PLAN – arrive alive!

Staying safe in bad weather means planning ahead. Check weather and road conditions before you venture out, and don't travel if conditions are treacherous unless you genuinely have to. Allow plenty of time to reach your destination, and let others know your route and approximately when you'll arrive. If you are stuck in snow, keep your vehicle's exhaust pipe clear of snow, and only run the engine long enough to get warm. Consider carrying a few extra items during winter:

- Snow shovel, broom, and an ice scraper (for clearing snow from your car or around your exhaust)
- Sand or kitty litter in case you get stuck
- Jumper cables, a flashlight, warming devices, and flares and markers
- A cell phone with charger
- Water, food, blankets, and medicine

If driving in wintery conditions makes you uncomfortable and you have the option of staying put, then do so! But if you know you'll have no choice, your best bet for driving in winter is to prepare, practice, and plan. Stay safe and stay alive!

When the Weather Outside is Frightful

By JANET VINES, Staff Writer

As a child, I remember playing in the snow for hours on end. My mother bundled me up in three pairs of cotton socks, lace-up boots, snow pants, a hooded jacket, one scarf over my ears and one across my nose and mouth, and a good pair (or two) of mittens. Sometimes, if the snow was really wet or deep, she'd put plastic bags over my three pairs of socks before I put my feet in my boots!

While I may have struggled to move quickly — or at all — in the winter, I was always warm and dry because my parents knew that my fingers, toes, ears, and nose were the most susceptible to frostbite.

Frostbite is essentially your body's reaction to cold: your body decreases circulation to your extremities (fingers, arms, legs) in order to keep your vital organs (heart and lungs) warm. The National Weather Service says one way to avoid frostbite is not to go outside during severe cold — especially if the wind chill is -50 degrees Fahrenheit or below. But conditions don't have to be *that* extreme for you to get frostbite! It can sneak up on you, and you can get into trouble pretty quickly if you're not prepared.

If you must brave the cold, drink up! Drinking fluids helps increase blood volume, which helps prevent frostbite. Stay away from beverages with caffeine though, because they constrict blood vessels and actually prevent the warming of your extremities. Avoid that "hot toddy," too. Alcohol reduces shivering, which is your body's natural way of keeping warm. Finally, be wary of smoking in extreme cold, as it can affect blood flow to the hands.

Complications of frostbite can include red, swollen skin or skin that feels like it is on fire. If your skin is blue or gray, very swollen, blistered, or feels hard and numb (even under the surface), you should go to the hospital immediately

While anyone can get frostbite, the very young and elderly, diabetics (or anyone with poor circulation), and those with heart conditions or who take beta blockers are particularly susceptible to the cold.

If you suspect you're suffering from frostbite, get out of the cold and out of wet clothing as soon as possible. Remove all constrictive jewelry and get in a warm (not hot!) bath. If your face and ears are affected, wrap those areas in a warm, moist towel. Avoid using hot water bottles, heating pads, a hot stove, or a heater to warm yourself because with frostbite's numbness, you may burn yourself before the feeling returns.

Complications of frostbite can include red, swollen skin or skin that feels like it is on fire. If your skin is blue or gray, very swollen, blistered, or feels hard and numb (even under the surface), you should go to the hospital immediately.

Dressing like I had to as a child may not be the answer for you, but *do* practice common sense before and after exposure to winter weather to avoid frostbite.

THE 4 Stages of FROSTBITE

First Degree (also called frostnip) occurs when ice crystals begin forming on your skin. Frostnip is similar to the feeling when a body part falls asleep: a numbing, "pins and needles" sensation in the affected area.

Second degree frostbite causes your skin to feel warm even though you have not defrosted.

Third degree frostbite causes the skin to turn red, pale, or white.

Fourth degree is accompanied by pain and causes both the skin and underlying tissue to freeze. This type can cause permanent tissue damage, depending on how long and how deeply the skin is frozen. Fourth degree frostbite can cause gangrene.

2013 Writing Contest

Deadline: Must be received NLT 30 April 2013

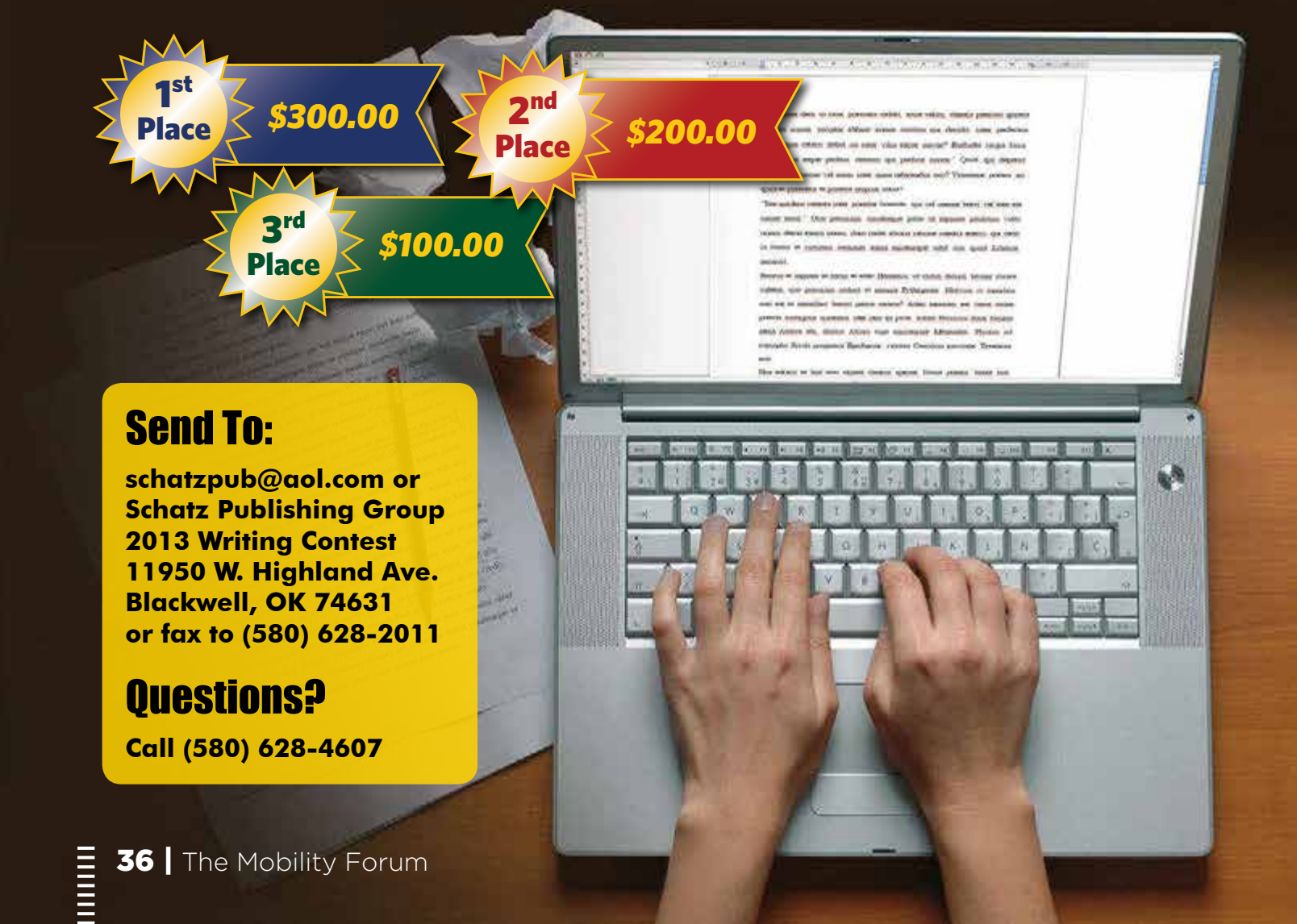
Format: Include author's name, rank (when applicable), unit, home address, DSN, commercial and fax numbers, and email address. You may submit any photos or graphics relating to your entry, if available.

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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Schatz Publishing Group
2013 Writing Contest
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Blackwell, OK 74631
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Questions?

Call (580) 628-4607

Flying Hour MILESTONES

AIR MOBILITY COMMAND

12,500 Hours

130 AW, Charleston, WV

CMSgt Douglas A. Walton

10,000 Hours

130 AW, Charleston, WV

CMSgt David J. Boyles

8,500 Hours

8 AS, McChord AFB, WA

Lt Col Richard S. Dols
MSgt Joel T. Kerr

105 AW, Stewart ANGB, NY

Lt Col Steven D. Grant
Lt Col Edward J. Nevin
Maj Christopher J. Lapenna
CMSgt Angelo Marino
SMSgt Peter G. Inglis
MSgt William Miller
MSgt Kenneth M. Schofield

7,500 Hours

22 AF Det 1, Little Rock AFB, AR

CMSgt Donald Tarrance

58 AS, Altus AFB, OK

MSgt Todd Johnson

105 AW, Stewart ANGB, NY

SMSgt Dale A. Hipkins

134 ARW, McGhee Tyson ANGB, TN

CMSgt James M. Quagliana
MSgt Floyd W. Atkins

6,500 Hours

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Lt Col Efren J. Jamir
CMSgt Michael D. Elson
MSgt Norman D. Hurley

89 AW, Joint Base Andrews, MD

Lt Col Scott D. Benton
Lt Col Michael T. Dellert
Lt Col Joel T. King
Lt Col Michael J. Kosco

105 AW, Stewart ANGB, NY

Lt Col John M. Bonomi
Lt Col Steven P. Branche
Lt Col Edward H. Krafft
Lt Col Mario R. Martins
Lt Col Douglas R. Morton
Lt Col Bruce J. Theriault
Lt Col John W. Tresler
Lt Col Jon C. Wozniak
CMSgt Peter P. McDermott
SMSgt Michael B. Scalard
MSgt Andrew E. Britt
MSgt James J. Buccellato
MSgt Henry W. Windels

5,000 Hours

8 AS, McChord AFB, WA

TSgt Robert A. Weinbrecht

22 AF Det 1, Little Rock AFB, AR

Lt Col Denton Murdock
CMSgt Jimmie Mizell
SMSgt James Laignel

89 AW, Joint Base Andrews, MD

Lt Col Jeffery R. Anderson
Lt Col David J. Angress
Lt Col Michael D. Colburn
Lt Col Joseph E. Finnegan
Lt Col Dane R. Nielsen
Lt Col Thomas E. Philipp
Lt Col Stephen F. Smith
Maj Mark J. Duncan
Maj Jacob E. Ramierez
MSgt David Baldinger
MSgt Michael S. Lucarelli
MSgt Benjamin J. Niese
TSgt Robert A. Dunk

105 AW, Stewart ANGB, NY

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Col Thomas J. McEntee
Col Howard N. Wagner
Lt Col Patrick F. Lasella
Lt Col Timothy F. Morgan
Lt Col Omar Velasquez
Lt Col Todd S. Waldron
Maj Steven B. Baker
SMSgt Hubert G. Ingram
SMSgt Jason T. Lassiter
MSgt Joseph O. Caulfield
MSgt Peter P. Matshulat

108 ARS, Scott AFB, IL

Lt Col Jim Pauling

130 AW, Charleston, WV

Lt Col Russell L. Perry
Lt Col Charles A. Saunders

906 ARS, Scott AFB, IL

Maj Tom Shearer

3,500 Hours

8 AS, McChord AFB, WA

Lt Col Harmon S. Lewis Jr.
Maj David S. Huffstetler
Capt Josh L. Long
MSgt Matthew E. Mueller
TSgt Douglass W. MacGregor
TSgt Jason P. Morgan
SSgt Joseph A. Cimino

22 AF Det 1, Little Rock AFB, AR

Lt Col Scott Benson
Lt Col Joe Janik
Lt Col John Monahan
Maj Tom Scozzafava

89 AW, Joint Base Andrews, MD

Lt Col Kristopher J. Epps
Lt Col Christopher J. Hays
Lt Col Joseph Patrick
Maj Jake P. Barry

Maj Gabriel M. Behr
Maj Jason D. Byal
Maj Jon-Michael Calhoun
Maj Jachin M. Finch
Maj Craig W. Hinkley
Maj Todd E. Shopmeyer
Maj Matthew W. Stewart
MSgt William H. Compton
MSgt Troy S. Haifley
TSgt Nicholas B. Jacobson
SSgt Anthony J. Montgomery

105 AW, Stewart ANGB, NY

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Lt Col Denise M. Donell
Lt Col Sherwood C. Teft
Maj Mitchell L. Alley
Maj Oneil G. Barnes
Maj Matthew C. Brenner
Maj Richard D. Carter
Maj Deno W. Debacco
Maj Paul T. Goff
Capt Matthew O. Preston
Capt Michael D. Rattigan
Capt Aaron P. Wilson
MSgt Joseph A. Cincotta
MSgt Krystopher L. Schwandt
MSgt Mario Sticca
TSgt Roy D. Powers

108 ARS, Scott AFB, IL

Maj Nick Babiak

130 AW, Charleston, WV

Lt Col Jarrod H. Hatfield

134 ARW, McGhee Tyson ANGB, TN

Maj Chad B. Cheatwood
Maj Bradley M. Cook
MSgt Brian K. Thomas

2,500 Hours

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Capt John D. Antal
Capt Telmo C. Galindez
Capt Daniel J. Hellinger
Capt Adam Litman
Capt Roderick H. Morris
Capt Joshua K. Pieper
TSgt Adam G. Roberts
SSgt Toby J. Christensen
SSgt Robert D. Clark
SSgt Eric M. Eastman
SSgt Trinidad Gutierrez Jr.
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SSgt Glenn Walker III
SSgt Joseph D. Wilfahrt
SrA Ryan W. Anderson
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Lt Col Neil Hede
Maj Christian Constantine
Maj Jared Dickerson
Maj Terry Hollingsworth
Maj Scott Lawson
Maj Laura Mcgee
Capt Jon Bergman
TSgt James Crawford

89 AW, Joint Base Andrews, MD

Maj Camden J. Buell
Maj Matthew J. Jaeger
Maj Brian S. Temple
MSgt Dennis W. Morris
TSgt Rachel R. Bush
TSgt Christina R. Depew
TSgt John C. Vogt
SSgt Walter C. Oliver III

105 AW, Stewart ANGB, NY

Maj Wayne A. Brown
Maj Jorge L. Carrera
Maj Thomas L. Cooper
Maj Francis J. Farrelly
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Maj Rory M. Stein
Maj Jeffrey W. Wadsworth
Capt Timothy J. Bauer
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TSgt John F. Neumann
TSgt Darryl R. Reeves
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108 ARS, ScottAFB, IL

Maj Scott Hancock
Maj Ryan Shireman

130 AW, Charleston, WV

Lt Col John R. Dotson
Lt Col Joel W. Kirk
Maj Ralph S. Coleman Jr.
Maj James J. Ranson
Maj Timothy A. Street

134 ARW, McGhee Tyson ANGB, TN

Maj Andrew K. Foss
Capt Timothy I. McCay
1Lt Jason R. Harper
MSgt Shannon B. Price
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Submitting Flying Hour Milestones

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

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

. . . Quickstoppers

Bugs in the AFI

By TSgt Lisa Moon
HQ AMC/SEG

As humans, we are all fallible. That is why our equipment, machines, and written guidance should be constantly evaluated to protect us from ourselves. Just because we have "always done it that way" does not mean it was the right thing to do or that it is applicable to the here and now. Think of safety like a smart phone application. If there is a "bug" in the application, you expect the developer to fix it, right? As people get injured or as work practices change, safety will continually evolve to meet the needs of our employees. Air Force Instruction (AFI) 91-203 was developed to guide personnel in identifying/correcting safety issues and to clarify areas requiring further explanation. While there are some "bugs" that still need to be worked out, it was written with everyone's safety at heart. If there are questions or concerns regarding a "bug" in any safety instruction (91 series), make sure to contact "technical support" (the Wing Safety Office) first. Each safety office is manned with professional staff who can answer your questions or engage with the developer (Air Force Safety Center) through proper channels if required.

Out of Sorts

By Mr. Mike Wahler
HQ AMC/SEF

The mishap pilot slumped over, incapacitated, on short final. There were no survivors, despite the other pilot's efforts to assume control of the aircraft and execute a go-around. The mishap was avoidable had he told the flight surgeon everything that was going on. He instead did not discuss all of his symptoms with his flight surgeon.

The mishap pilot was feeling "out of sorts" for months prior to the accident. His wife had noticed something was wrong, as had several of his coworkers. He mentioned the headaches, which were diagnosed as a sinus infection. He did not mention the mental confusion. He did not mention how he was occasionally "zoning out" or his inability to concentrate. He did not discuss how his typing skills were deteriorating or how his supervisor had mentioned more than once that his work was not up to standards. He did not mention his inability to get to work on time in the morning or his constant exhaustion. He also did not tell the doctor about the occasional numbness in his left hand and foot. He was determined to gut it out the way he always had. If the pilot had included all of the pertinent information when he visited the flight surgeon, his benign brain tumor could have been surgically removed, preventing this fatal mishap.

With the exception of the aircraft mishap, this is all true. The mishap pilot is me, and the collapse occurred right after I arrived home from work instead of on short final. The tumor was successfully removed and I am, once again, healthy. I wish I had included all of these details with my doctor prior to my collapse. Remember to tell your flight surgeon everything going on in your life, regardless of how insignificant it may seem, or your fear of going DNIF. Alive and DNIF is better than the alternatives.

Capt Daniel O'Connor, 3d Airlift Squadron flight surgeon, who works as a flight medicine sick call doctor with the 436th Aerospace Medicine Squadron, examines SSgt Matthew Pace, 436th Civil Engineer Squadron pest management craftsman.

USAF PHOTO BY TOM RANDLE

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Joint Base Lewis-McChord, Wash.

AMC Delivers

A C-17 Globemaster III aircraft from Joint Base Lewis-McChord, Wash., 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