Air Education and Training Command's

TORCH

July/August 2006

10,000 Aircraft and Counting

Deployed Vance Airmen control Iraqi skies

Page 22

Don't Rock the Boat

Drinking alcohol, not wearing life jackets lead to more accidents, deaths on the water

Page 12

ALSO:

Boring Is Better
Safety works to keep job 'ho-hum'
Page 8

Enemy Within
DOD works to further reduce military suicides
Page 16

'Border Patrol'
Laughlin students keep air traffic controllers busy
Page 18

TORCH

Features

8 Boring Is Better

Deploying to support Operation Enduring Freedom is nowhere close to being risk-free. Nobody understands that better than the safety professionals assigned to the 40th Air Expeditionary Group. Their charter is to keep jobs "ho-hum" when it comes to mishaps. Discover some of the pitfalls they face.

12 Don't Rock the Boat

Each year hundreds of lives are lost, thousands are injured, and millions of dollars of property damage occurs because of preventable recreational boating accidents on U.S. waterways. More than a third of those accidents have some sort of alcohol involvement. Learn why the effects of alcohol intensify while boating, as well as how to avoid being the next victim.

16 Enemy Within

The Department of Defense is looking to further reduce the suicide rates of its servicemembers. Also, take a look at Air Education and Training Command's suicide rates for the past seven years.

18 'Border Patrol'

Airmen of the air traffic control complex at Laughlin Air Force Base, Texas, operate in a unique training environment. They deal with student pilots, a shortage of air traffic controllers and flight safety concerns along the U.S-Mexico border.

Departments

Cover photo digital manipulation by David Stack
Back cover photo by Tech. Sgt. Russell E. Cooley IV

TORCH – the official safety magazine of Air Education and Training Command

July/August 2006
Volume 13, Number 4

TORCH is published bi-monthly to help promote safety awareness in Air Education and Training Command, the Air Force and Department of Defense. This funded Air Force magazine is an authorized publication for members of the U.S. military services. Contents of **TORCH** are not necessarily the official view of, or endorsed by, the U.S. Government, the Department of Defense or the Department of the Air Force. The editorial content is edited, prepared and provided by the Directorate of Safety, Air Education and Training Command, Randolph Air Force Base, Texas, following public affairs publication guidelines outlined in DOD Instruction 5120.4 and Air Force Instruction 35-101. All photographs are Air Force photographs unless otherwise indicated.

Gen. William R. Looney III
Commander

Col. Frank A. Palumbo Jr.
Director of Safety

Timothy P. Barela
Editor
timothy.barela@randolph.af.mil

Sammie W. King
Senior Designer
sammie.king@randolph.af.mil

David M. Stack
Designer
david.stack@randolph.af.mil

Staff Sgt. Matthew J. Hannen
Photojournalist
matthew.hannen@randolph.af.mil

Subscriptions and Contributions:
To request subscriptions or address changes, or to submit articles, photographs or artwork, e-mail information to torch.magazine@randolph.af.mil. Or you can write to: Editor, **TORCH,** HQ AETC/SEM, 244 F Street East, Suite 1, Randolph AFB, TX 78150-4328. You also can fax to: (210) 652-6982 or DSN: 487-6982. For customer service, call (210) 652-5818 or DSN 487-5818. Include your name, full unit address, phone number, fax number and e-mail address on all submissions. Unit distribution is based on a ratio of one copy per seven persons assigned. For personal subscriptions, write to New Orders, Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954.

Visit our Web site at:
www.aetc.randolph.af.mil/se2/torch

FROM THE
DIRECTOR

By Col. **Frank A. Palumbo Jr.**
AETC Director of Safety

The Summer Test

Hola from sunny, and very hot, San Antonio! I hope you're having plenty of summer fun. As of this issue, we are about halfway through our "Fatality Free" summer test. You recall we kicked off our safety campaign just prior to the Memorial Day weekend, with the expectation there would be continuing safety mentoring throughout the summer.

Our Air Education and Training Command Safety Web site (go to *https://www.aetc.af.mil/se2/safety/home.htm* and click on "101 Critical Days") provides 15 weeks worth of very useful information to stay safety smart. Please check this site out and use the info, whether formally or informally, to deliver the message. Most importantly, keep the wingman concept cooking by "checking each other's six" as we strive to stay fatality free throughout the second half of our 101 Critical Days. We've already lost two Airmen this summer, and it would be a great accomplishment to hold the line there.

"Keep the wingman concept cooking by 'checking each other's six' as we strive to stay fatality free throughout the second half of our 101 Critical Days."

As the Air Force moves into a major force restructuring, including a huge manpower reduction, we have already seen many career fields take large hits. Safety is no exception, with AETC losing four 1SOs (ground safety) in fiscal 2007, with more to follow.

In addition, senior Air Force safety leaders are trying to decide how safety will reorganize to meet Air Force Smart Ops 21 (AFSO 21) lean principles. This is on a fast track, and we don't yet know how it will look. While some safety programs may be impacted and we may end up doing a little bit less with less, the main message regarding mishap prevention will not change: The responsibility still resides with each individual.

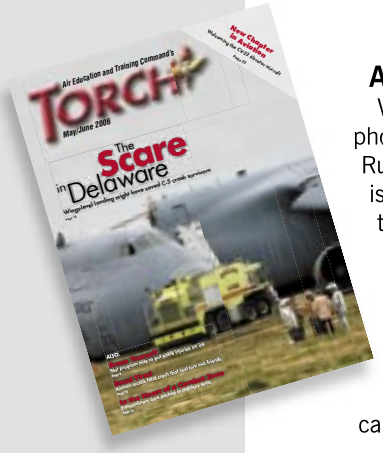
Commanders, especially squadron commanders, are the key. You set the tone and the culture by which your people formulate their mindsets and attitudes. Be everywhere, know everything that is going on, and ensure your people know they are a part of the team to get the mission accomplished, mishap free. You are the safety officer in your unit!

As always, have a great Air Force day, and enjoy the rest of the summer.

NOT ALL IS 'SHIPSHAPE'

There's an error in the May/June 2006 edition of Torch Magazine. On page 23, below the article "Osprey Simulator Up, Running," there is a picture of a pilot on approach to a simulated ship with the caption, "CV-22 simulator program manager Lt. Col. Jonathan Jay lines up for landing on an aircraft carrier in the CV-22 simulator." The ship depicted is not an aircraft carrier, but the USS WASP (LHD-1) which is an amphibious assault carrier.

Navy Lt. Jeremy E. Vellon
Vance Air Force Base, Okla.



AND FURTHERMORE ...

With regard to the information under the photograph for the story "Osprey Simulator Up, Running" on page 23 of the May/June 2006 issue, the ship depicted in the CV-22 simulator photograph is an amphibious assault ship, not an aircraft carrier as indicated in the caption.

Hopefully, no one on the editorial staff tries to protest by pointing out that the ship pictured carries various types of aircraft and, thus, concludes that technically "aircraft carrier" is correct.

The terms "aircraft carrier" and "amphibious assault ship" define ship types with completely different missions in naval nomenclature. The term "aircraft carrier" simply cannot be nonchalantly applied to any and all "look-alike" warships with a full length flight deck/island superstructure ... at least not without unprofessionally misleading readers who don't have a basic knowledge of naval history and warships.

Maj. Elliott Stoffregen III
Maxwell Air Force Base, Ala.

LETTERS TO TORCH

Have a comment or complaint? Letters to Torch may be sent via e-mail to: torch.magazine@randolph.af.mil. Or mail to Torch Editor, HQ AETC/SEM, 244 F Street East, Suite 1, Randolph AFB TX, 78150-4328, or fax to DSN 487-6982 or commercially to (210) 652-6982. For customer service, call DSN 487-5818, or commercially at (210) 652-5818. Please include your name, address and phone number.

PUT BRACES ON ICE

The Air Force wants to have its cake and eat it too (reference the article "Brace Yourself: Air Force Trying to Put Ankle Injuries on Ice," May/June 2006 issue, page 8).

Of course there are going to be more ankle and leg injuries when more people are trying to get/stay fit. That's part of the risk/reward equation. I'm pretty sure the top decision-makers already had advisers that told them this would happen long before they ever implemented the new fitness standards. But leadership weighed the risks (increased injuries) and decided that the overall reward (a better fit and healthy force) was worth it.

Forcing people to wear ankle braces to reduce injuries while playing such sports as basketball or racquetball seems to be overkill and a bit of a knee-jerk reaction at this point. Let's see how this all pans out over the long-term before making any rash decisions. I say put the braces on ice – at least for now. It's still too early in the process.

Ben "Chile" Peppers
Via e-mail

RECRUITING TOOL?

I just received my copy of the May/June 2006 Torch. I read it cover to cover and then put it into the office distribution system. Thanks for the subscription. Also, I know I am late in thanking you for the calendars, but they were a hit in the office. One calendar went to a young man who is applying for admission into the Air Force Academy and wants to become an Air Force pilot in the near future.

John Forslund
Tulsa, Okla.

DON'T MAKE RASH DECISIONS ON
CELL PHONE USE IN VEHICLES

This is in response to Ed Love's condemnation of all automobile cell phone usage (May/June issue of Torch, "Torch Talk," page 2).

I find it ironic that many people in the military bash the use of cell phones when driving. The Air Force pilots we support not only fly aircraft, but fire weapons, defend themselves against weapons, coordinate with other pilots, and a multitude of other tasks, including verbal communication – all while controlling the aircraft (this actually sounds a lot like driving a car in the United States).

The main difference is training. Pilots get training, so automobile driver training and testing should evolve with the technology, not impede it.

There are many examples throughout history where there is a learning curve when new ideas change our culture. If individuals are making bad judgment calls and causing accidents, then do what it takes to make them a safer driver, or take their license away.

How many people's lives have been saved because of cell phones? I'm sure they would disagree with this proposed cell phone prohibition. Don't make rash decisions for all that will only slow down inevitable progress.

Tech. Sgt. Charles C. Ottinger
Nellis Air Force Base, Nev.

OH, CANADA

Thank you very much for Torch Magazine. Our office represents the ground safety on this base. We (plan) to distribute your Web site to our members at 4 Wing Air Force Base.

Sharun Dodge
Cold Lake, Alberta, Canada

THE RIGHT STATE OF MIND

We (the 106th Rescue Wing at F.S. Gabreski Airport) have an operational readiness inspection coming up, and I (plan) to post your motivating, thought provoking Torch poster series throughout the tents and "play" areas to get our folks in the right "state of mind."

Chief Master Sgt.
Mike Rietvelt
Westhampton Beach, N.Y.

VIDEO CLIPS?

I appreciate your magazine so much. Thanks for all the good articles! In your research, do you come across short video clips that you are able to provide to units?

As a safety representative, I'm always looking to download great clips to use in safety briefings, whether serious, dramatic or even humorous. Our wing safety office does a stellar job with some of the videos they provide, but it would be awesome to be able to find additional videos.

If you can provide any direction or advice on stellar internet links where I can download these files, or if you are able to make these types of things available, it would be greatly appreciated. Thanks for all you do!

Master Sgt. Todd E. Knowles
Maxwell Air Force Base/Gunter Annex, Ala.

Thank you for your comments on Torch. Currently, we do not have any mainstream sources for safety video clips. We are researching the possibility of setting up such a service on our safety Web site to include some of the best ones we receive, as well as give people the opportunity to send us links to safety clips on other sites.

TRAUMA HOSPITAL SAVES LIVES

BALAD AIR BASE, Iraq — In the past four months, the busiest trauma hospital in the Iraq combat zone admitted nearly 1,500 patients, performed about 2,500 surgical procedures and evacuated more than 2,000 patients.

No one knows this better that Col. Don Taylor, who completed his tour as the 332nd Expeditionary Medical Group commander here May 23.

"(The medical team) ensured that if a wounded Soldier, Sailor, Marine, Airman or civilian made it through the doors of this hospital, they had a better than 96-percent chance of surviving their wounds and making it home," said Brig. Gen. Frank Gorenc, 332nd Air Expeditionary Wing commander here.

American patients are stabilized at the Balad AB hospital and then usually airlifted to medical facilities at Landstuhl Regional Medical Center in Germany – often within 24 hours. En route to European and American hospitals, the patients receive critical care from aeromedical teams who save lives and ensure proper care is ready at the next stop.

"Moving the trauma care to the front is important and profound," Taylor said. "We're able to do this and provide medical care en route thanks to our air dominance."

— Lt. Col. Bob Thompson
332nd Air Expeditionary Wing Public Affairs

by Tech. Sgt. Steve Horton

***Air Force surgeons work to save a patient's life** at Balad Air Base's hospital located about 42 miles north of Baghdad, Iraq. If a wounded Soldier, Sailor, Marine, Airman or civilian made it through the doors of this hospital, they had a better than 96-percent chance of surviving their wounds and making it home.*

DEPLOYMENT MAKES TRAINING MISSION 'REAL'

ALI BASE, Iraq (AETCNS) — In the heart of a combat environment, speed and accuracy are key – even more so when it comes to an aircraft. And though most cargo aircraft are relatively agile in flight, they are not while on the ground.

One team's mission at Ali Base is to ensure those aircraft stay on the ground for as little time as necessary and that they take off safely full of cargo.

While deployed as part of that 12-person team, known as the Air Traffic Operations Center, two Altus Air Force Base, Okla., Airmen were able to make the connection between their home unit's training mission and its impact on the front lines.

Staff Sgt. Joe Lankford and Senior Airman Randy Walgren are part of the ATOC unit here that works around the clock to move passengers and cargo safely on and off the C-17s and C-130s that transit Ali.

Despite being exposed to hazards such as intense heat, dust storms and darkness, the Airmen said they enjoy the challenge.

— Master Sgt. Andrew Gates
407th Air Expeditionary Group Public Affairs

by Master Sgt. Andrew Gates

***Using a five-ton, all-terrain forklift,** Staff Sgt. Joe Lankford, 407th Expeditionary Logistics Readiness Squadron, Ali Base, Iraq, positions baggage for loading on an outbound C-130. His unit moves more than 700 tons of cargo and 4,000 passengers each month.*

AIR FORCE RELEASES REPORT ON MAJOR'S DEATH

RANDOLPH AIR FORCE BASE, Texas — The Air Force released a report of investigation May 19 into the Feb. 15 death of Maj. Bryan Adrian, citing the cause of death as a pre-existing heart condition known as Long Q-T Syndrome, along with five other factors.

Adrian was temporarily assigned to the 342nd Training Squadron at Lackland Air Force Base, Texas, during training to be a combat rescue officer. He had been at Lackland since Dec. 5, attending the Pararescue/Combat Rescue Officer Preparatory and Indoctrination courses. He died during the seventh week of the eight-week indoctrination course. He lost consciousness while participating in a 50-meter underwater swim.

According to the investigation report, "Several instructors immediately recovered Major Adrian to the deck of the pool and attempted to revive him through cardiopulmonary resuscitation. Emergency medical technicians from the Lackland Fire Department arrived within five minutes and attached an automated external defibrillator. Shortly thereafter, Wilford Hall Medical Center emergency medical technicians arrived, took control of his care and transported him by ambulance to the emergency room (where he was pronounced dead after numerous unsuccessful efforts to revive him."

Long Q-T Syndrome results from an abnormal delay in the heart's electrical conduction ability which affects the heart's ability to pump blood. As a result of his syndrome, the major suffered a non-recoverable primary cardiac arrhythmia during the 50-meter underwater swim, the report stated.

In addition to the Long Q-T Syndrome, the investigation board found five factors that significantly contributed to Adrian's death. They included:

- *The strenuous exercise of the PJ/CRO course*
- *Hypoxia induced by the 50-meter underwater swim*
- *The major's use of dietary supplements and over the counter medications*
- *Adrian's unyielding determination to complete the course*
- *The rescuers' problems securing an airway and delay in attaching the defibrillator.*

AIR FORCE, ARMY TEAMS COMPETE IN ADVENTURE RACE

LAUGHLIN AIR FORCE BASE, Texas (AETCNS) — While the morning sun swiftly scaled the West Texas sky, 360 Airmen, Soldiers, civilians and spouses psyched themselves up for a grueling, intense endeavor as the start of the second annual Laughlin AFB Adventure Race drew near May 13.

The race would take 49 teams from two branches of service, including six Texas and New Mexico Air Force bases, on a trip not intended for the faint of heart. Only those who truly embodied the "fit-to-fight" mindset would come out on top after approximately 25 miles of biking, seven miles of running and two miles of rafting.

"The objective was for everyone to have a great time and be safe while doing something they would not normally think they could do," said Bill Goins, the race director. "For those more fit individuals, it was a way to really push themselves."

Teams were made up of eight members. At designated checkpoints throughout the race course, members could swap out with other team members, allowing everyone on the team to take needed breaks.

New this year was the option for participants to form an "Xtreme Team" consisting of only four people, with no substitutions allowed during the entire race.

"The main consideration in the design of the course was safety," Goins said. "After that, it was just what would be the most fun, challenging, grueling, dirty and sweaty route that we could roll into a single race."

The first portion of the course consisted of a 25-mile, on- and off-road mountain-bike leg. Then came a 7-mile run and a sandbag litter carry. Next, participants boarded inflatable rafts and set out on a lake for a 2-mile rowing trek that would take them within 1 mile of the finish line.

After reaching land again, rafters had to hoist and run with their raft and oars in-hand to the finish.

Overall winners of the 2006 Laughlin Adventure Race were the 87th Flying Training Squadron Red Bulls, who took the title for the second year in a row with a total time of 3 hours, 11 minutes and 59 seconds. Team Randolph, from Randolph AFB, Texas, won the Xtreme Team category with a final time of 3:14:25.

by Senior Airman Austin M. May

In the "sandbag litter carry" *portion of the 7-mile run leg of the 2006 Laughlin Adventure Race, (from left to right) Maj. Dan Pence, Senior Airman Olufemi Owolabi, Col. Mike Minahan and Tech. Sgt. Gabriel Valdez compete as relay team "XL1."*

For details on next year's race, contact the Laughlin AFB Health and Wellness Center at (830) 298-6464.

— *Senior Airman Austin May*
47th Flying Training Wing

TALES OF THE STRANGE

DUCT TAPE CAN'T FIX THIS

A misplaced faith in the miracle of duct tape led to the demise of a man boating on the Columbia River.

Duct tape has a reputation for fixing any problem. Maybe that's why two men were fishing in a 12-foot aluminum boat held together with multiple duct tape repairs, including on the motor mount. Suddenly they encountered rough water, and one of the men stood up in the boat.

The overtaxed duct tape gave way, and the vessel, rated to hold 200 pounds, capsized and tossed the two men and their 640 pounds of equipment into the water.

The U.S. Coast Guard rescued one man the next morning, but other was not so lucky. He was found dead in an ill-fitted life jacket.

DON'T LOSE FACE

A man at a West Virginia party popped a blasting cap into his mouth and bit down, triggering an explosion that blew off his lips, teeth and tongue.

The 24-year-old man bit the blasting cap as a prank. Another man had the cap in an aquarium hooked to a battery and was trying to explode it. It wouldn't go off, so the mishap victim said, "I'll show you how to set it off."

He bit down, and immediately lost several pieces of his face.

PASSIONATE PLUNGE

A man with the unlikely ambition to jump off every river bridge in Norwich, England, ended his athletic career with a 70-foot leap into three feet of water.

Friends said the 34-year-old man had fulfilled his dream of jumping off every city bridge spanning the River Wensum. Having exhausted the bridge selection, this time he climbed to the top of a multi-story car park, looked down from the parapets, and shouted an inquiry to onlookers asking how deep the water was. Then he plunged to his death in the shallow water below.

Emergency workers were unable to resuscitate the man, who was said to possess "a strange and unusual passion for jumping into rivers."

DEATH TOLL RISES FOR KIDS

USING INEXPENSIVE, INFLATABLE POOLS

As consumers immerse themselves in summer fun, the U.S. Consumer Product Safety Commission is warning about the increase in drowning deaths reported in inexpensive, inflatable pools, and again reminding parents and caregivers to take critical steps that will help protect children from drowning hazards in all types of pools.

CPSC reports there are about 280 drowning deaths of children younger than 5 each year in swimming pools, and an estimated 2,100 children were treated in hospital emergency rooms for pool submersion injuries in 2005 – mostly in residential pools.

CPSC has reports of 17 drowning deaths involving inflatable pools in 2005, up from nine in 2004 and 10 in 2003. Small inflatable pools, about 2-feet deep, can cost as little as $50, and larger pools, up to 4-feet deep and 18-feet wide, can cost under $200. These pools often fall outside of local building codes that require barriers, and may often be purchased by consumers without considering the barriers necessary to help protect young children from the dangers of pools.

The Unexpected Horror

Many drowning deaths occur when young children are not expected to be near the pool area. In a CPSC study, almost 70 percent of the victims were last seen in the house or nearby on a porch or in the yard before the incident.

Drowning can occur in the few minutes it takes to answer the phone. About 77 percent of the victims had been missing for 5 minutes or less when they were found. Precious time is often wasted looking for missing children anywhere but in the pool. Since every second counts, always look for a missing child in the pool first.

Parents may think that if their child falls in the water, they will hear lots of splashing and screaming, and that they will be able to come to the rescue. Many times, however, children slip under the water silently. Even people near the pool report hearing nothing out of the ordinary.

Reducing the Risk

To reduce the risk of drowning, CPSC recommends layers of protection, including barriers, such as a fence with self-closing, self-latching gates completely surrounding pools to prevent unsupervised access by young children. If the house forms a side of the barrier, use alarms on doors leading to the pool area or a power safety cover over the pool.

It is important to always be prepared for an emergency by having rescue equipment and a phone near the pool. Also, all parents should learn cardiopulmonary resuscitation.

"No one layer of protection is foolproof to prevent drowning in pools," CPSC Chairman Hal Stratton said. "Use as many layers of protection as possible. Multiple barriers and constant supervision are essential to protecting children."

Developing New Standards

The CPSC staff is working with the voluntary standards group ASTM International, consumer safety groups, retailers and inflatable pool manufacturers to develop safety standards for these products. Some local jurisdictions already require barriers for larger inflatable pools. For example, the state of New York requires fencing around any pool that is at least 2-feet deep.

"Parents need to understand any pool poses a drowning risk," Stratton said. "Consider the danger of water before investing in an inflatable pool."

For More Information

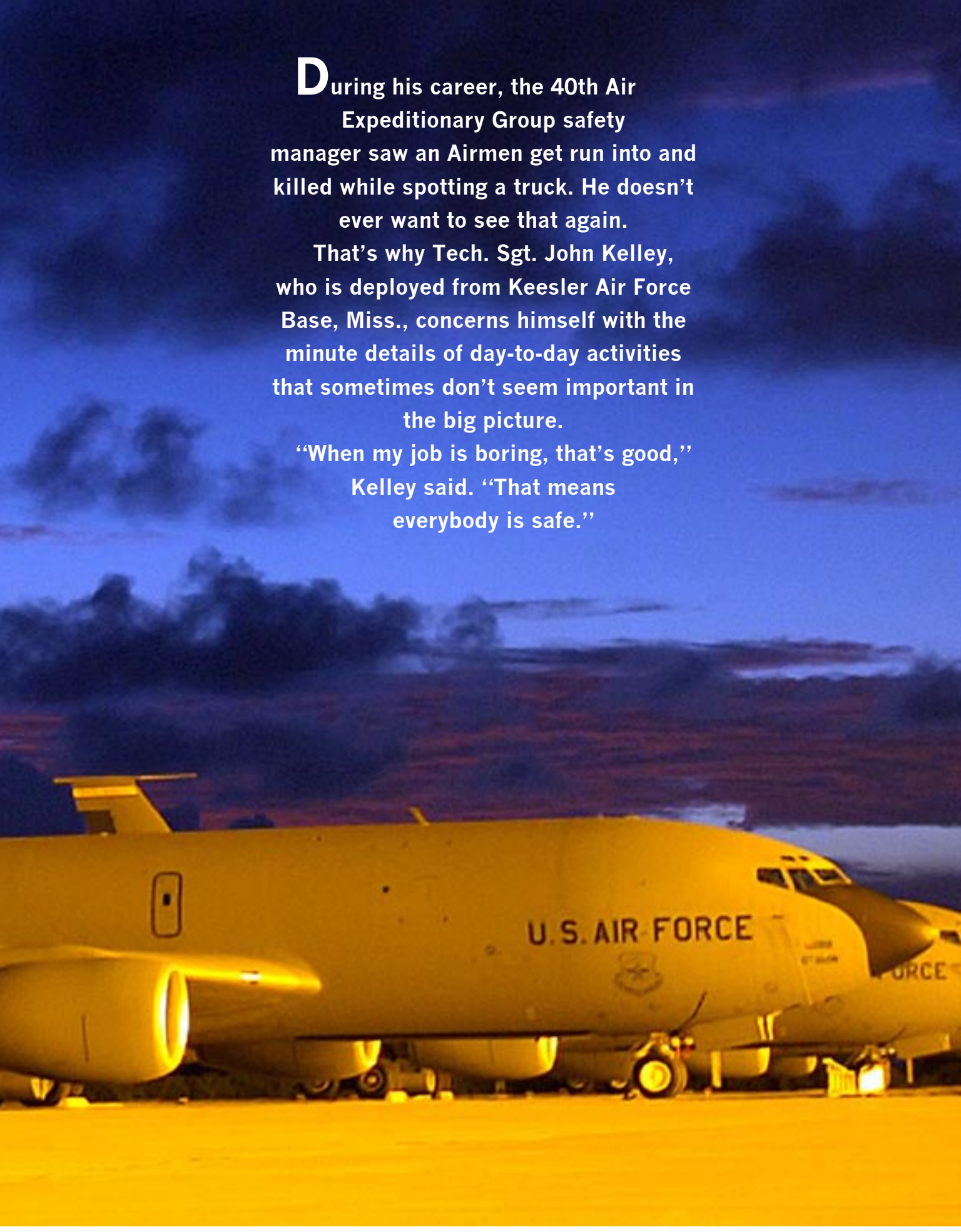
For more information about drowning prevention, read CPSC's Swimming Pool Safety Alert at *www.cpsc.gov/cpscpub/pubs/5101.pdf*, Safety Barrier Guide for Pools at *www.cpsc.gov/cpscpub/pubs/pool.pdf* and How to Plan for the Unexpected at *www.cpsc.gov/cpscpub/pubs/359.pdf* (all items PDF).

BORING *is* BETTER

Safety managers work to keep job 'ho-hum'

By Tech. Sgt. **Jason Smith**
Photo by Senior Master Sgt. **John Rohrer**

These KC-135 Stratotankers *parked on the ramp of a forward operating location provide fuel to B-52 Stratofortresses that fly in support of Operation Enduring Freedom.*



During his career, the 40th Air Expeditionary Group safety manager saw an Airmen get run into and killed while spotting a truck. He doesn't ever want to see that again.

That's why Tech. Sgt. John Kelley, who is deployed from Keesler Air Force Base, Miss., concerns himself with the minute details of day-to-day activities that sometimes don't seem important in the big picture.

"When my job is boring, that's good," Kelley said. "That means everybody is safe."

Ground safety mainly involves inspections, observations and trend analysis, according to Kelley. On a daily basis, he visits different shops around the 40th AEG to ensure personal protective equipment and technical orders are being used the way they were designed to be used. He also studies trends by reviewing previous mishaps so he can spot potential problems before they become real problems.

"The most common mishaps here are sports and recreation related," Kelley said. "They're off-duty mishaps that happen from volleyball or swimming or some other sport-type activity."

Kelley said these types of accidents may never be eliminated, but people can cut down on the number of mishaps by stretching and eliminating potential hazards before they start the activity.

As far as work-related ground safety mishaps go, Kelley said the 40th AEG is doing great, but there's always room for improvement.

"In my three weeks, the trend hasn't involved people damage, but material damage," Kelley said. "I've had two incidents where people backed into something because they weren't using spotters."

During past rotations, Kelley said people have smashed fingers and dropped objects causing injuries.

Working alongside Kelley is Staff Sgt. Erick Lombardo, 40th AEG flight safety NCO, deployed from Dyess AFB, Texas. Lombardo, along with the rest of the safety office, works to keep aircraft in the air and flying missions rather than down for preventable maintenance.

Two of the many programs flight safety oversees are the foreign object damage and bird avoidance strike hazard programs.

Although the FOD program is run by the 40th AEG quality assurance office, the safety office supports the program, and everyone here can help prevent aircraft damage. According to Lombardo, any small object, piece of coral or rock has the potential to create millions of dollars worth of damage. Simply reaching down and picking up a pebble could save money and lives.

"FOD sweeps are done before an aircraft takes off or lands," Lombardo said. "Either safety or the supervisor of flying sweeps the runway looking for anything that could cause a problem."

Not all hazards are immobile ground objects. Flight safety also runs the BASH program that focuses on keeping birds away from the flight line and flight path (see page 11).

Just like Kelley does with ground safety, Lombardo looks for trends in flight safety.

"With trend analysis, we're trying to figure out and solve problems before they happen," Lombardo said. "After a reportable mishap, we focus on the findings, causes and recommendations. Once something has occurred, we find a way to make sure it doesn't happen again."

The focus of the safety program is prevention. When there are no mishaps or reports to do, the safety office knows they've done a good job.

Sergeant Smith is with the 40th Air Expeditionary Group public affairs office supporting Operation Enduring Freedom.

by Staff Sgt. Patrick Mitchell

Prepare to fire! *Staff Sgt. Erick Lombardo (left) and Tech. Sgt. John Kelley, both from the 40th AEG safety office, prepare to fire the BASH canon.*

USAF photo

The common mishaps *to deployed troops here are sports and recreation related.*

Program Aims to Eliminate Bird Threat to Aircraft

On bird vigil, *(left to right) Capt. Jeremy Homes, Tech. Sgt. Roy Ollie, Master Sgt. Joe Haddox and Staff Sgt. Jason Bamberg watch for birds as a B-52 Stratofortress lands.*

by Senior Master Sgt. John Rohrer

OPERATION ENDURING FREEDOM (AFPN) — This team of four works to save lives, aircraft and money, usually behind the scenes. They are vital to the mission of this forward operating location serving Operation Enduring Freedom by running the bird aircraft strike hazard, or BASH, program.

The 40th Air Expeditionary Group safety office manages the BASH program by monitoring, evaluating, and where needed, eliminating the threat so that the aircraft based here can complete their combat missions.

The primary threats to bombers and refuelers launched and recovered from here are wimbrels, mynahs and egrets.

"For an effective BASH program we need to ensure aircraft are safe to take off and land without the threat of a bird strike," said Tech. Sgt. Roy Ollie, flight safety noncommissioned officer. "With minimal resources available, especially at a deployed location, we cannot afford to lose one aircraft to a bird strike."

The B-52 Stratofortresses launched from here provide close-air support for U.S. and coalition forces on the ground in Afghanistan. The KC-135 Stratotankers provide gas — building air bridges — so that B-52s can complete their missions.

The safety office uses a four-pronged approach to decrease the threat of aircraft bird strikes.

There are six cannons on the airfield. The control tower or the safety office sets them off when needed to scare birds out of the area. The safety office also uses pyrotechnic guns to scare birds away.

Another approach is "pushing" or "directing" birds out of the area with the safety vehicle by approaching them and slamming doors, honking horns, etc. The last approach is eliminating the birds with a shotgun.

The cost of a bird strike can be deadly or, at a minimum, create a mission no-go.

"Depending where (on the aircraft) the strike occurs, it could cause an engine failure that leads to a loss of thrust during takeoff where the crew and aircraft would be lost," Ollie said. "Another possibility is losing vital instruments or flight control systems because an engine-driven generator or hydraulic pump isn't functioning, also resulting in a catastrophic mishap."

Another factor of a bird strike is the non-mission capable status while engines are being replaced. Both the B-52 and KC-135 could be down for 24 hours or more, thus hampering the mission, Ollie said.

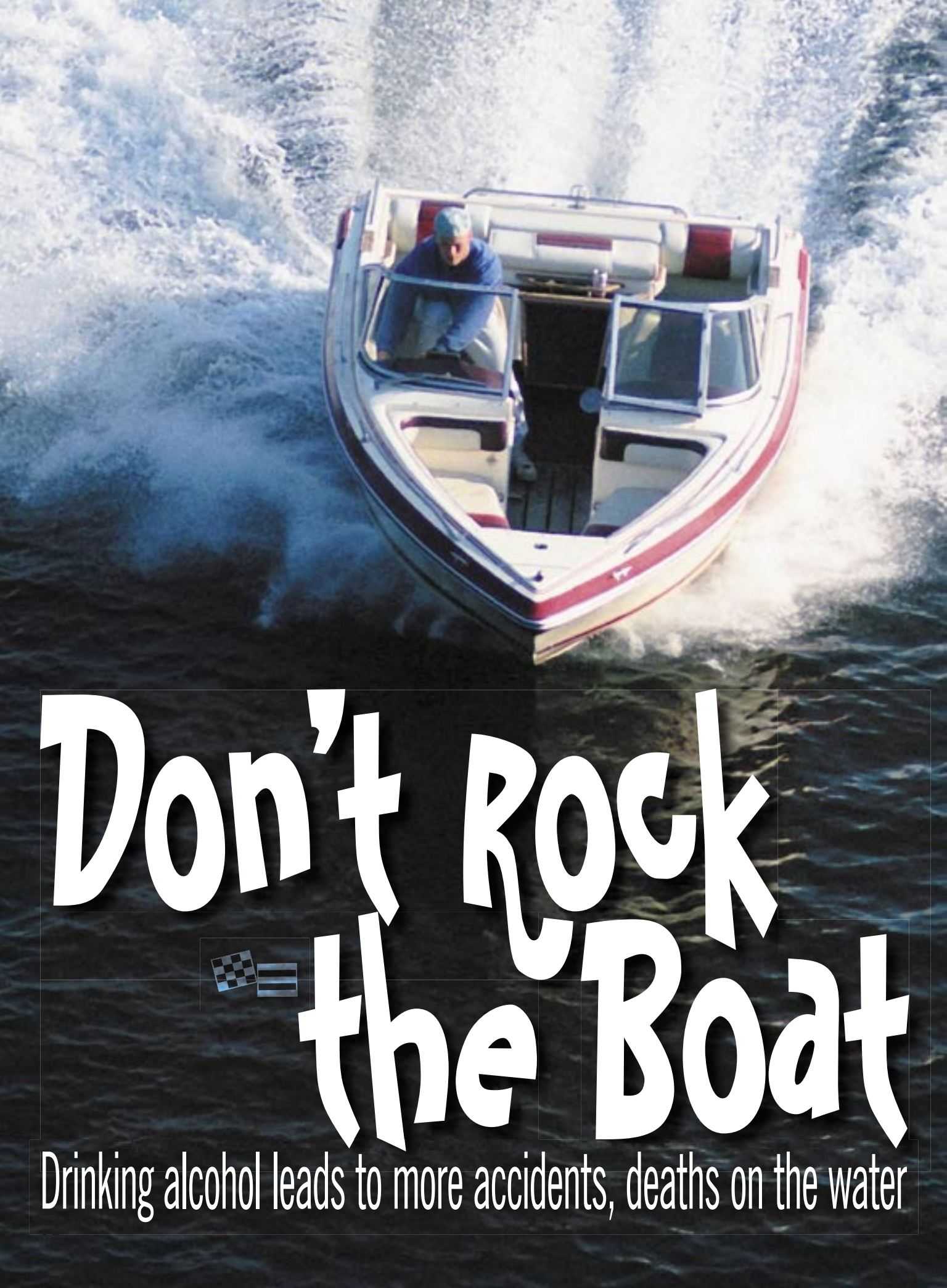
B-52 pilots know how important this program is to their mission.

"As a commander of a combat squadron, a solid BASH program offers my organization two important benefits," said Lt. Col. Mark Maryak, 20th Expeditionary Bomb Squadron commander.

"First, avoiding bird strikes offers immediate benefits for the crews returning from extremely long-duration sorties. If they were to encounter a bird strike while approaching the field, they would have to hold and accomplish a time-consuming controllability check," the colonel said.

"Secondly, avoiding bird strikes keeps our B-52 fleet healthy. Because the maintainers do not have to spend time inspecting and fixing bird strike-related problems, they can prepare our bombers for their next 'in country' sortie in minimum time — taking the fight to the enemy," Maryak said.

— Master Sgt. Scott King
40th Air Expeditionary Group Public Affairs



Don't Rock the Boat

Drinking alcohol leads to more accidents, deaths on the water

A man nearly two times over the legal limit for blood alcohol content killed one of his best friends in a drunken boating crash last year. He crashed his powerboat into the shoreline, ejecting all three occupants.

Then a personal watercraft driver with a with a blood alcohol content that would have gotten him arrested for drunken driving on a highway slammed into a tube carrying a 7-year-old boy. The man pleaded guilty to negligent homicide, a crime punishable by up to two years in prison.

At least 15 people were injured when two 28-foot boats traveling in opposite directions collided in a narrow, heavily trafficked channel of a river. One man drowned, and two others were seriously injured. Alcohol was involved in the mishap.

Each year hundreds of lives are lost, thousands are injured, and millions of dollars of property damage occurs because of preventable recreational boating accidents on U.S. waterways. More than a third of those accidents have some sort of alcohol involvement. Too often pleasure outings turn tragic. You — as a boat operator, passenger, or concerned individual — can make a difference.

It's a Different World on the Water

In the marine environment, motion, vibration, engine noise, sun, glare, wind and spray intensify the effect of alcohol and drugs. These "stressors" cause "boater's hypnosis" or fatigue and dramatically affect a boat operator's coordination, judgment, vision and reaction time.

Alcohol can decrease a person's ability to handle a boat in many ways. As a depressant, alcohol goes straight to the nerves, blood stream, and the brain. As recreational boaters, it's hard enough to remember all the rules, regulations, boat handling techniques, etc., while lucid. A few beers to quench the thirst in a rapidly dehydrating body intensifies the effects.

There's hidden danger too. Common prescription medications — like those for heart or blood pressure – could possibly have side effects that can be multiplied by environmental stressors. So boating under the influence, or BUI, is a factor even for those who don't drink or use dangerous drugs. If you are unsure or have questions about your medications, contact your physician.

Levels of blood alcohol or medications that would have little impact on land can potentially cause a much greater degree of impairment for the operator of a boat.

That's one reason BUI is a clearly identified contributor to approximately 34 percent of fatal boating accidents.

How Can Boating Under the Influence Affect Me?

- Your peripheral vision, night vision, focus and ability to distinguish colors (particularly red and green) diminish.
- Your inner ear can be disturbed, making it impossible to distinguish up from down if you fall in the water.
- A physical sensation of warmth may make it easier to fall victim to hypothermia.
- Your cognitive abilities and judgment deteriorate.
- Your balance and coordination are impaired.
- Your reaction time decreases.

A boat operator with a blood alcohol concentration above 0.10 percent is estimated to be more than 10 times as likely to die in a boating accident as a sober operator. Most states and the federal government have a BAC limit of .08 percent.

U.S. Coast Guard data shows that in boating deaths involving alcohol use, over half the victims capsized their boats and/or fell overboard.

Alcohol can also be more dangerous to boaters because boat operators are often less experienced and less confident on the water than on the highway. Recreational boaters don't have the benefit of experiencing daily boat operation. In fact, boaters average only 110 hours on the water per year.

Enforcement and Penalties

It's illegal to operate a boat — any boat, from a canoe, rowboat, or personal watercraft to the largest vessel — under the influence of alcohol or dangerous drugs. The U.S. Coast Guard and local law enforcement agencies cooperate to enforce stringent state and federal laws. Penalties can include large fines, suspension or revocation of boat operator privileges, and even jail terms.

If you are determined to be operating a vessel while intoxicated, the Coast Guard may board your vessel, arrest you, detain you, terminate your voyage until you are no longer intoxicated, or turn you over to state or local authorities.

The Coast Guard and the states cooperate fully in enforcement to remove impaired boat operators from the waters.

In waters that are overseen solely by the states, the states have the authority to enforce their own BUI statutes. In state waters that also are subject to U.S. jurisdiction, there is concurrent jurisdiction. That means if a boater is apprehended under federal law in these waters, the Coast Guard will (unless precluded by state law) request that state law enforcement officers take the intoxicated boater into custody.

When the Coast Guard determines that an operator is impaired, the voyage may be terminated. The vessel will be brought to mooring by the Coast Guard or a competent and un-intoxicated person on board the recreational vessel.

Depending on the circumstances, the Coast Guard may arrest the operator, detain the operator until sober, or turn the operator over to state or local authorities.

Tips for Avoiding Boating Under the Influence

Boating, fishing and other water sports are fun in their own right. Alcohol can turn a great day on the water into the tragedy of a lifetime.

Consider these alternatives to using alcohol while afloat:

- Take along a variety of cool drinks, such as sodas, water, iced tea, lemonade or non-alcoholic beer.
- Bring plenty of food and snacks.
- Wear clothes that will help keep you and your passengers cool.
- Plan to limit your trip to a reasonable time to avoid fatigue. Remember that it's common to become tired more quickly on the water.
- If you want to make alcohol part of your day's entertainment, plan to have a party ashore at the dock, in a picnic area, at a boating club or in your backyard. Choose a location where you'll have time between the fun and getting back into your car or boat.
- If you dock somewhere for lunch or dinner and drink alcohol with your meal, wait a reasonable time (estimated at a minimum of an hour per drink) before operating your boat.
- Having no alcohol while aboard is the safest way to enjoy the water. Intoxicated passengers are also at risk of injury and falls overboard.

Spread the word on the dangers of BUI. Many recreational boaters forget that a boat is a vehicle, and that safe operation is a legal and personal responsibility.

Information courtesy of the U.S. Coast Guard

Boating Fatality Rates

YEAR	FATALITIES	INJURIES	ACCIDENTS
1994	784	4,084	6,906
1995	829	4,141	8,019
1996	709	4,442	8,026
1997	821	4,555	8,047
1998	815	4,612	8,061
1999	734	4,315	7,931
2000	701	4,355	7,740
2001	681	4,274	6,419
2002	750	4,062	5,705
2003	703	3,888	5,438
2004	676	3,363	4,904

Boating Statistics

■ In 2004, States and jurisdictions reported a total of 12,781,476 registered recreational boats compared to 12,794,616 in 2003. The 4,904 boating accidents reported in 2004 resulted in 676 fatalities, 3,363 injuries, and $35,038,306 in property damage.

■ Nearly 70 percent of all fatal boating accident victims drowned (484 out of 676). About 90 percent of the victims who drowned were not wearing their personal flotation device (life jacket). Overall, fatal accident data show approximately 431 lives could have been saved last year if boaters had worn their life jackets.

■ The most reported type of accident was a collision with another vessel. However, capsizing and falls overboard are the most reported types of fatal accidents and accounted for more than half (57 percent) of all boating fatalities. Boat operators need to pay attention to the capacity label on their boat and be careful not to overload small boats (less than 16 feet) with passengers and/or gear.

■ Overall, carelessness/reckless operation, operator inattention, operator inexperience, excessive speed and alcohol are the leading contributing factors of all reported accidents.

— Courtesy U.S. Coast Guard

Did you know?

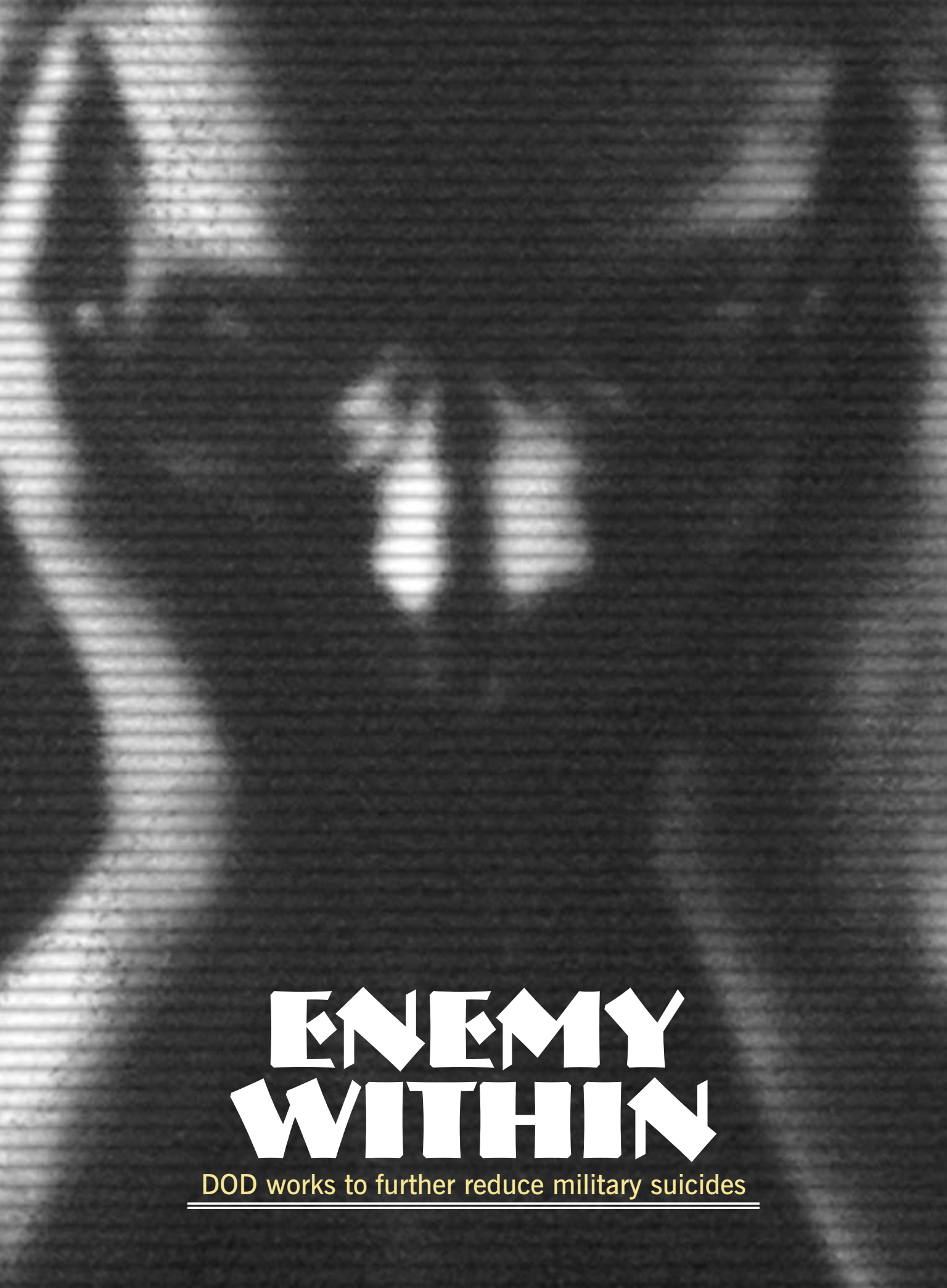
A boat operator is likely to become impaired more quickly than a driver, drink for drink.

The penalties for BUI can include large fines, revocation of operator privileges and serious jail terms.

The use of alcohol is involved in about a third of all recreational boating fatalities.

Every boater needs to understand the risks of boating under the influence of alcohol or drugs (BUI). It is illegal to operate a boat while under the influence of alcohol or drugs in every state. The Coast Guard also enforces a federal law that prohibits BUI. This law pertains to ALL boats (from canoes and rowboats to the largest ships) — and includes foreign vessels that operate in U.S. waters, as well as U.S. vessels on the high seas.

— Courtesy U.S. Coast Guard



ENEMY WITHIN

DOD works to further reduce military suicides

By **Donna Miles**

Suicide rates within the military are about half those in the general military-aged population, but the Defense Department is reaching out to its members to help further reduce the incidence of suicide within the ranks, a top military doctor said.

The suicide rate for military members during 2005 was 11 per 100,000, according to Dr. David Tornberg, deputy assistant secretary of defense for clinical and program policy. That compares to about 19.5 per 100,000, the national average for Americans in the 20- to 44-year age group. And experts say this rate may actually be 40 or 50 percent higher than reported, Tornberg said.

"We have substantially fewer suicides in the services," he said. Yet in-depth investigations into every military death and extensive publicity associated with military suicides often give the American public the opposite impression, he acknowledged.

In fact, the suicide rate within the military has remained "remarkably steady" over the past decade, through peacetime and war, Tornberg said.

And while there's no indication that combat deployments increase the likelihood of suicide, Tornberg said it's clear that they add yet another stressor to the troops.

"There's a precipitating reason for every suicide. And in general, it is a response to some life event that has dire consequences to the individual at the time," Tornberg said. "During high-stress situations such as deployments, relationship, financial and other problems may worsen."

Another contributing factor may be the ready availability of weapons.

DOD has long recognized military service as a high-stress occupation, and offers a full array of programs to help servicemembers cope with that stress.

"Ours is high-stress work, and we recognize that and have really robust programs in place for addressing this issue," Tornberg said. "The way we see it, one single loss of life is a problem."

The key is making mental health services more available, removing the stigma often associated with seeking care, and teaching troops to recognize when they or a fellow servicemember may need help.

Each of the services has its own suicide prevention program tailored to its force. But despite subtle differences, all the programs make mental health support and suicide prevention available to servicemembers before, during and after deployment.

Medical screenings that include mental health factors, given before and after deployments, help identify people in distress. During deployments, mental -health-support teams and chaplains provide support. Unit leaders are trained to recognize telltale signs and steer their troops to the services they need.

Servicemembers often form the first line of defense, looking out for each other. When they're concerned that a buddy's in trouble, Tornberg advises the direct approach.

"If you see someone undergoing difficulties in this area, ask them if they are considering taking their life and encourage them to seek counseling and assistance," he said.

If that doesn't work, Tornberg urges people to go to their unit leaders, chaplains or mental health professionals with their concerns.

"If there's a concern about suicide, we encourage them not to keep that confidential until after the fact," he said.

"WE HAVE SUBSTANTIALLY FEWER SUICIDES IN THE SERVICES. YET IN-DEPTH INVESTIGATIONS INTO EVERY MILITARY DEATH AND EXTENSIVE PUBLICITY ASSOCIATED WITH MILITARY SUICIDES OFTEN GIVE THE AMERICAN PUBLIC THE OPPOSITE IMPRESSION."

Much of DOD's suicide-prevention effort is directed at educating servicemembers to recognize when they need help and where to go to get it.

"We strive to train our servicemembers about risk factors for suicide and the warning signs and to encourage them to seek help if they're in a stressful situation," Tornberg said.

Troops returning from deployments go through a reintegration process that includes briefings about difficulties they may encounter reentering society and communicating with their families and friends. They receive warnings about the dangers of abusing alcohol, a factor often associated with suicide.

With the wide availability of mental health services, one of DOD's big challenges is getting people to take advantage of them. Although there's less resistance now than in the past to seeking help, "we can't ignore the fact that broadly in society there's still a stigma associated with mental health concerns and seeking help," Tornberg said. "And we are working actively through our leadership to try to break those barriers down."

Ms. Miles is a staff writer with the American Forces Press Service.

SUICIDE DEATHS

	AETC	AIR FORCE
2001	11	35
2002	5	29
2003	8	38
2004	9	49
2005	7	31
*2006	5	23

Source: AETC Surgeon General Office Life Skills Support Branch * As of July 7


AFT 3565
USAF

'BORDER PATROL'

Laughlin students keep air traffic controllers busy

By Tech. Sgt. **Ryan Mattox**
Photo by Tech. Sgt. **Jeffrey Allen**

Just outside the small border town of Del Rio, Texas, with its low-key appearance and down-home lifestyle, Airmen control the Air Force's sixth busiest runway.

Senior Airman Jennifer Manibusan *makes a note about the day's flights with guidance from Senior Airman Anthony Michels in the air traffic control tower at Laughlin Air Force Base, Texas. Manibusan, from Alameda, Calif., and Michels, from Rosemont Minn., are air traffic controllers with the 47th Operations Support Squadron.*

Airmen of the 47th Operations Support Squadron's air traffic control complex at Laughlin Air Force Base, Texas, operate in a unique training environment. They deal with student pilots, a shortage of air traffic controllers and flight safety concerns along the U.S-Mexico border.

Last year, air traffic controllers and student pilots generated more than 59,000 sorties from the base that is five miles north of the border. Laughlin pilots also racked up more than 89,000 flight hours, Chief Master Sgt. Zelda Montoya said. The chief is the squadron's chief of radar and approach control.

She said the complex, which consists of the air traffic control tower and the radar approach control facility, is also the fourth busiest in Air Education and Training Command with more than 258,000 aircraft passing through its air space annually.

> "It's different here because it's a pilot training base. It's a high operations tempo. We have a lot of traffic, lots of student pilots in and out, there is a high turnover, and it's a unique environment to work in. At a normal base, you are dealing with experienced pilots. But here you have new pilots, three runways, high volumes of traffic — so the rules are unique."

The squadron manages the 47th Flying Training Wing's T-1 Jayhawk, T-6 Texan II and T-38 Talon trainers, as well as transient aircraft, and it assists with some aircraft that use nearby Del Rio International Airport.

Pilots buzzing above keep Laughlin air traffic controllers busy. They also create a hectic training environment for new air traffic controllers, the chief said.

Currently, there are 14 Airmen in various levels of training. But before they can become fully qualified and earn their five-level specialty badge, they will spend more than 11 months in training before moving on to handling live traffic without supervision, Montoya said.

"We have a lot of training here — not just for pilots but also for our air traffic controllers," Montoya said. "We maximize every opportunity to train. However, because you have student

pilots and air traffic controllers training here, that makes for an atmosphere where you have to be very alert."

Airmen train in the tower and the radar approach control facility using various radar simulators, classroom training, training videos and local computer-based training to meet their stringent training requirements.

Air traffic control journeyman Senior Airman Anthony Michels has more than three years on the job. He's adapted to the workload at Laughlin.

"I love this job. It's fun and intense because every single day is different and challenging and you have a lot of responsibility," the Airman said. "I take pride in knowing that I can do this job."

Master Sgt. Daniel Comer, the squadron's chief controller, has many more years of experience. He is responsible for dealing with manning issues, facility management and making sure air traffic controllers are sharp and have what they need to do their job.

On each shift — at any given time — there is a minimum of one watch supervisor and three controllers plus trainees in the tower controlling the movement of aircraft in and out of Laughlin.

"It's different here because it's a pilot training base," Comer said. "It's a high operations tempo. We have a lot of traffic, lots of student pilots in and out, there is a high turnover, and it's a unique environment to work in. At a normal base, you are dealing with experienced pilots.

Tech. Sgt. Rond Sampson *uses a light gun to signal aircraft crossing the runway at Laughlin Air Force Base, Texas. Sampson, from New York City, is an air traffic controller with the 47th Operations Support Squadron.*

But here you have new pilots, three runways, high volumes of traffic — so the rules are unique."

The sergeant said that to work with pilots at the beginning of their career instead of after they have more experience gives controllers a different perspective here. The experienced controllers pass on what they know to the new ones.

The pilots appreciate that.

Capt. Erick Pacheco is one of those pilots. A T-1 instructor pilot, he flies with the 86th Flying Training Squadron. For him, life at Laughlin consists of balancing additional duties and staying proficient in the air, and maintaining his creditability as an instructor. Controllers help him achieve that balance.

"I think I've gained more self-confidence and situational awareness in a short amount of time here than I would have gained at a different assignment," Pacheco said.

That's something for which he gives partial credit to the air traffic controllers. He also said flying at Laughlin is all about location and maintaining a good working relationship with air traffic controllers.

"It's a good location because it is centrally located, and it gives our students an opportunity to be exposed to different airspaces," he said. "And controllers do a good job controlling those three runways."

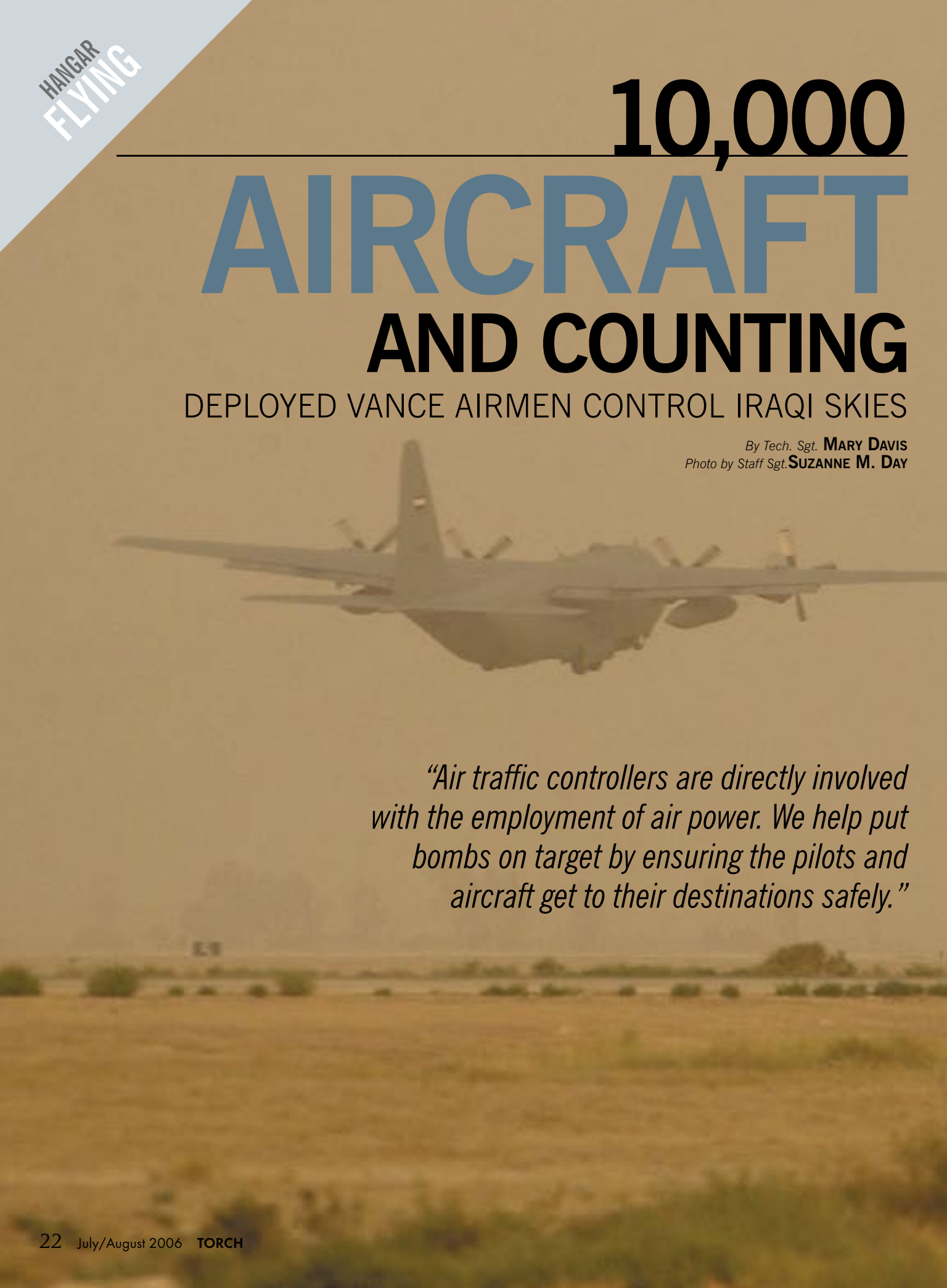
Sergeant Ryan is a staff writer with Air Force Print News.

T-1 Jayhawks *are parked on the ramp in front of the air traffic control tower at Laughlin Air Force Base, Texas. Laughlin's 47th Flying Training Wing trains Air Force pilots, who fly about 89,000 flying hours a year.*

10,000 AIRCRAFT AND COUNTING

DEPLOYED VANCE AIRMEN CONTROL IRAQI SKIES

By Tech. Sgt. **MARY DAVIS**
Photo by Staff Sgt. **SUZANNE M. DAY**



"Air traffic controllers are directly involved with the employment of air power. We help put bombs on target by ensuring the pilots and aircraft get to their destinations safely."

by Master Sgt. Andrew Gates

As he controls the air space over Southern Iraq, *Senior Airman Joshua Beagley, 407th Expeditionary Operations Support Squadron, runs a checklist from the Area Control Center at Ali Base, Iraq. Each month, the center controls thousands of aircraft in a 200-mile radius around Ali.*

Working at the second busiest airfield in the Air Force honed the skills of two Vance Air Force Base, Okla., air traffic controllers who deployed to Ali Air Base, Iraq, in support of Operation Iraqi Freedom.

"Within a four-month span, we moved more than 10,000 military and civilian aircraft safely through the assigned airspace," said Staff Sgt. Jon Neidigh, air control center watch supervisor with the 407th Expeditionary Operations Support Squadron. "Air traffic controllers are directly involved with the employment of air power. We help put bombs on target by ensuring the pilots and aircraft get to their destinations safely."

Although his deployed job is essentially the same as at his home station, it does have subtle differences, said Senior Airman Joshua Beagley, 407th EOSS air traffic controller.

"The airspace we control here is much bigger – approximately the size of Oklahoma," the Springfield, Mo., native said. "We also use code words for everything – frequencies, air space and aircraft."

Another difference is the tracking equipment is less sophisticated at the deployed site, requiring controllers to do some things manually that were automated at their home base, Neidigh explained.

"It also took some time getting used to being a shift worker," the watch supervisor said. "When your schedule changes, you have to adjust your whole routine."

Neidigh's schedule changed again – for the better – when he returned to Vance in May. Neidigh was greeted by his wife of eight months, Emily.

One thing he learned from his deployment was "flexibility is truly the key to airpower," Neidigh said. "Situations can change at a moment's notice, so you have to be ready to adjust your plans accordingly."

Beagley only recently arrived to Ali AB, but has learned that "while stationed at Vance, it's easy to forget what a huge operation the American military is," the Airman explained. "On the way here, I stopped at four bases I've never been to that were much busier. I've come to appreciate our quiet community. Vance is definitely the place to be."

Both controllers agreed that being a part of OIF was a great opportunity.

"There is nothing more rewarding than being able to say we had something to do with rebuilding a country," Beagley said. "A lot of people don't have the chance to provide assistance. I'm just glad I was able to help out."

Neidigh echoed his fellow Airman's sentiments.

"At your home station, you train so that one day you can deploy and contribute to the success of something greater than yourself," he said. "I feel being here in Iraq validated all that training, and I'm proud to have been a part of the changes occurring here."

Sergeant Davis is with the 71st Flying Training Wing Public Affairs at Vance AFB, Okla. (AETCNS)

AIR FORCE'S ONLY C-130 TRAINING SQUADRON
STANDS UP AT LITTLE ROCK

LITTLE ROCK AIR FORCE BASE, Ark. (AETCNS) — The first stop C-130 aircrew members will make in the training pipeline before operating the "Herk" is the newly created 714th Training Squadron here.

Lt. Col. Thomas Anderson assumed command of the squadron from Col. Andy Hamilton, 314th Operations Group commander, in a ceremony June 5 in the base's newest C-130 hangar.

"Today we're making history," Anderson said. "We've seen students leave here, and within two weeks they're deployed throughout the world supporting contingencies in the global war on terrorism. We owe it to them to enhance our training processes; to train better, smarter and to take care of the people who make the squadron, base and country what it is."

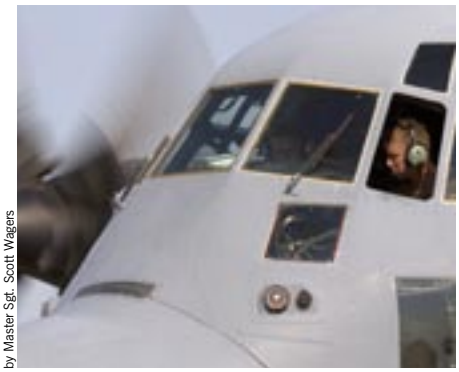
"The 714th will provide the world's finest training for the world's finest C-130 aircrews," Hamilton said.

The squadron is expected to be staffed by 42 military and civilian members performing all student support functions for more than 1,800 U.S. and allied students attending C-130 training annually. There are more than 500 Air Force C-130s around the world and aircrews from all Department of Defense services, the U.S. Coast Guard and 31 foreign nations undergo training here.

Anderson previously served as the 53rd Airlift Squadron's director of operations here and is a command pilot with more than 4,000 hours, including 60 combat hours and 174 combat support hours.

The C-130 primarily performs the Air Force's tactical airlift mission and is capable of operating from unconventional runways. It is also well-suited for air dropping troops and equipment into hostile areas. Most recently, aircrews and aircraft stationed here have been supporting operations in Iraq.

— Capt. David Faggard
314th Airlift Wing Public Affairs



by Master Sgt. Scott Wagers

History was made *when the new C-130 training unit, the 714th Training Squadron, stood up at Little Rock AFB, Ark., June 5. The training is even more vital today as students deploy throughout the world supporting contingencies in the global war on terrorism as early as two weeks after completion of training.*

LOADMASTERS USE
NEW PARACHUTE JETTISON DEVICE

by Senior Airman Cassandra J. Locke

Working inside a cargo aircraft *at Pope AFB, N.C., Tech. Sgt. Robert Russell of the 43rd Operational Support Squadron sets up an emergency parachute jettison device in a cargo aircraft.*

POPE AIR FORCE BASE, N.C. (AFPN) — An emergency parachute jettison device was used for the first time during a Joint Forcible Entry Exercise here April 25.

Loadmasters from Little Rock Air Force Base, Ark., and Dyess AFB, Texas, participated in the exercise. Chief Master Sgt. Steven Pyszka and Master Sgt. Lee McDaniel, loadmaster training instructors from Air Mobility Command, came to ensure the device was properly set up and operated.

The new jettison device has been in development since 1997. It was created to quickly and safely jettison malfunctioning parachutes during an airdrop delivery of heavy equipment.

"The capability of jettisoning extraction parachutes when they are outside the aircraft before the load has been extracted is important," McDaniel said. "A parachute malfunction risks the safety of the crew and the aircraft."

According to Pyszka, when a heavy equipment load is set to drop and that fails, the current protocol is for the loadmaster to take a knife to it and try to cut the lines by hand to release the load out of the aircraft.

"This is more dangerous because the load could break away while the loadmaster is cutting the lines," Pyszka said. That kind of emergency response has been done a number of times during heavy-equipment airdrop missions. The jettison device is designed to initiate a quick release of the load, in the event of a malfunction, at the flip of a switch."

Pyszka said the new jettison device should be operational next year.

— Senior Airman Cassandra Locke
43rd Airlift Wing Public Affairs

HUMAN ERROR LEADS TO DOVER C-5 ACCIDENT

SCOTT AIR FORCE BASE, Ill (AFPN) — The results of an investigation into the C-5 Galaxy crash at Dover Air Force Base, Del., on April 3 found that human error was the cause, Air Mobility Command officials released June 13.

The accident investigation board determined the pilots and flight engineers did not properly configure, maneuver and power the aircraft during approach and landing.

Following a normal takeoff and initial climb, the C-5 aircrew observed a No. 2 engine "Thrust Reverser Not Locked" indication light. They shut down the No. 2 engine as a precaution and returned to Dover AFB. The board determined that during the return to the base:

- The pilots and flight engineers continued to use the shut-down No. 2 engine's throttle while leaving the fully-operational No. 3 engine in idle.
- Both instructor and primary flight engineers failed to brief, and pilots failed to consider and use, a proper flap setting.
- The pilots' attempt at a visual approach to runway 32 resulted in the aircraft descending well below a normal glidepath for an instrument-aided approach or the normal visual flight rules pattern altitude.
- The aircraft commander failed to give a complete approach briefing that would have included non-standard factors, configuration, landing distance and missed approach intentions.

All 17 people on board the C-5 survived the crash, but three crewmembers were seriously injured when the aircraft stalled, hit a utility pole and crashed into a field about a mile short of the runway. The other passengers and crewmembers sustained minor injures and were treated and released from local hospitals.

The aircraft was assigned to the 436th Airlift Wing and was flown by members of the 512th Airlift Wing, a Reserve associate unit at Dover. It was bound for Ramstein Air Base, Germany, and was carrying 105,000 pounds of replenishment supplies for the U.S. Central Command area of responsibility.

by Doug Curran

The recovery team *salvages cargo May 1 from the C-5 Galaxy that crashed at Dover Air Force Base, Del., on April 3. Any damaged cargo went back to the shipping activity to be either repaired or replaced. Undamaged cargo was sent on to its final destination.*

IMPROPERLY INSTALLED ENGINE AUGMENTER FAN MANIFOLD CAUSES F-16 FUEL LEAK, FIRE, CRASH

LANGLEY AIR FORCE BASE, Va. (ACCNS) — A fuel leak and subsequent aircraft fire led an F-16 to depart the prepared runway surface and crash while landing at Lamar Airport, Colo., June 28, according to an Air Force report.

The pilot ejected from the aircraft and sustained minor injuries. No private property was destroyed, and the airport sustained minor damage.

The $19 million aircraft, assigned to the Colorado Air National Guard's 140th Wing at Buckley Air Force Base, Colo., was destroyed when it departed the runway.

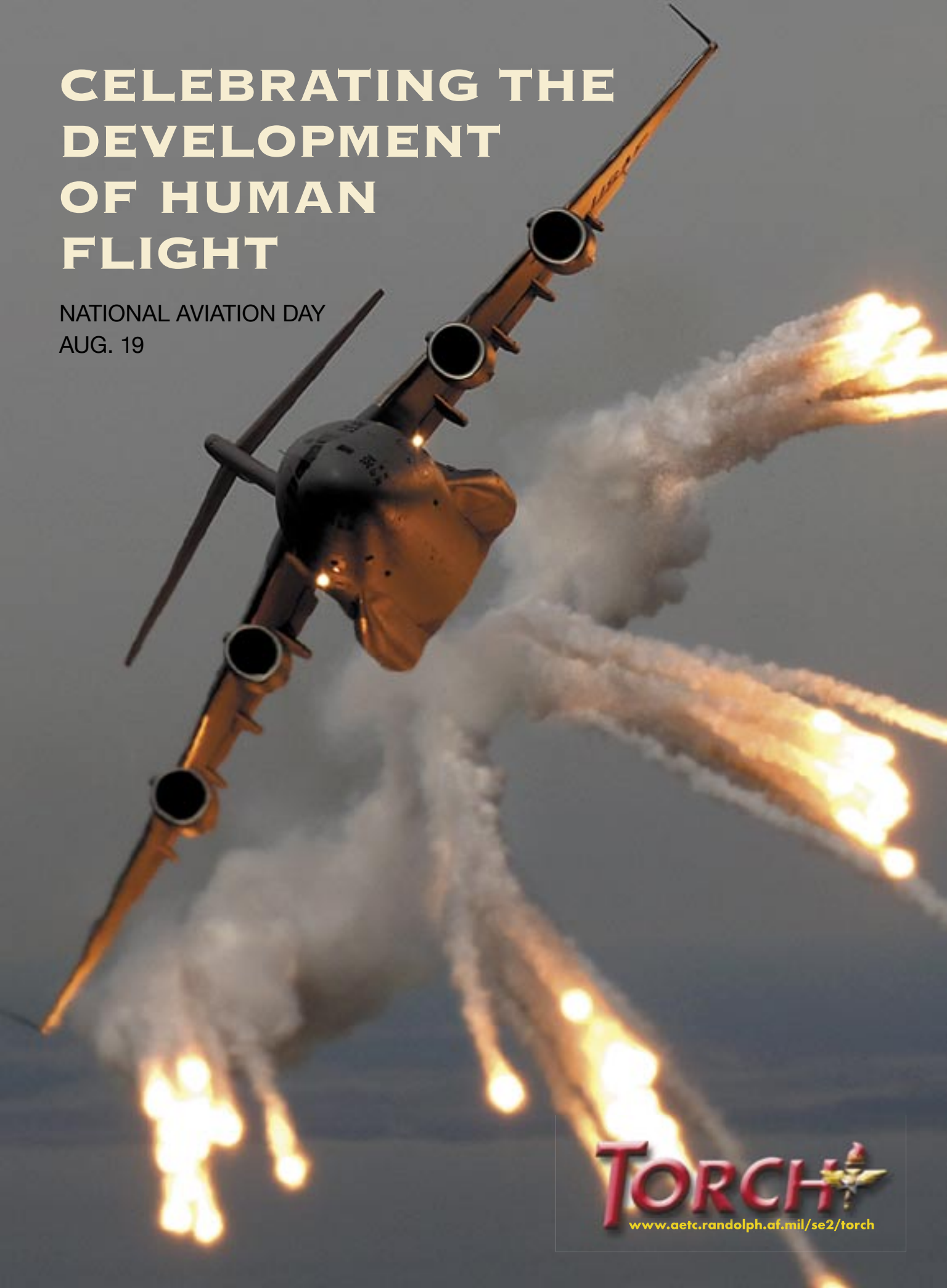
According to the accident investigation board report, an improperly installed engine augmenter fan manifold caused the fuel leak. This manifold supplies fuel to the rear section of the engine when the afterburner mode is selected.

The subsequent fire damaged the aircraft's engine nozzle, speed brakes and flight controls, and rendered one of the channels of the left brake inoperative. The pilot flew a simulated flameout approach into the airport, but the inoperative left brake induced an uncontrollable drift to the right during landing. When the pilot realized he could not prevent the aircraft from departing the prepared runway, he successfully ejected.

The investigation determined there is substantial evidence that the failure to troubleshoot the damaged aircraft systems and the inadvertent movement of the brake channel switch contributed to the pilot's inability to stop the aircraft on the runway.

CELEBRATING THE DEVELOPMENT OF HUMAN FLIGHT

NATIONAL AVIATION DAY
AUG. 19



TORCH
www.aetc.randolph.af.mil/se2/torch