

THE

MOBILITY

THE MAGAZINE OF AIR MOBILITY COMMAND | FALL 2015

FORUM

Proactive Safety
Programs on
TRAC

**AMC WELCOMES
NEW COMMANDER**

**When
You Hurt:**
A Military Crisis Line
Worker Shares Her
Experience

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Volume 24, No. 3

Fall 2015

AIR MOBILITY COMMAND



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

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

denotes digitally enhanced photo.

Subscriptions: U.S. Government Printing Office: 2015-545-114. For sale by the superintendent of Documents, U.S. Government Printing Office. Internet: bookstore.gpo.gov. Phone: toll free (866) 512-1800; DC area (202) 512-1800. Fax: (202) 512-2104. Mail: Stop IDCC, Washington, DC 20402-0001.

AMC RP 91-2. Dist: X

ISSN 1067-8999



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SrA Ralph Colas, 37th AS loadmaster, waits for a green light to drop four pallets of supplies out of a C-130J Super Hercules over Kosovo during an airdrop training exercise.

USAF PHOTO BY A1C TRYPHENA MAYHUGH

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AMC Welcomes New Commander

Gen Carlton D. Everhart, previously commander of the 18th Air Force, had a monumental day on July 28th when he received senate confirmation for his fourth star to become the next AMC commander at Scott AFB, Illinois.

Gen Everhart graduated from Virginia Polytechnic Institute and State University in 1983. He went on to become a command pilot with more than 4,500 hours in at least 10 different aircraft, including the C-130E, C-17A, and C-21A. Gen Everhart—who has served at Headquarters Air Education and Training Command as the Inspector General and as the Deputy Director of Intelligence, Operations, and Nuclear Integration for Flying Training—was the Air Force aide to the President and has commanded at the squadron, group, and wing levels.

Deploying to Afghanistan as the Deputy Commander of Political-Military Affairs, Combined Security Transition Command-Afghanistan, Gen Everhart was the direct liaison for the U.S. Ambassador and the Commander, International Security Assistance Force. He previously commanded the 3d Air Force and 17th Expeditionary Air Force in Germany, as well as the 618th Air and Space Operations Center (Tanker Airlift Control Center) at Scott AFB. Since June 2014, he served as the 18th Air Force's commander, also at Scott AFB.

Gen Everhart replaces Gen Darren McDew, who was confirmed to be commander of the U.S. Transportation Command.

Quoting the Secretary of the Air Force at the 2014 Airlift Tanker Association Symposium, Gen Everhart said, "Air Mobility Airmen shrink the world," and adding, "You make the impossible happen—every single day." Welcome, Gen Everhart, and congratulations!



It's All About the TEAM!

By MAJ GEN WAYNE SCHATZ,
Vice Commander, AMC

I'm Maj Gen Wayne Schatz and I moved into the AMC vice commander seat on June 1. My wife, Kim, and I wish Lt. Gen. Brooks Bash and MaryBeth all the best, and are excited about this new opportunity—we realize we have some really big shoes to fill! I'm working my way through meeting folks in

each directorate and immersing myself in the details of AMC these first few weeks while supporting Gen McDew. I'm excited to be back at AMC leading the very best Airmen in the world!

As a way of introduction, people often ask me why I joined and stayed in the Air Force for over 32 years. Well, I wanted to be a pilot from the time I was in the third grade, so I set my goals on that—as much as a person can at that young age. My father served a few years in the Air Force, but it was before I was born, so I did not grow up around the military. When I was in high school, a counselor mentioned the Air Force Academy, and it sounded like a great way to go to college. Honestly, at the time, that is all it was—a way to pay for my education,

just as I'm sure it was for many of you when you first joined this great Air Force team. When I graduated and completed pilot training, my plan was to serve my first commitment, and then get out and go do something else, perhaps even fly for an airline.

However, one particular event changed the course of my career. As a young captain, I had the opportunity to take 175 Airmen to Korea and lead them through an operation readiness inspection. It was a big deal to me that my group commander gave me a lot of responsibility. Bringing the whole team of maintainers together, the other support personnel and the C-130 aircraft—and delivering successful results—showed me the Air Force was more than just flying planes. It taught me that it takes a T-E-



Airman Leadership students salute the flag during a flag detail at Scott AFB, Ill.

USAF PHOTO BY SRA TRISTIN ENGLISH



First, focus on our core values: integrity, service, and excellence in all that we do.

A-M to deliver the capability we do for our nation, and being part of that team changed me.

Along my career path, several leaders encouraged and mentored me, including former Chief of Staff of the Air Force, Gen Norton Schwartz. I applied the many lessons I learned from the people I served under when I was fortunate enough to be a leader myself. Those people and those experiences motivated me to keep going, and they helped shape my beliefs, expectations, and priorities.

I like to think I also gained a little wisdom over the years. I certainly gained perspective, having worked as a young aircraft commander, a flight commander, a squadron commander, a group commander, a wing commander twice, and now as a general officer. I know what you go through on a day-to-day basis, and I hope to make things better, especially for Airmen out there on the pointy end of the spear.

Ours is a critical mission that no other nation in the world can match. No one else can deliver combat capability or humanitarian assistance halfway around the world at a moment's notice. No one else has the reach of our air refueling capability. No one else can bring injured Soldiers, Marines, Sailors, Airmen, Coast Guardsmen, and civilians home from overseas so quickly. We ought to be proud of that

capability ... and humbled. I hope I can apply some of what I've learned to help make sure we accomplish our mission safely and professionally, to make sure we take care of our Airmen and our families while we're doing it—and hopefully to have a little bit of fun on the way.

Our command priorities are to execute and sustain rapid global mobility, enhance mobility partnerships, prepare our mobility forces for tomorrow, and develop and care for Airmen and their families. I want us to provide timely, sound military advice to AMC and USAF leadership and stakeholders. I want us to hire good talent, reward top performers, and take care of our people. I want us to strive for excellence and to be proud of who we are and what we do. We have much to accomplish, and we must work as a team to make things happen. I will do everything in my power to ensure AMC wings have what they need to accomplish their respective missions.

Now for a little advice. If you are just starting your career and unsure of what direction to take in the future (like me, many moons ago), here are a few words of advice.

First, focus on our core values: integrity, service, and excellence in all that we do. We must rely on each other and our teams. Being able to trust the people next to you—the people working on your aircraft—is

key. Our business of air mobility, in combat and peacetime, is inherently dangerous. We literally put our lives in the hands of other Airmen, and we need to trust each other to do the right thing, every time.

Also, your word needs to matter. You must always tell the truth, no matter how painful it is, or people can get killed. Focus on being the best at what you do, whether as a maintainer or flight engineer or something else. And volunteer to do things around the installation. The Air Force is a community made up of the people we serve with and the families that are part of us. Help others, be engaged in your unit, look for leadership positions in your squadron, step out and do a little something extra. That shows initiative and makes you stand out from the crowd.

However, don't look too far ahead worrying about your next job. Focus on what you are doing right now, this minute, and let the folks that mentor you—your commanders and others—worry about the future for you. Try to stay in the moment.

In closing, I want to thank Lt. Gen. Bash for all of his great work. We will continue to focus on Ops RAMS and safe operations. I can't wait to get to work, get things done and celebrate our successes. I look forward to meeting you along the way if possible.

I am honored and genuinely excited to be a part of this great command again. I am here to serve—to support the Commander and all of the Airmen of Air Mobility Command. What we are doing right ... let's keep doing. Where we need improvement ... let's work together to do better. We are and must continue to be the best of the best—our Nation depends on our Team! 

Line Operations Safety Audit Benefits Entire Mobility Air Force

By LT COL KEN PICHA,
AMC Flight Safety

Headquarters Air Mobility Command Flight Safety (HQ AMC/SEF) is in the initial stages of the second C-130 Line Operations Safety Audit (LOSA). We completed the first C-130 LOSA in 2011. AMC and the C-130 community will find out in July 2016 how well the recommendations took hold from that first LOSA. Why is this important? AMC dedicates significant resources to complete this program. While the dedication to the completion of each LOSA is high, the paybacks are higher.

A LOSA is conducted during normal operations to highlight safety and performance issues before an incident or accident occurs. The LOSA Collaborative uses a Threat and Error Management (TEM) framework to collect, aggregate and analyze all LOSA data because they believe it is the simplest and most effective way to explain what crews should do to operate safely. AMC adopted this proactive safety program, which is executed on the entire Mobility Air Force (MAF) fleet on a rotational basis (approximately every four to five years). Observers do not administer check rides, crewmember names are not recorded, all data is de-identified

and reports are sent directly from observers to the contractor for analysis. There are several phases of a LOSA, and the C-130 LOSA phase dates (approximate) are as follows:

1. **Contract Phase:** May 2015
2. **Codebook Write Phase:** August 2015
3. **Observation Phase:** October/November 2015
4. **Data Roundtable Phase:** February or March 2016
5. **Safety Investigation Board (SIB) and AMC Commander Out Brief Phase:** June or July 2016

The first of the two biggest impacts is the observation phase. These observations are a critical component and are conducted by LOSA observers. AMC will use 20 observer pilots and eight observer loadmasters from the Guard, Reserves, and Active Duty. Observers will travel from their units to begin LOSA work and be on the road for 45 days.

All observers are experienced crewmembers in their respective aircraft and position. They fly on worldwide missions **strictly as an observer**. They take notes on threats and errors the crew encounters

during a mission, but they do not interfere with crew duties before, during, or after the flight. While the role of the observer is vital, the aircraft commander still has the final call to allow the observer on board. If you were around during the first C-130 observation or heard from other individuals who were observed, you know that the observers are truly on board only to collect data and nothing else.

The second of the big impacts to the C-130 community occurs when the AMC Commander (AMC/CC) convenes the Safety Investigation Board (SIB) to work through the LOSA data provided by the contractor and to compile actionable findings and recommendations. The SIB takes a “deep dive” into the data to build the story and uses supporting documentation to create a final safety report. When it is complete, SIB conducts the out brief.

AMC Safety will send out a solicitation message for SIB members on behalf of the AMC/CC in the spring of 2016. In it, you will notice requirements very similar to the observation message, but you will also see the need for a colonel board president (BP). The importance



Since AMC first began LOSA observations, over 1,000 pieces of information have been used to build a visual depiction of how the MAF is doing as an enterprise.

of a colonel (O-6) BP cannot be overstated. The O-6 leadership to the SIB is necessary because the SIB compiles an executive level briefing that incorporates the findings and recommendations; it is given to the AMC Commander and senior leaders, all C-130 Unit's, various HQ staffs, etc.

Once the report is completed and the SIB is finished, the rest of the process is coordinated through the various equity holders. Without this coordination and support, many of the accomplishments of LOSA would not happen. These accomplishments impact everyone from the crews operating the aircraft to the aerial porter handling loading operations. Even though the LOSA year is considered complete after

the SIB report is released, much work remains.

Since AMC first began LOSA observations, over 1,000 pieces of information have been used to build a visual depiction of how the MAF is doing as an enterprise. This data was compiled from a statistical percentage of worldwide missions flown by Active Duty, Guard and Reserve crews. AMC dedicates significant resources and energy to complete this program.

The LOSA process takes approximately a year to complete. Our goal is to make The MAF flying community safer, and we are confident we can succeed with your help and dedication. Thank you for your patience and dedication to this effort! 🇺🇸

A C-130J Super Hercules aircraft takes off from Bagram Airfield, Afghanistan.

USAF PHOTO BY TSGT JOSEPH SWAFFORD

Currently, your Flight Safety Office can access multiple LOSA Final Safety Reports through the Air Force Safety Automated System (AFSAS). The following AFSAS reports are available for safety officers to use for safety briefings and awareness:

C-17 Pilot: 536587

C-17/C-130 Loadmaster: 926750

C-130 Pilot: 848864

KC-135 Pilot: 325996

KC-10 Pilot: 695727

KC-10 Boom Operator: 249082

KC-135 Boom Operator: 807813

C-5 Flight Deck: 297305

C-5 Loadmaster: 590569

C-21 Pilot: 899579

Proactive Safety Programs on

TRAC

By MR. TIM GROSZ,
Chief, Operations Risk Assessment and Management System (Ops RAMS)

Hopefully, you are aware of AMC's proactive safety programs, which can read a bit like "alphabet soup."

- › **ASAP** (Aviation Safety Action Program) is a voluntary, identity protected, self-reporting system to identify errors or unsafe conditions so we can learn from others' experiences.
- › **MFOQA** (Military Flight Operations Quality Assurance) is the analysis and trending of aircraft system and flight performance data to enhance combat readiness through improvements in operations, maintenance, training, and safety functions.
- › **LOSA** (Line Operations Safety Audit) is a voluntary crew observation program developed to gather safety-related data on environmental conditions, operational complexity, and human factors issues during everyday operations to increase the overall safety of daily operations and optimize the system to work more safely and effectively.

These three separate programs are part of AMC's Operations Risk Assessment and Management System (Ops RAMS), but they are intertwined to guide proactive mishap prevention efforts across the Mobility Air Forces (MAF), increase air mobility effectiveness and ensure safe mission accomplishment. Ops RAMS also incorporates AvORM (Aviation Operations Risk Management) and CRM/TEM (Crew Resource Management/Threat and Error Management) as tools to enhance safety awareness.

AMC Operations Directorate (A3) manages ASAP, MFOQA and CRM/

The TRAC takes action, as needed, to improve operational efficiency and safety in coordination with other participating MAF MAJCOMs. Effectively, the TRAC (1) focuses attention on MAF operations issues and (2) validates actions taken.

TEM, while AMC Safety manages LOSA and AvORM. However, there is strong mutual interaction. In fact, during the recent HQ AF Safety Center inspection, the A3/ Safety collaboration was cited as a “strength” of AMC Safety. Even though Ops RAMS is a branch in HQ AMC A3T, it coordinates all Ops RAMS programs across MAF units (including AFRC, ANG, USAFE, PACAF, and AETC).

The TRAC

The culmination of all this activity is the Trend Review and Action Committee (TRAC), chaired by the AMC Vice Commander and convening at least quarterly. Invitations to attend the TRAC via DCS (Defense Collaboration Services) or telephone call-in are sent to all MAF Headquarters and Wings, and MAJCOM headquarters with MAF units. HQ AMC Directorates, 18 AF, and the TACC senior leaders attend in person. An invitation is not a prerequisite; others may attend as required. Phone lines are unlimited with no restrictions, but we ask units to consolidate attendance via DCS as much as possible due to bandwidth.

We discuss issues from the proactive safety programs and other issues affecting safe and effective operations. The TRAC takes action, as needed, to improve operational efficiency and safety in coordination with other participating MAF MAJCOMs. Effec-

tively, the TRAC (1) focuses attention on MAF operations issues and (2) validates actions taken.

For example, ASAP 876 helped identify existing Combat Offload weight limitations contained in AFI 11-2C-1130JV3 and T.O. 1-C-130J-1 were insufficient for C-130J-30 aircraft due to the increased aircraft length. The manufacturer’s subsequent engineering analysis of sample conditions indicates the nose wheel may begin to leave the ground at lower weights than prescribed. FCIF 15-01-15 has complete details on this issue and imposes restrictions until new weights are validated.

After receiving several ASAP reports from tanker crews experiencing difficulties during Coronet execution, TACC and AMC Standards and Evaluations established revised SPINS detailing significant changes to crew contact procedures and pre-launch responsibilities, in addition to delineated timelines from 72 hours prior to launch and from launch through post-mission.

At the May 2015 TRAC, we discussed ASAP submissions concerning loss of AERO-I link in the C-5 (also an observation during the C-5 LOSA). ASAP reports lacked enough information to determine the source of the problem, which could be satellite coverage, equipment issues, or antenna problems. The problem could also be present in

several MDSs. Thus, HQ AMC is developing a method to capture data link communication issues for all airframes, allowing a multi-functional investigation across the enterprise (avionics, service provider, etc.) and analysis to isolate and identify the problem(s).

Two C-17 -related issues were disclosed. Several ASAPs and mishap investigations revealed ongoing issues with incorrect and malfunctioning fuel totalizers. Interim procedures were established or are in the works as Boeing and the SPO create a final solution. 1SS-258 was released to address fuel issues during flight, and 1-4SS addressed weight verification WRT personnel airdrop. In addition, AMC staff is preparing guidance to address fuel issues before aircrews show up at the aircraft to ensure they know exactly how much fuel is on board before takeoff. Also, problems with RNAV STARs, SIDs, and other terminal instrument procedures with missing points in the database or incomplete routing surfaced. There is a problem with “Fix-to-Manual” legs, which will be corrected with Block 20 and 21 upgrades from FY2016 through FY2022 (approximately 33 aircraft per year). In the meantime, AMC Standards and Evaluations is working to issue guidance.

If you are thinking about attending the TRAC, do so! Join us as we engage in healthy discussions while we continue to promulgate our proactive safety programs further. 

FOR MORE INFORMATION

Contact the Ops RAMS office at DSN 779-2422 or a3.oprams@us.af.mil.



MAFFS 6, a C130J from the 146th AW in Port Hueneme, Calif., drops a line of retardant over the trees in the mountains above Palm Springs on July 19, 2013.

AIR NATIONAL GUARD PHOTO BY SRA NICHOLAS CARZIS

Keeping Fires in Check

By MSGT JULIE MEINTEL,
445th Wing Historian

When I think about fire prevention, I think of a couple of things: first, I remember that I should check the batteries in my smoke detectors when Daylight Saving Time changes, and I think about Smokey the Bear in those commercials when I was a kid, telling me that I could prevent forest fires.

When those fires can't be prevented, call 911 or your local fire department. If it's bigger than that, call MAFFS!

In the early 1970s, Congress decided to do something to bolster the abilities of local fire departments. They wanted to combine the strength of local resources with the flexibility and equipment of the military, adding another layer to the nation's ability to fight fire. The result was the MAFFS (Modular Airborne Fire Fighting System) program—for when wildfires overwhelm other existing resources. It is a team effort: the U.S. Forest Service (USFS) owns the fire-fighting systems and

the Department of Defense (DoD) owns the C-130 aircraft that provide the transportation, aircrews, and maintenance and support personnel. The USFS then reimburses the DoD for all costs associated with MAFFS.

MAFFS functions as a branch of the USFS, which contracts with private companies to provide air tankers that drop fire retardant on wildfires. When wildfire season is at its peak and all other fire-fighting resources are already committed, MAFFS crews and their military C-130 H and J model aircraft come in. MAFFS are portable delivery systems that can be loaded right into the aircraft without needing to change the whole structure of the aircraft. The C-130s are converted into air tankers when they get the call, usually from emergency management agencies or the governor of an affected state. MAFFS are an important component of the USFS, because they are a way for the USFS to perform a "surge" when fires are burning out of control

and every asset is already on the scene. Other factors come into play when calling in MAFFS, but the biggest one is simply that existing assets are just not enough.

These systems and aircraft are known as a 24-hour asset, meaning it takes at least 24 hours for them to be ready to go. These planes and crews are not solely dedicated to fighting fires; they must be called back from their regular duty, configured with MAFFS equipment, and then get to the fire. Planes and crews are generally on location and ready to fight fires within 36 hours of receiving orders, while the interagency agreement between the USFS and DoD allows for 48 hours. Eight MAFFS are ready for use and four C-130 units are trained to fly the missions: the 153rd Airlift Wing (Wyoming Air National Guard), the 145th Airlift Wing (North Carolina National Guard), the 146th Airlift Wing (California Air National Guard), and the 302nd Airlift Wing (Air Force Reserve).

Since MAFFS crews are all Guard or Reserve crews, the experience level and number of flight hours is high, averaging 3,500 flight hours in each crew position. Most pilots spent several years on active duty before transferring, so those 3,500 hours are not necessarily all MAFFS hours. Crews receive specialized classroom and flight training on MAFFS equipment and procedures, along with standard C-130 flight training.

Conditions for fire-fighting missions are dangerous; crews must fly the aircraft low, slow, and heavy near wildfires. Typically, MAFFS crews do not directly fight the fires; they slow the growth of wildfires so that firefighters on the ground can build containment lines around them.

MAFFS can discharge their entire 3,000-pound load of fire retardant right out the back of the airplane in less than five seconds, covering an area a quarter-mile long by 100 feet wide. They also make variable drops (depending on the situation) and can refill the systems in 10-12 minutes.

This versatile fire-fighting system has definitely proven its value. In recent years, military C-130s equipped with MAFFS have delivered approximately 8.5 million gallons of retardant on wildfires, an average of about 850,000 gallons per year.

In 2011, the U.S. Forest Service switched from the original MAFFS systems, which were designed in the 1970s, to a newer version. The old MAFFS are now known as “Legacy” systems and are used mostly as spares until their service life ends. The newer MAFFS II rely less on ground equipment and are

self-contained units. This enables them to use existing tanker bases and reduce flight time to and from fires. It’s more efficient, takes less time, and saves money. Win! The fire retardant is more environmentally friendly and more concentrated, thus more effective in drawing containment lines.

About 75,000 wildfires burn an average of more than 6.5 million acres of land across the United States every year. These fires leave a trail of destruction in their wake; they demolish personal property, cause significant physical harm, and are often fatal. While local and state departments do their best, a little extra help comes in handy sometimes. As long as wildfires burn, MAFFS will continue to work to put them out as quickly as possible—minimizing damage and saving lives. 🇺🇸



A C-130 Hercules from the 302d AW, Peterson AFB, Colo., makes a water drop over New Mexico during annual Modular Airborne Fire Fighting System (MAFFS) training.

USAF PHOTO BY TSGT RICK SFORZA

It's Going to Be a Rough Ride

By MSGT JULIE MEINTEL, 445th Wing Historian

One of the best things about living in southwest Ohio is the change in seasons.

We have a joke here that I suspect most regions say about their own weather: "If you don't like the weather here, just wait 10 minutes; it'll change!" And change it does.

Weather changes go hand in hand with the changes in seasons, and that shift is often felt in the air as well as on the ground. Unpredictable weather means unstable air in many instances, and knowing what to expect makes any trip smoother. The turning seasons are a great time to think about what kinds of weather you are likely to encounter and to ensure you're

ready for whatever conditions you find out there.

Turbulence is defined by AFH 11-203, Vol II, *Weather for Aircrews*, as "a weather disturbance caused by abrupt, small-scale variations in wind speed and direction."

Although the regulation says "small-scale," those variations don't always feel small when you're trying to fly through them.

And when you are trying to explain the turbulence in the air to another nearby pilot or to air traffic controllers, do they understand what you mean? Classifying turbulence can be tough. For newer pilots who may not have experienced much turbulence, there may not be a frame of reference. Also, bumpy air feels different in different types of aircraft. A smaller, lighter plane is going to get tossed around more easily than a big, fully loaded cargo jet. To try to alleviate some of the confusion, the aviation community came up with standard categories of turbulence so all flyers would have a common basis of understanding. These categories are the same in military and civilian flying, so everyone is speaking the same language.

Official categories of turbulence severity:

Light turbulence:

Momentarily causes slight, erratic changes in altitude and/or attitude (pitch, roll, yaw).

Light chop: Slight, rapid, and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude.

Moderate turbulence:

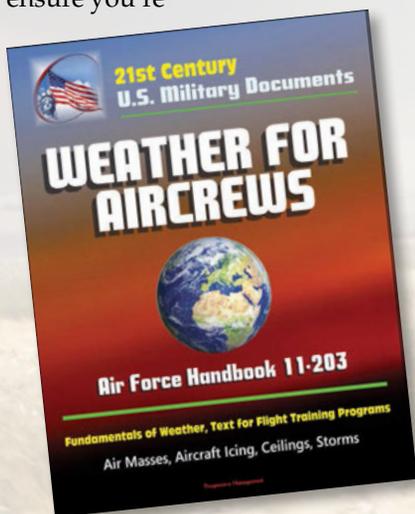
Similar to light turbulence but of greater intensity. Changes in altitude and/or attitude occur but the aircraft remains in positive control at all times. It usually causes variations in indicated airspeed.

Moderate chop: Turbulence similar to light chop but of greater intensity which causes rapid bumps or jolts without appreciable change in aircraft altitude or attitude.

Severe turbulence: Causes large abrupt changes in altitude and/or attitude. It usually causes large variation in indicated airspeed, and the aircraft becomes very hard to control.

Extreme turbulence:

Aircraft is violently tossed about and crew is incapable of controlling it. Large sudden changes in altitude and/or attitude take place. Extreme turbulence can and often does cause structural damage to aircraft.



What causes turbulence, and where are you going to find it?

Opposing currents of air in a localized area cause **convective turbulence**; one draft rises while



the other is descending. The descending current

is usually spread out over a wider area, so it tends to move more slowly than the rising air. You typically find this at lower altitudes on hot summer afternoons with a light wind blowing. If there are cumulus or cumulonimbus clouds in the area, you should look for convective turbulence underneath them. The clouds form as the air cools to saturation on its way upward. Once you get above the clouds, it should be smooth sailing!

Mechanical turbulence comes from surface air flowing over rough terrain or other obstacles like trees, buildings or hills. These obstacles can turn normally flowing air into a whirling vortex that is carried along with the rest of the wind flow.

Mountain wave turbulence is caused by wind blowing across the top of a mountain range. It's most common over high mountain ranges but any range or ridgeline can produce this bumpiness. Wind direction and velocity may vary, but the most severe waves occur when strong winds blow perpendicular to the mountains.

Clear air turbulence is self-explanatory: it occurs at higher altitudes in areas that may look perfectly clear, with no visible clouds or other indicators that there is turbulent air in the vicinity. You find

clear air turbulence in the clouds as well, so don't think of the name as a hard and fast rule.

Wake/vortex turbulence is also self-explanatory. All aircraft in flight generate vortices at their wingtips that counter-rotate. Vortices strength depends a lot on the weight and speed of the aircraft, plus the shape of the wings. Wake turbulence not only interferes with safety of flight, but it can also damage aircraft components and equipment if you get too close, so be aware of how close you are to nearby aircraft.

So what do we do about turbulence? The first and easiest answer is to avoid the more severe weather if you can. Light chop isn't going to ruin anyone's day, but severe turbulence could definitely have serious consequences! Talk to ATC (air traffic control) and let them know what you are experiencing, and give frequent PIREPS (pilot reports) about

weather conditions in your immediate vicinity. ATC should be able to route you around bad weather and PIREPS let other nearby crews know what to expect.

Encountering turbulence can cause anything from a gentle rocking to serious structural damage to the airframe. It can also physically affect the crew, startling you to the point where you have delayed reaction times, causing sensory illusions, or making it harder to read instruments. The best thing you can do is to know what to look for and what to do when you encounter turbulence, and to help others who are flying around you. Avoid it to the greatest extent possible, and help other pilots to avoid it, too.

These are the broad strokes. To get more detailed information and see what these weather conditions look like, crack open AFH 11-203, Vol II, and flip to Chapter 9. 





1954: What's in a Name?

By MS. RITA HESS, Staff Writer

The year 1954 gave us names that eventually became well-known for great reasons, such as Denzel Washington, Condoleezza Rice, and Oprah Winfrey. But that year also generated other names—such as Carol, Gilda, and Hazel—that made headlines because of the death and destruction associated with them. Fortunately, the United States Air Force was ready and able to bring needed relief back then, just as they are ready and able today.

This year may also introduce us to names that become historically linked to devastation. Will you be ready?

Carol

On the morning of August 31, 1954, Hurricane Carol swept northward across eastern Long Island and central New England, leaving 55 people dead and \$500 million in property damage in six states. The storm left two million people without electricity in New England alone, thus leaving them without refrigeration during the height of summer. When Massachusetts ran out of dry ice, the governor contacted the Atlantic Division of the Military Air Transport Service (MATS).

Two days later, the 18th Air Transport Squadron at McGuire AFB, New Jersey, flew a C-54 with 10 tons of dry ice to Boston's Logan Airport in Operation Ice Cube. The cargo plane made two trips, and officials distributed the refrigerant to food warehouses and grocery stores, limiting the spoilage of food supplies to about a million pounds.

Carol was costly and tough, but MATS supplied needed relief.

Gilda

The following month, in late September, Tropical Storm Gilda formed in the Caribbean Sea. It moved west and struck the Republic of Honduras in Central America. Gilda wasn't strong enough to become a hurricane, with highest winds of 60-70 miles per hour, but the storm dumped very heavy rainfall that resulted in disastrous floods and inundated 680 square miles of the Sula Valley. Reports indicate that Gilda killed 29 people, left approximately 3,000 homeless, and extensively damaged thousands of acres of banana plantations.

When the Honduran president and the U.S. ambassador requested assistance, President Eisenhower responded. In what became known as Operation Salud, the Caribbean Air

Command (the Air Force component of the Caribbean Command, later designated as the USAF Southern Command) used 10 of its C-47 aircraft to deliver 50 tons of food, medical supplies, emergency rafts, and water purification equipment.

Again, the United States Air Force answered the call—as always before—even when the crisis wasn't on our shores.

Hazel

On Columbus Day a few weeks later, Hurricane Hazel set her sights on southwestern Haiti in the southeastern Caribbean. The National Oceanic and Atmospheric Association (NOAA) reported an estimated death toll in Haiti of between 400 and 1,000 people, including 200 people buried in landslides. High tides and 115 mile per hour winds left 100,000 people homeless and thousands more in need of food and medical care.

The Haitian government appealed for international assistance, even as Hazel raced toward the Bahamas. At the request of the Caribbean Air Command, C-119 Flying Boxcars from the 18th Air Force's 456th Troop Carrier Wing began airlifting food and medical supplies to Haiti. Because of inadequate landing space,

All Airmen deserve kudos for their past and future efforts to help victims of natural disasters as part of their jobs or as members of an affected community. THANK YOU!

the aircraft dropped the supplies by parachute to an area where many survivors had gathered. Dubbed Operation Sante, they delivered tons of food and medical supplies, and the 28th Air Rescue Squadron's H-19 helicopter from Ramey AFB in Puerto Rico airlifted injured victims from the area.

After Hazel later ravaged Eleuthera Island in the Bahamas, the 463d Troop Carrier Wing again used C-119 Flying Boxcars—this time, to airlift prefabricated buildings from Texas to the Bahamas to house homeless hurricane victims.

Those in Hazel's path suffered mightily but were fortunate to have members of the U.S. Air Force respond. On a sad note, Hurricane Hazel went on to devastate North and South Carolina beaches with a storm surge of 12–18 feet. In a 170-mile stretch of coastline, it demolished every pier, and whole lines of beach homes disappeared. Some 20 people died in the Carolinas, and property damage reached about \$163 million.

The name of the game is ...

As interesting as it is to read about Air Force history, particularly stories about operations involving airlifts, the name of the game during

hurricane season is PREPAREDNESS if you live where these types of storms occur. This doesn't just apply to coastal residents, as tropical

storms and hurricanes spawn tornadoes and dump heavy rain hundreds of miles inland. Prepare your emergency plan today! 🌍



C-119 Flying Boxcars from the 456th Troop Carrier Group deployed to Port-au-Prince, Haiti, October 1954.

FOR MORE INFORMATION, VISIT:

- Ready.gov: www.ready.gov
- American Red Cross: www.redcross.org/prepare/disaster/hurricane
- Centers for Disease Control and Prevention: <http://emergency.cdc.gov/disasters/index.asp>
- National Hurricane Center: www.nhc.noaa.gov/prepare/ready.php

To read more accounts of Air Mobility Command missions, go to <http://amcmuseum.org>.



As Test Flights Resume, AMC Prepares for Pegasus

By LT COL OLIVER K LEEDS
Chief, KC-46, KC-135, KC-10
Requirements

The Boeing KC-46 Pegasus is a military aerial refueling and strategic military transport aircraft developed by Boeing from its 767 jet airliner. In February 2011, the tanker was selected by the United States Air Force (USAF) as the winner in the KC-X tanker competition to replace older KC-135 Stratotankers. The KC-46A will be able to refuel any fixed-wing receiver-capable aircraft on any mission. This aircraft is equipped with a modernized KC-10 refueling boom integrated with a proven fly-by-wire control system and delivering a fuel offload rate required for large aircraft. In addition, the hose and drogue system adds additional mission capability that is independently operable from the refueling boom system.

The first of four aircraft in the engineering and manufacturing development phase of the KC-46 Pegasus program flew for the first time with Wingtip Air Refueling Pods (WARPS)

The KC-46A will be able to refuel any fixed-wing receiver-capable aircraft on any mission.

and an air refueling boom on June 2, 2015, as part of airworthiness testing. The aircraft, which is considered a Boeing 767-2C rather than a KC-46, first flew (without the WARPS and boom) in December 2014. A second test aircraft in the program is nearing completion and will fly as a fully configured KC-46A later this summer. The third and fourth aircraft are also expected to fly later this year.

“We are looking forward to the first KC-46 flight later this summer and getting a new phase of testing underway. In the meantime, there is no higher priority for AMC than preparing to receive the KC-46 Pegasus at our first Main Operating Base [MOB], hopefully in late 2016,” said Maj Gen Michael Stough, Director of Strategic

Plans, Requirements, and Programs Headquarters Air Mobility Command.

AMC’s preparations include military construction, aircrew and maintenance training, technical order certifications, support equipment assembly, provisioning of spare parts, updating manpower documents, writing Air Force Instructions, and laying the groundwork for command and control infrastructure to interface with the aircraft.

The first MOB is McConnell AFB in Kansas, which is slated to receive the next generation tanker in late 2016. Altus AFB in Oklahoma will also receive the KC-46s around the same time. Pease Air National Guard Base in New Hampshire, which is the second MOB, will receive aircraft by 2018. Candidates are still being evaluated for MOB 3, though the Air Force announced it will be an Air Force Reserve-led base. By 2027, the Air Force will receive 179 KC-46s in total. 🇺🇸

New Airman's Manual Available

By USAF Expeditionary Center Public Affairs

Members of the USAF Expeditionary Operations School and the 423d Mobility Training Squadron Tactics, Techniques and Procedures Flight have developed an Airman's Manual for the modern Air Force.

The new publication, *AFTTP 3-4 Airman's Manual*, is meant to be primarily used in a digital format. It includes lessons learned, compiled, and published from over a decade of expeditionary operations. Airmen can also print the manual's Quick Reference Cards for use on the go.

The TTP Flight hosts the manual in its online Expeditionary Combat Support TTP Repository. The website provides a user-friendly interface, describes tailoring and printing options, hosts multimedia content, and provides one stop access to material for specific skillsets.

The changes in content and the delivery method of the manual are expected to make relevant information more accessible and allow Airmen to tailor materials specifically to mission needs. The updated manual supports its shift in use—from a process tool to combat doctrine.

"The operational environment is ever changing," said Lt. Col. William Wallis, 423d MTS commander. "It requires an Airman capable of adapting to the demands of the current joint fight, an Airman ingrained with a warrior ethos and powered by innovation. The modern Air Force calls for technical expertise paired with a breadth of combat skills. These combat skills are perishable and must be refreshed and rehearsed whenever possible."

The Airman's Manual is in four sections: Warrior Ethos, Combat Skills, Survival, and Adapt. It is designed to be heavily integrated in training and exercises to support the expeditionary readiness program for all Active, Reserve, Guard, and civilian Airmen in today's dynamic environment.

"The potential impact of the new Airman's Manual is endless," said Maj. Gen. Rick Martin, USAF EC commander. "Our cross functional experts have put together a battlefield relevant yet scalable manual ready for our most valuable weapon system—our Airmen! The manual and its supporting website empower Total Force combat skills education by providing on demand access to relevant information. It is designed to help build confident and capable Airmen ready to enter the joint fight and has the potential to be a force multiplier in the future."

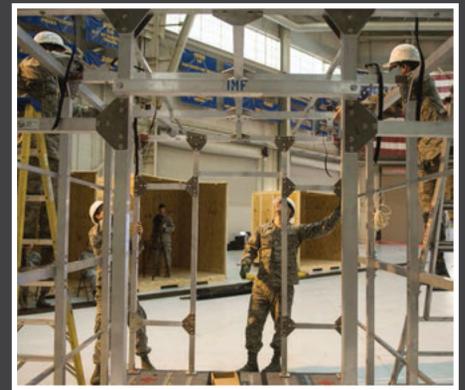
The TTP Flight works with experts to develop inclusive, appropriate publications for today's warfighter. 

Maj Gen Rick Martin, USAF Expeditionary Center commander, poses for a photo with members of the USAF EC, USAF Expeditionary Operations School, and the 423d Mobility Training Squadron after signing the Air Force Tactics, Techniques and Procedures 3-4 Airman's Manual at Joint Base McGuire-Dix-Lakehurst, N.J.

USAF PHOTO BY DANIELLE BROOKS



Airmen using a ".mil" network can view the Airman's Manual and the supporting content at <https://cs3.eis.af.mil/sites/OO-OT-AM-87/>. Those using any other network should visit <http://www.e-publishing.af.mil/> and search for *AFTTP3-4*. For questions, please email the 423 MTS TTP Flight at usafec.ttp@us.af.mil.



AMC's ROLE *in the* WAR ON EBOLA

By MR. MONTE NACE, Staff Writer

Our world has always been a scary place when it comes to contagious diseases. For example, a devastating plague that some researchers believe was typhoid fever wiped out one-third of the population of Athens, Greece, in 430 BC. It also killed thousands of soldiers during the Civil War and Spanish-American War.

Today, with international travel commonplace—and diseases and “superbugs” making headlines regularly—government leaders, scientists and medical professionals are always alert to the possibility of a world-wide epidemic.

The good news is that the Department of Defense has a new tool for potential use during future outbreaks of infectious diseases, thanks to some quick action involving U.S. Transportation Command (US-TRANSCOM) and AMC. This new

capability, the Transport Isolation System (TIS), provides DoD the ability to evacuate multiple patients affected by highly contagious diseases to definitive care.

According to current DoD policy, American forces who contract an infectious disease will be treated in place. However, the extremely limited host nation medical capability available in Liberia and Monrovia created a challenge in Operation UNITED ASSISTANCE, especially considering the large number of U.S. forces forward deployed. Further complicating the situation, the potential to move large numbers of patients in support of this operation was limited to a commercial carrier that could only move one patient at a time.

USTRANSCOM, along with AMC, formed a working group and took up the challenge to develop the capability to move groups of infectious patients aboard military aircraft.



The team initiated a Joint Urgent Operational Need request, and in September 2014, the Joint Chiefs approved funding. It took less than four months for the TIS to move from development through testing, then on to production. A St. Louis-based company that had previously created the commercial version of the TIS already in use quickly researched, developed, and began testing a military version that would be based upon existing patient support pallets that fit on C-17 and C-130 aircraft. Training began in January, when aeromedical evacuation crew members worked with infectious disease doctors and Critical Care Air Transport Teams to learn proper protocols—everything from pre-flight, on- and off-loading a patient from the aircraft, to providing in-flight patient care in full personal protective equipment (PPE). Training continues through

Airmen from JB Charleston and the Air Force Operational Test and Evaluation Center build, test, and evaluate the Transport Isolation System (TIS) at JB Charleston.

USAF PHOTOS BY A1C TAYLOR QUEEN

today, and 353 Airmen have been educated on TIS operations and rigorous infection control procedures.

Currently, each TIS is configurable to the C-17 and C-130. Each system has an anteroom plus one or two isolation modules. Each module measures about 9 feet by 7.5 feet, is 8.5 feet tall and weighs less than 1,500 pounds—about the size of a mini-van. In total, USTRANSCOM will direct the employment of the 25 TIS units through AMC.

Staff will don PPE as they enter the system and will remove the PPE in the anteroom before exiting the TIS. Each unit has a disposable liner and an air filtration system in addition to maintaining negative interior pressure to keep contaminants inside the chamber.

Many agencies have worked to expedite this effort. AMC airmen, contractors, and civil service personnel stand ready to join other Airmen from around the world to fight against infectious diseases. 🌐

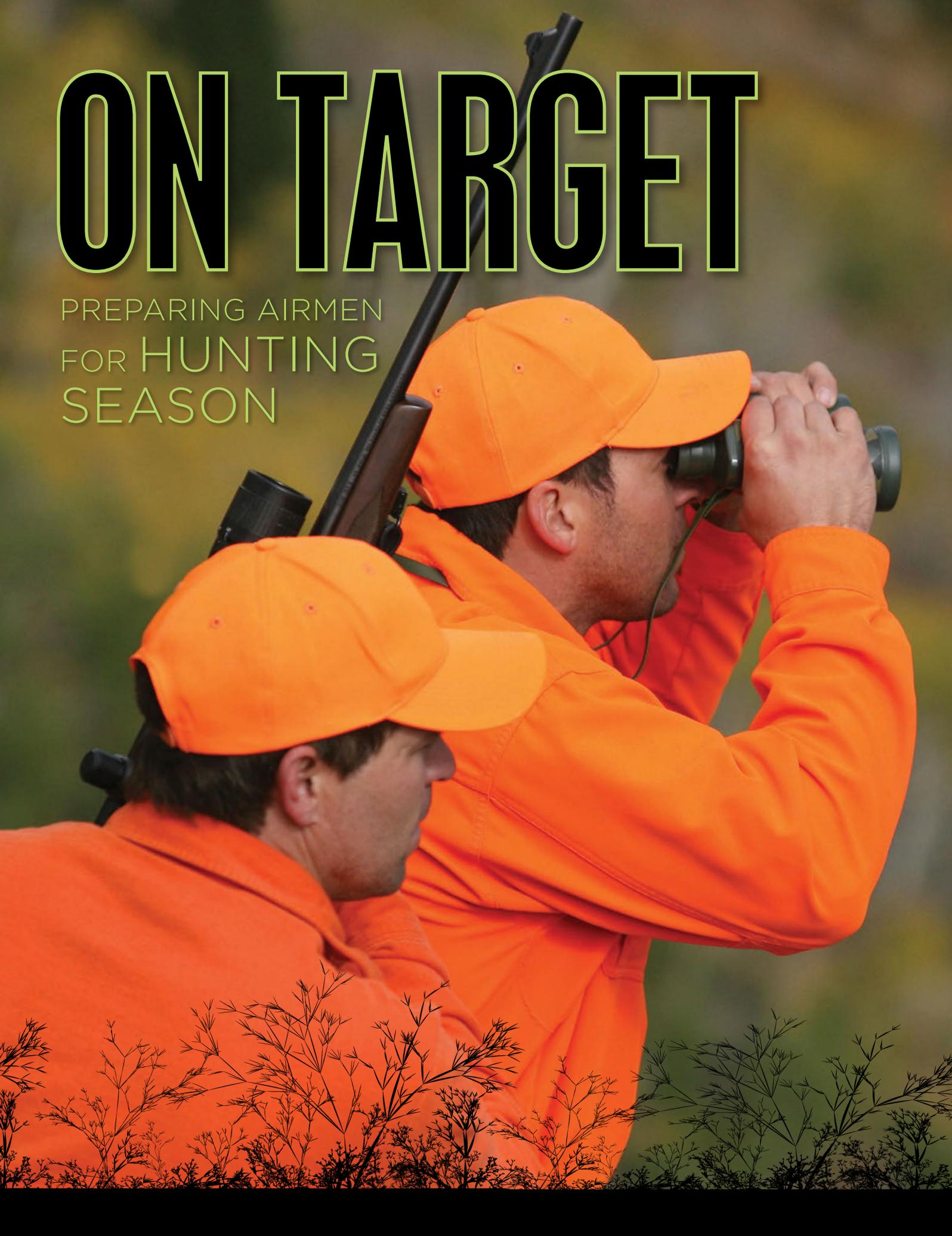
TIS VIDEOS ARE AVAILABLE AT:

<https://www.youtube.com/watch?v=gRTNZOHY5Y4>

<https://www.youtube.com/watch?v=PoY3Oo36hJo>

ON TARGET

PREPARING ARMEN
FOR HUNTING
SEASON



When hunting for sport or for sustenance this fall, keep these things in mind:

WEAPONS ON BASE

- Even with a conceal and carry license, you are NOT permitted to have a weapon in your vehicle or in the dorms on base
- A “weapon” includes firearms, crossbows, swords, and serrated knives
- Transportation of weapons for authorized base events must be identified at the gate, and the firearm and ammo must be stored separately within the vehicle
- Active duty living in the dorms or lodging must store their firearms in the base armory
- Active duty living in base housing are permitted to have weapons unloaded and safely stored at home, provided they are registered with base law enforcement

Source: AFI 31-101 Installation Security Instruction; Air Force Form 1314 for registering weapons

DID YOU KNOW?

- The base Outdoor Recreation offers hunting licenses and rents camping equipment
- Most bases have Rod and Gun Club memberships with opportunities for hunting trips, range time, and discounted weapon purchases
- Apps are available to check the weather, improve hunting techniques, predict wildlife movement, imitate deer calls, navigate hunting spots, and more
- Most states require hunters to wear blaze orange; deer can't recognize the color but other hunters can

Additional sources: <http://www.uchuntingproperties.com/hunting-land-blog/2014-best-hunting-apps-tech-savvy-hunters/>





Weather Impacts on Mission Execution and Safety

By LT COL CHRISTOPHER J. LOVETT, Director, Global Weather Operations, 618th Air Operations Center (TACC)



The Earth's atmosphere is a dynamic environment where wildly differing conditions occur in close proximity, and aircrews transiting through often face highly volatile, even dangerous, conditions. The 618th Air Operations Center (AOC) Tanker Airlift Control Center (TACC) is responsible for executing missions across the globe, so aircrews we support encounter challenging weather every single day. Our 618 AOC TACC planners conduct detailed planning, encompassing current and follow-on missions to ensure the most effective use of aircraft and aircrews. As a result, what may start as a localized weather event impacting a single mission can quickly domino into wide-ranging impacts that reach across the entire air mobility enterprise.



Weather impacts to mobility missions manifest themselves in a variety of ways. On a daily basis, single missions are affected by local conditions at airfields, such as low cloud ceilings, low visibility, crosswinds, and low-level wind shear. Regularly, flights also must be adjusted to account for en route hazards such as severe turbulence or icing, and widespread thunderstorms, which can affect multiple missions in an area or along frequently flown routes. Additionally, large-scale environmental events, such as tropical storms and volcanic eruptions, can affect widespread areas and impact larger numbers of missions. Forecasters must consider these and other variables to keep AMC aircrews safe.



Within the 618 AOC TACC, the Global Mobility Weather Operations Directorate provides plan-

ning and execution weather forecasts for over 60,000 Mobility Air Forces (MAF) missions per year. Thus, our forecasters constantly evaluate weather across the globe. When mission-limiting conditions are detected or forecast, our team immediately flags missions that may be affected. These missions must be closely evaluated to determine if they need to be adjusted to avoid hazardous weather, which may involve changing their time or route, or even being cancelled.

One example is a typhoon approaching Andersen AFB in Guam. While the typhoon is still over open ocean it is an en route hazard, and our forecasters partner with the 618 AOC TACC Flight Management Division to track the typhoon so they can provide aircrews safe routes around it. This may require planners to adjust timing and/or fuel loads to account for the routing and additional flight time.

When the typhoon is expected to affect the island directly, our weather team works with planners and flight managers to determine, as accurately as possible, when weather conditions will be out-of-limits for the airfield. This provides an idea of how long the airfield will be open before the storm arrives and how soon it will reopen afterward. This window is crucial when adjusting schedules to move aircraft out of harm's way before the storm makes landfall and again when getting aircraft and crews back to the base to resume mission execution.

Another example of the crucial role weather plays in mission planning and execution can be seen when low cloud ceilings, sandstorms, or other adverse conditions reduce visibility



to the point aircrews can no longer use visual flight rules (VFR), or their eyesight, for navigation. Aircrews normally use ground-based equipment known as NAVAIDS and aircraft instruments to navigate their aircraft to the point where a safe landing can be made at an airfield. However, some AMC missions require Airmen to land at austere airfields that lack the necessary ground equipment to make this possible.

Without NAVAIDS, pilots must use visual procedures or self-contained approaches (SCAs) to make a safe landing. SCAs are tailored for specific airframes and runways that rely on onboard navigational equipment and concrete locational data

of the surrounding area for orientation. While planning and approval for these procedures is rigorous and time consuming, these steps mitigate crew risk to the greatest extent possible. Whether crews use instrument flight rules, VFR, or SCAs, accurate weather forecasts are critical for risk assessment; forecasts help commanders and aircrews determine the safest way to execute their mission.

Major weather phenomena that cause natural disasters also impact the mobility enterprise, as they drive humanitarian response missions. With Typhoon Haiyan in 2013 and the Haiti earthquake in 2010, where the United States directed a rapid military response, the sudden influx of high-priority missions

created “broken glass” among lower priority missions. In these situations, many missions may be rerouted or delayed to compensate for the reallocation of resources.

A global area of responsibility plus a constantly changing atmosphere ensure that weather will impact the mobility mission somewhere each day. The 618 AOC TACC folks constantly work through these challenges and adjust as needed to minimize the impact to the MAF enterprise, while maximizing timely support to the mobility customers—ultimately ensuring a constant flow of critical support to America’s warfighters. 🌍

SSgt Nick Steininger, 618th Air Operations Center (Tanker Airlift Control Center) lead meteorologist, analyzes a national coverage map of the United States on the 618th AOC (TACC) execution floor, Scott AFB, IL.

USAF PHOTO BY A1C ERICA HOLBERT-SIEBERT





Prevent Mishaps by Taking Responsibility

By MS. RUTH ANN REPLOGLE, Staff Writer

Air Mobility Command's mission is "To provide global air mobility ... right effects, right place, right time."

To have the right effects in the right place at the right time, Airmen need to be responsible on the ground and in the air. Being responsible keeps everyone safe from mishaps.

The definition of a mishap is "an unfortunate event resulting especially from carelessness or ignorance."

So how do you create a safe work environment and avoid carelessness or ignorance?

First, don't take shortcuts. You might think wearing goggles is silly, but you won't be laughing later when you go blind in one eye due to a mishap.

Be responsible: Follow procedures, either through the checklist or technical order.

Second, be sure to thoroughly inspect all equipment before switching it on. Sure, it takes a few minutes, but you would hate to get started and then have it break down midway. You also want to ensure that others using the equipment—from small

power tools to large planes—won't get hurt due to your negligence.

Be responsible: Repair what you can and shut off and store what you can't until the experts can.

Third, assess yourself. Are you properly prepared to tackle your shift? Shortchanging yourself (and others) by not being completely healthy and fully engaged could literally cause headaches down the road.

Be responsible: Safeguard yourself by being appropriately outfitted, hydrated, and fed so you can be focused.

Last, but not least, practice situational awareness. Be aware of your surroundings, and therefore, be in control. Know if the plane has sharp points, spoilers, or probes that could inadvertently poke you when walking around it or inside it. Even the smallest debris, clutter, or spills in the hangar or on the flight line are safety hazards and can lead to serious injuries.

Be responsible: Help clean up and/or report hazards and spills to the proper authorities.

President John F. Kennedy once said, "Let us not seek to fix the blame for the past. Let us accept our responsibility for the future."

It is easy to be complacent, especially if you do the same thing every day.

SrA Tyler Farrell, a 61 AS C-130J loadmaster, reviews a pre-flight checklist at Little Rock AFB, Ark.

USAF PHOTO BY A1C HARRY BREXEL

ARE YOU A RESPONSIBLE, SAFETY-CONSCIOUS AIRMAN?

Do you embody these five characteristics?

1. Tells the truth, even when it is uncomfortable to notify a commanding officer
2. Honest, refusing to ignore or shove a problem under the carpet
3. Hardworking, doing all required tasks to the best of ability
4. Willing to ask for help or ask questions
5. Dependable, often going beyond job description

However, the consequences of not checking the equipment one more time or not cleaning a messy work area can be far-reaching and affect more than just you. Carelessness or ignorance can lead to serious injuries or even death of a fellow Airman.

In FY14, there were three on-duty fatalities in the Air Force. The year before, there were seven. To the Air Force—and to AMC—one life lost is too many.

Some Airmen may question whether it is part of their job description to mitigate hazards and prevent mishaps. The answer is yes; safety is everyone's business, in and out of uniform.

"Risk management and safe operations are part of our ethos, and when our Airmen apply them to every activity, both on duty and off duty, they mitigate hazards and prevent mishaps," said Maj Gen Kurt Neubauer, Air Force Chief of Safety.

AMC's 2015 summer safety campaign was "Make the Right Choices." The goal was—by planning ahead and practicing situational awareness—no Airman would be lost this year due to accidents.

Will you make the right choice and be responsible today? 

"The price of greatness is responsibility."

– Winston Churchill

SSgt Sarah Sarten, 375th Logistics Readiness Squadron NCOIC of fuels laboratory, reads through the checklist for cryogenic liquid oxygen (LOX) sampling. Sampling is done to ensure that petroleum and cryogenic products are in compliance and safe to use.

USAF PHOTO BY SRA JOSHUA EIKREN



Motorcyclists ride on the training course during the Joint Base Charleston Street Riding Skills Mentorship Program motorcycle training event at JB Charleston - Weapons Station, S.C.

USAF PHOTO BY A1C CHACARRA NEAL



A Unique Opportunity for Riders at Joint Base Charleston

By MS. RUTH ANN REPLOGLE, Staff Writer

Planning to ride a motorcycle on a Department of Defense (DoD) installation this year? The DoD requires all motorcycle riders to complete a motorcycle safety training course prior to riding on base. In most cases, the installation either offers the training off base or contracts trainers to give classes in a limited area on base.

But Joint Base Charleston in South Carolina gives a unique opportunity for riders to stay on base to train on an actual course.

Since 2013, under the direction of 628th Air Base Wing (ABW) Motorcycle Safety Manager Jim “Mac” McMurry, anyone with base access can sign up for a class at the former Federal Law Enforcement Training Center Pursuit Course located on the Naval Weapons Station.

This 1.5 mile police pursuit closed course is a two-lane road with center line and road edge markings featuring nine curves. Speed is limited to 55 miles per hour, the normal speed for rural two-lane roads in South Carolina.

THE GREEN KNIGHTS MILITARY MOTORCYCLE CLUB (also known as Green Knights International) was formed in 1999 at McGuire Air Force Base in New Jersey. The mission of this motorcycle club is to organize military motorcyclists for community activities and to bring safety awareness to DoD riders. Members often work hand-in-hand with base safety offices and security forces to strive for safety.

There are more than 100 chapters worldwide. To find one in your area, visit <https://www.google.com/maps/d/viewer?mid=zM9yxIM6TtPs.kRoTsEuGKPWc&msa=0>.

At JB Charleston, Green Knights Chapter 37 went live in 2010. Anyone with base access who likes to ride and converse with other motorcycle riders is welcome to join.

The Green Knights are active on and off base, according to 628 ABW Motorcycle Safety Manager McMurry. He said they support the JB Charleston Street Riding Skills Mentorship Program, recruit volunteer instructors, promote the program's schedule of events, and give motorcyclists opportunities to ride outside of class.

"They provide mentorship outside the installation walls," he added.

As word of the program spread throughout the Armed Forces, service members from other installations arrived to participate in the JB Charleston Street Riding Skills Mentorship Program. Most recently, the Army sent soldiers from Savannah, Georgia, on temporary duty assignment to JB Charleston.

Any DoD identification card holder—whether civilian, contractor, dependent, or retiree—can sign up for motorcycle safety training courses; however, active duty personnel have priority.

According to McMurry, more than 180 people have been in the program since its inception. 🌐

"We practice primarily lifesaving skills such as stopping quickly, swerving, and cornering at normal street riding speeds," McMurry said.

After the base commander tasked McMurry to assume management of the course, he had to create a motorcycle safety training curriculum from scratch because he wasn't authorized to utilize the Motorcycle Safety Foundation's materials.

"I developed it from the ground up," he said. Over a six-month period, he tapped motorcycle friends and safety experts to tweak guidelines and test exercises prior to submitting his 36-page program manual to the base commander.

"He signed it and it is approved through all services," McMurry said.

There are several classes for motorcycle/sport bike riders: basic (Level I), intermediate (Level II), and advanced (Level III). The JB Charleston Street Riding Skills Mentorship Program meets DoD requirements for refresher and

sustainment training for Air Force, Navy, and Army personnel.

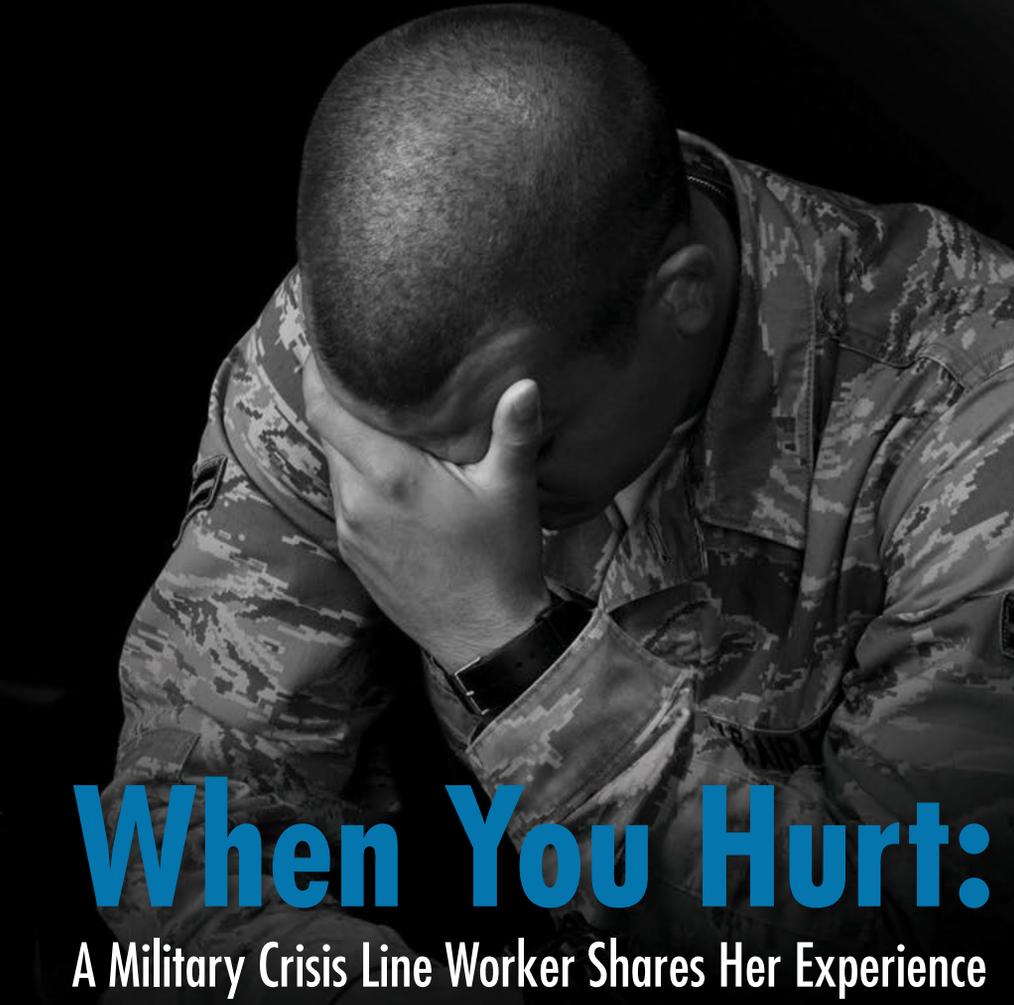
The average class is six hours long and includes a safety briefing, motorcycle check, demonstrations by trainers, three 30-minute riding sessions, and a controlled ride at the end.

McMurry schedules between four and eight classes a month, depending on demand.

Chris Bender, Green Knights Motorcycle Club Chapter 37 member, directs motorcyclists where to park for the Annual Motorcycle Riders Safety Brief, April 24, 2015, at Joint Base Charleston – Air Base, S.C. The Annual Motorcycle Safety Brief is required by AFI 91-207, The Air Force Traffic Safety Program, paragraph 1.3.4.5., for all active duty Air Force motorcycle riders. All other service members, retirees, and dependents are highly encouraged to attend.

USAF PHOTO BY SSGT A.J. HYATT





When You Hurt:

A Military Crisis Line Worker Shares Her Experience

By MS. AMANDA CAMPBELL,
Staff Writer

Blake sips her coffee and places it on her desk. She pushes her hair behind her ear, affixes her headset, and waits for a ring.

For many people, suicide is a hot-button issue, a huge taboo, and often a frightening subject. Military Crisis Line workers are trained to understand suicide. They reach for the part of a person that wants to live, but they don't ignore the part of them that wants to die. They must honor the pain a person in crisis feels and understand that no one is born with an urge to self-destruct. People in crisis need to know that crisis workers aren't going to freak out or judge them—they simply provide a safe place to talk.

Ring ring.

Blake wastes no time on blather. "Thank you for calling. I'm happy to speak with you, but first, I need to ask if you're suicidal." Her training controls the tone of her voice: soothing, matter-of-fact, authoritative, and non-judgmental.

"Yes," a man's voice slurs on the other end of the line. Blake straightens as she performs a quick assessment of the man's circumstance.

She asks him, "Have you harmed yourself? Do you have a plan? Do you have a gun or pills?" She knows that since this man has called the Military Crisis Line, a part of him clings to life, and she must appeal to that. Few people who call the hotline have already taken lethal measures. But if he has, Blake must seek help immediately.

"I took pills," the man slurs again. "I took all the pills. And I want you to listen to me die." Blake is removed, objective, and sympathetic—exactly as she was trained to be to offer the most help.

She signals her supervisor to call the police while Blake keeps the man talking. "Where are you? What kind of pills did you take?"

"Pain pills," he replies. "Don't—don't bother trying to find me. I blocked this number before I called. I just want you to listen." Most of the time, callers disclose their location, but police can "ping" cell phones and get an approximate position.

In 10 years at the Crisis Line, Blake never dealt with a live completed suicide and only heard of one suicide being completed after a call.

According to the American Association of Suicidology, suicidal people are only suicidal for the moment. The majority of calls the Crisis Line gets are exactly that—a crisis—and nobody is immune. Blake has taken calls from men and women, active duty military and veterans, and from dependent children to seniors.

Many people believe asking someone if he is suicidal will plant an idea into his head or that he'll lie to you. It's not true. Crisis workers are trained to ask frankly, in a caring way and with enthusiasm, about helping a person stay alive. They deal with a person's level of crisis on a case-by-case basis and tailor their responses, their tone, and their help to each individual's needs.



Military Crisis Line
 1-800-273-8255 **PRESS 1**

Screenshot of <http://www.af.mil/SuicidePrevention.aspx>

Blake looks at her supervisor, who indicates the police can't find the caller.

"Sir, I need you to tell me where you are."

"Please, just listen," he drones.

Blake continued to engage him in conversation long enough to make sure somebody would find him. Eventually, somebody did. He was taken to the hospital and the suicide attempt was prevented. Today, he is still alive, thanks to Blake's proactive response measures and her commitment to training.

After the call ...

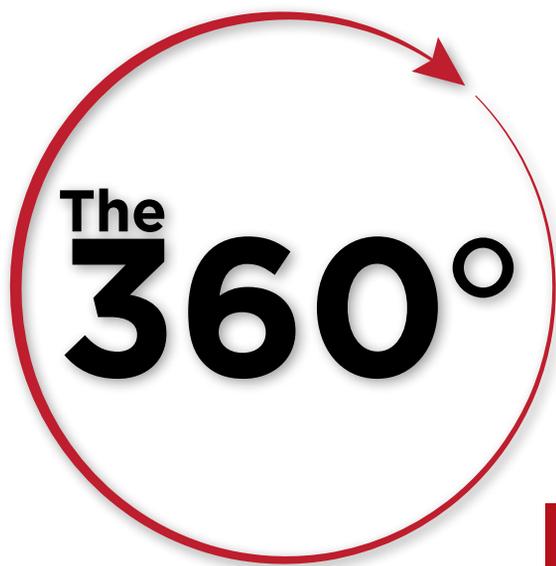
There is help after the call, and it doesn't always involve a hospital

stay. In fact, there is an alarmingly high rate of suicide completion following hospitalization. The Military Crisis Line offers a suicidal behavioral support service for when patients in crisis leave the hospital, as well as an Internet program where workers can chat live with a person in crisis, and a texting service. There is also support for mood disorders to provide options for intervention before self-injury occurs, and free case risk management is offered by telephone after contact.

Blake often thinks of the man who asked her to listen to him die, finally allowing herself to be shaken only when she was off duty and could process the experience.

It is imperative that crisis workers remain ambiguous. "There are 30 or 40 other people here just as qualified as I am, and just as awesome," she said. Her goal, along with her coworkers, is to foster the faith in callers that they can take help from anyone and to encourage help-seeking behaviors.

If you or someone you know has thoughts of self-harm, help is available. Visit the U.S. Air Force Suicide Prevention website at www.af.mil/SuicidePrevention.aspx for information, articles, news, or a private chat with a trained crisis worker, or call 1-800-273-8255 for help in a crisis or for information about suicide prevention support programs.



of Safety:

Know Your Safety Circle

By LT COL RYAN GUIBERSON, 380 AEW Chief of Safety

Developing and implementing an organization's safety "philosophy" can be tricky business. Commanders and safety staffs, in an effort to simplify this not-so-simple process, often view the potential universe of options as only two-fold.

One option, the "morselizing" strategy, leads to a safety program where responsibilities are confined to narrow and discrete areas of concern. Such a program focuses on only measurable, observable, and visible behaviors, such as using reflective belts, wearing headphones on roadways, or posting the latest safety message in the latrine. This can impede a unit from developing a deeper commitment to safety vigilance. The other strategy paints the notion of safety so broadly that it becomes meaningless. Common utterances such as "Be safe!" or "Safety First!" provide great catch phrases but do little to ingrain an overall safety consciousness across a unit.

In a deployed environment, constant personnel turnover and their relatively short tenures, mixing dissimilar units from different bases and MAJCOMs, and other factors

complicate efforts to teach more nuanced philosophies, which take considerable time and constant reinforcement. It remains a continuous struggle to determine the appropriate balance between these two less-than-desirable options. However, a "360° of Safety" framework provides commanders and deployed safety staffs a valuable tool to articulate a meaningful strategy.

The 360° of Safety concept encourages personnel to understand their safety obligations in terms of expanding concentric circles around any potentially hazardous situation. Each circle requires a different posture toward the environment and defines where an individual ought to focus his or her safety attention. The smaller inner circles represent a safety focus on the immediate task or activity at hand, whereas the steadily increasing larger circles encapsulate safety postures focused on activities occurring simultaneously with the task—activities that may create new and unexpected hazards.

For example, in a recent near mishap at our deployed location, a fighter aircraft experienced a hydraulic

malfunction that dictated it use the arresting system (barrier) to stop the plane after landing. After the aircraft stopped, two maintainers climbed under it to "safe" the weapons. The maintainers' small safety circles focused narrowly on the weapons and the immediate area under the aircraft. The next concentric circle contained a third member of the maintenance team, who stood back and monitored both individuals under the plane. The next layer was fire and crash responders, who ensured the plane remained stationary and had no indications of fire. In the next larger circle, ATC watched the airfield to ensure another aircraft didn't land on the runway.

An individual in a second-level circle recognized that the aircraft unexpectedly and dangerously began to pivot around one wheel. This individual alerted the maintainers under the plane, who—by their relative position—could not detect the movement. The maintainers quickly evacuated and avoided a potential injury or fatality.

You can see where this concept of 360° of Safety is going: in ever-



TSgt Wynee Diaz, 375th Air Mobility Wing Ground Safety Technician, is part of Team Scott, which prevents safety mishaps by using programs and procedures in a variety of workplaces. Diaz says the methods for safeguarding personnel include safety education, mishap investigations, and reporting.

USAF PHOTO BY A1C MEGAN FRIEDL

increasing circles, other individuals (and agencies) become responsible for larger spans of safety awareness. Those in outer circles must force themselves to divert their attention away from the central activity (safing aircraft weapons in the example) and ensure the surrounding environment does not present impending hazards to those engaged in the central activity. The individuals accomplishing the immediate task can't divert their own attention, so this responsibility falls to fellow Airmen and supervisors. If individuals don't focus on their own outer circles and are distracted by the central activity, they risk that an even greater mishap will occur.

When we apply the 360° of Safety concept outside the workplace to areas and tasks that have fewer codified safety standards and processes, and a less defined supervisory structure, the model's value becomes more apparent. The 360° of Safety model reminds us that:

1. We are responsible for safety regardless of our environment.
2. Where we focus continually changes.

3. Our roles are dynamic and transcend workplace safety alone.

Think about sports-related injuries. In deployed locations, injured players often depart the AOR for treatment and never return to complete their deployment. Furthermore, most duty positions aren't backfilled, so mission productivity suffers. Sports activities are integral to an individual's physical and mental health, plus they support team building, unit camaraderie, and a warrior mentality. But when our unit analyzed many sports-related mishaps, we discovered a prevalent, preventable risk factor: an overzealous competitive intensity among some participants who did not typically injure themselves but increased the risk to fellow participants.

During an activity, an engaged participant's concentric safety circle likely includes only his or her own immediate safety. Personnel away from the immediate action (e.g., other players, spectators) must step back and view the developing situation from the perspective of a larger concentric circle. They must also intervene when the competitive intensity rises to an inap-

propriate level. Competitiveness is an essential trait of the warrior ethos, but it must be tempered during sports activities to prevent unnecessary injuries that take Airmen out of the bigger fight. A 360° of Safety mindset can help do this.

In any environment with potential hazards, we must resist the temptation to drift to a larger or smaller concentric circle that provides a more comfortable and familiar level of responsibility. Otherwise, an adjoining circle may remain uninhabited, and an empty safety circle invites a mishap. In addition to our safety circle, we must constantly assess which other circles are likely unguarded and scan for developing safety hazards that others may be missing. This takes practice and a conscious effort.

Next time you approach an area at your deployed location, either at work or in a base common area, consider what potential hazards exist—inside your circle and beyond. If everyone practices 360° of Safety, each of our backs is always covered and—more importantly—so is our combat capability. 

CROSSTALK:

Preventing Mishaps **LEFT OF LAUNCH**

By TSGT RYAN M. DILLINGHAM, 728 AMS Safety

Within the missile defense community, “left of launch” describes the actions that might be taken to disrupt or disable an adversarial missile prior to it being launched. What would happen if we took this same idea and applied it to the “causal chain” of a safety mishap? What practices could we implement to avoid safety mishaps before they start, rather than hoping to interrupt a chain of events when the hair on the back of our collective necks starts to stand up?

The night of January 6, 2015 started like any other for the Port Dawgs of the 728th Air Mobility Squadron, Incirlik AB, Turkey. The inbound mission, a Patriot Express passenger aircraft, required the standard download and upload of passengers and their baggage. Following standard shift changeover, all was normal until the safety handrail on a baggage conveyor truck collapsed and struck a staff sergeant in the head, nearly knocking her unconscious. Why tonight? What was different? All established safety processes had been followed, tech

data was followed, and the retaining pins were installed the same as they had been countless times before. Could this mishap have been prevented “left of launch?”

The answer to whether this or any mishap event could have been prevented is always “yes” and “likely.” The question is, how, where, and at what cost? Perhaps the most efficient way to prevent future mishaps is through communication. Communication is fundamental to most daily tasks. Why should safety be any different? Leadership communicates a vision, mid-level supervisors provide direction and create buy-in, and Airmen move us forward. Airmen are more likely to identify problems and provide solutions when they understand they can do this without fear of retribution for challenging the status quo or being dismissed with, “That’s how it’s always been done.” When a problem has been identified, particularly something that creates an unsafe working environment, there is a collective responsibility to find a solution and then share that issue and/or solution outside the unit. This

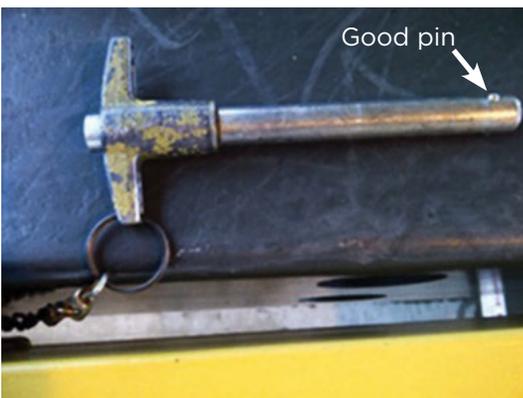
“crosstalk” allows other units to learn and adapt to a safety issue, or adopt a safety solution, preventing a mishap “left of launch.” As long as people are involved, mistakes will happen; but we should strive to ensure others have the opportunity to learn from our mistakes.

The rest of our mishap story provides a fantastic example of crosstalk and the prevention of future mishaps. Following the incident, TSgt Ryan Dillingham, 728th Safety NCO, investigated the mishap and identified the broken support pin as causal. The pin had failed when the locking mechanism became stuck. After the pin vibrated out of position, the handrail collapsed and struck the staff sergeant, resulting in a concussion and whiplash. TSgt Dillingham rapidly communicated the cause of the incident across our wing and AMC Safety. Recognizing the potential for a similar mishap at Al Udeid AB, Qatar, TSgt Harold Morris, 8 EAMS Safety, and SSgt Steven Wilson, 8 EAMS Aerial Port, quickly worked to evaluate their conveyor trucks. The result was out



TSgt Ryan Dillingham, 728th Safety NCO, and TSgt Teve Molioo, 728 AMS Safety ATSEV evaluator, Incirlik AB, Turkey, examine a baggage conveyor belt support pin.

USAF PHOTO



A recent support pin failure on a baggage conveyor belt caused a rail to slip, resulting in an injury. Further investigation revealed many pins had loose or non-functioning bearings. All pins are now being replaced and specific function checks are being added.

of five of their assigned trucks, only one support pin was functional. Due to the diligence and proactive leadership, local Vehicle Maintenance had the pins replaced within the hour, averting the potential for the same mishap to befall our fellow Airmen at Al Udeid. This is just one example where “crosstalk” prevented a mishap “left of launch.” It’s impossible to know how many others may be prevented through crosstalk. The potential is limitless if applied by every member of our Air Force. I challenge you to share your safety lessons with other Airmen across the service. Will you live up to the challenge? 🌐



TANKERS

Fuel the War on Terror

By MS. RUTH ANN REPLOGLE, Staff Writer

One of the key missions of Air Mobility Command (AMC) is to deliver fuel for major military operations. This mission became front and center in 2001 with the triad of military operations launched in the wake of the September 11, 2001, attacks on U.S. soil: Operation Noble Eagle, Operation Enduring Freedom, and Operation Iraqi Freedom.

Since 9/11, Air Force KC-10s and KC-135s have been on the front lines of the war on terrorism. This includes more than 350 missions guarding U.S. skies and more than 1,390 missions delivering critical air refueling support overseas.

“Tankers and airlift aircraft play a critical role in the Homeland Security mission,” said General John W. Handy, commander in chief of U.S. Transportation Command and Commander of AMC in 2002. “As with many flying operations requiring a sustained fighter presence, tanker aircraft are required to extend fighter aircraft capabilities. In the case of Homeland Defense, tankers are used to extend [a] fighter’s flight time during combat air patrols or increase its range of coverage.”

In the first six months of Operation Noble Eagle, KC-10s and KC-135s sustained combat air patrols across the United States. AMC’s tanker aircrews offloaded more than 420 million pounds of fuel.

During Operation Enduring Freedom, tankers were deployed overseas to

Guam, Qatar, Japan, and Afghanistan to refuel bombers, airlifters, reconnaissance, and other aircraft.

KC-135s and KC-10s were critical during Operation Iraqi Freedom. Early on, they refueled fighters and bombers in 17 locations worldwide and then moved into the theater to sustain combat as well as search and rescue.

In June 2003, Brigadier General Paul J. Selva, Vice Commander of the AMC Tanker Airlift Control Center, praised the Maine and New Hampshire Air National Guard-manned Northeast Tanker Task Force for enabling AMC to make direct deliveries successfully. During the initial combat phase of Operation Iraqi Freedom, Air Force tankers provided more than half of the overall inflight refueling capability.

General Handy told members of the Airlift/Tanker Association in November 2002 that not one U.S. fighter or bomber mission went lacking for fuel because of tankers. The tankers enabled some historic events for the Air Force, including the longest B-2 mission of 44.3 hours and the longest F-15 combat sortie of 15.5 hours.

KC-10s and KC-135s offloaded nearly 11.7 billion pounds of fuel in Operations Enduring Freedom and Iraqi Freedom combined.

AMC’s goal to protect America depends on its ability to have a combat-ready force, said General Duncan

McNabb, a former AMC Commander, while speaking at an Airlift/Tanker Association convention in October 2005. “We are in this global war on terrorism for the long haul.”

In February 2008, AMC Commander General Arthur J. Lichte announced the KC-45 would eventually replace the KC-135 in the global war on terrorism. “The KC-45A is the tanker of the future. It will enable us to carry more fuel and cargo, and allow us the flexibility to refuel any type of receiver on every mission. It will come equipped with systems to take this capability closer to the fight while protecting our Airmen as they operate in hostile skies.” Three years later, the Air Force opted to go with the KC-46 instead of the KC-45.

While refueling is the primary role of tankers in the war on terror, KC-10s and KC-135s have offered support through carrying and/or delivering cargo and passengers.

As they did in Operations Desert Shield and Desert Storm in the 1990s, the tankers replaced the role of C-17s and C-130s by transporting non-critical patients from Afghanistan to Germany within hours—rather than days—through aeromedical evacuation missions. More than 1,350 patients were airlifted during Operation Enduring Freedom.

Today, KC-10s and KC-135s also participate in joint exercises at home and abroad, humanitarian relief around the world, U.S. presidential support, and deployment missions. 



An F-16C Fighting Falcon receives fuel from a KC-135 Stratotanker during an in-air refueling mission over Afghanistan in support of Operation Enduring Freedom.

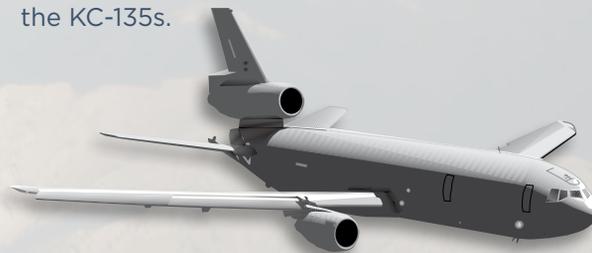
USAF PHOTO BY SSGT VERNON YOUNG JR.



A 940th Aerial Refueling Wing KC-135E Stratotanker from Beale AFB, Calif., prepares to refuel two F-16 Fighting Falcons during an Operation Noble Eagle training patrol.

USAF PHOTO BY MSGT LANCE CHEUNG

- KC-135s have been the backbone of America's tanker fleet since the Eisenhower administration (1956).
- With six large fuel tanks, KC-10s can carry more than 356,000 pounds of fuel, twice as much as the KC-135s.



- The 380th Air Expeditionary Wing stationed at Al Dhafra Air Base, United Arab Emirates, is the only wing at an Air Force base with a tanker squadron flying both KC-10s and KC-135s. The 380th was formerly part of AMC and was known as the 380th Air Refueling Wing at Plattsburgh Air Force Base, New York, until 1995.
- KC-135s will be replaced by KC-46s starting in 2017. KC-46s will be based at McConnell Air Force Base in Wichita, Kansas, and crews will be trained at Altus Air Force Base, Oklahoma.



- AMC operates 414 KC-135s (also known as Stratotankers) and 59 KC-10s (also known as Extenders).

KC-10 Extender (top) and KC-135A Stratotanker (bottom) graphics by Bob Goode, AFNEWS/NSPD

Flying Hour MILESTONES

15,000 HOURS

313 AS, JB Lewis-McChord, WA

Lt Col John W. Smith

10,000 HOURS

97 AS, JB Lewis McChord, WA

CMSgt James C. Masura

SMSgt Randy Lewis

SMSgt Terry L. Wolford

313 AS, JB Lewis-McChord, WA

CMSgt Ronald A. Campeau

MSgt Ernest J. Barrer

728 AS, JB Lewis-McChord, WA

SMSgt Robert J. Bertsch

MSgt Thomas A. Mazzuca

8,500 HOURS

97 AS, JB Lewis McChord, WA

Lt Col Gregory G. Wittman

200 AS, Peterson AFB, CO

Lt Col James L. Lawrence

313 AS, JB Lewis-McChord, WA

Lt Col Michael R. Blumenschein

Lt Col Mark G. Hahn

Lt Col Steven M. Hedden

Lt Col Colin J. Keen

Lt Col Derek L. Leckrone

SMSgt Ty E. Brooks

728 AS, JB Lewis-McChord, WA

CMSgt David L. Kist

SMSgt Derek O. Bryant

7,500 HOURS

97 AS, JB Lewis McChord, WA

MSgt Timothy G. Reed

313 AS, JB Lewis-McChord, WA

MSgt John P. Sadorf

MSgt Robert P. Withrow

728 AS, JB Lewis-McChord, WA

Lt Col Robert B. Sawyer

Lt Col Christopher B.

Wallington

6,500 HOURS

1 AS, JB Andrews, MD

Lt Col Brian Bartee

97 AS, JB Lewis McChord, WA

Lt Col Jason N. Allen

Lt Col Hans W. Bley

Lt Col Stephen A. Logan

MSgt Michael J. Mundell

313 AS, JB Lewis-McChord, WA

Lt Col Stacy G. O'Neal

Lt Col Douglas R. Patterson

Lt Col Paul C. Pearson

Lt Col Suchan Slack

CMSgt Randy T. Griggs

SMSgt Thomas C. Morawek

MSgt David J. Lewis

TSgt Christopher A. Cohen

TSgt Brian D. Nichols

728 AS, JB Lewis-McChord, WA

Lt Col Ernst B. Coumou

Lt Col Timothy M. Davis

Lt Col Timothy G. Greminger

Lt Col Michael D. Moore

Maj Bradley D. White

MSgt Thomas J. Emmert Jr.

5,000 HOURS

1 AS, JB Andrews, MD

Lt Col David Bohnen

Lt Col Susan Foy

Lt Col David Grein

Lt Col Thomas Kootsikas

MSgt William Wilson

6 AS, JB McGuire-Dix-Lakehurst, NJ

TSgt Jason P. Scaffidi

40 AS, Dyess AFB, TX

MSgt Bradley E. Nulf

97 AS, JB Lewis McChord, WA

Col Scott A. Snyder

Lt Col Thomas N. Jensen

Lt Col Christopher B. Klopping

Lt Col Charles J. Metzgar

Lt Col Joseph M. Nauman

Lt Col Frank C. Nisco

Maj Jason L. Dekruyf

Maj Jennifer C. Kelsey

Maj Jeffrey C. Woods

SMSgt Kelly B. Henderson

MSgt Brian K. Petro

MSgt Woodson W. Wright

99 AS, JB Andrews, MD

Lt Col Raymond Chehy

313 AS, JB Lewis-McChord, WA

Lt Col Jonathan L. Bowser

Lt Col John K. Caplinger

Lt Col Charles E. Corrigan

Lt Col Jeffrey J. Furrer

Lt Col Michael W. Haedt

Lt Col David R. Latham

Lt Col Russell W. Parker

MSgt Craig E. Johnson

MSgt Alton M. Staten

TSgt Timmy J. Long

728 AS, JB Lewis-McChord, WA

Col Scott L. McLaughlin

Lt Col William J. Eberhardt

Lt Col Steven M. Kurpius

Maj Casey E. Guerrero

SMSgt Marshall S. Dellinger

MSgt Ronald M. Smith
TSgt Leonard L. Dewitt

3,500 HOURS

1 AS, JB Andrews, MD

Lt Col Michael Freimarck
Lt Col Steve Jones
Maj Matthew Distefano
Maj Jachin Finch
Maj Michael Maddox
Maj Luke Urish
Maj Joshua White
TSgt Loretta Covert

6 AS, JB McGuire-Dix- Lakehurst, NJ

Lt Col Ryan E. Vanderveen
Maj Brian P. Carran
Maj Michael J. Dorrell
Maj Jeremy J. Lydic
Maj Christopher A. Reid
Maj Michael A. Talley
SMSgt Jamey L. Caskey
MSgt Scott T. Shrier
TSgt Kyle J. Roen
SSgt Vincent B. Camacho
SSgt Dustin L. Franklin
SSgt Jeremy A. McCray
SSgt Matthew D. McGehee

91 ARS, MacDill AFB, FL

Lt Col Travis T. Diltz
Maj Michael E. Sankey
Capt Ryland U. Tecson
MSgt Rory C. Wilcox II
TSgt Michael M. Fagan

97 AS, JB Lewis McChord, WA

Lt Col Scott K. Amerman
Lt Col Michael V. Bautista
Lt Col Mark H. Boyd
Lt Col William B. Budge

Lt Col Robert H. Campbell
Lt Col Steven A. Funanich
Lt Col Marc A. Miller
Lt Col Jeffrey R. Sparrow
Lt Col Kevin A. Whittaker
Maj Eugene D. Ballou
Maj Tammi S. Bauer
Maj Bruce H. Cohn
Maj Matthew P. Crockett
Maj Dennis R. Frisbee
Maj Colby R. Harrell
Maj Brian P. Odell
Maj Kyle S. Ott
Maj Brian M. Vizzone
Capt John S. Putnam
MSgt Donald Allen
TSgt Chad J. Poundstone

310 AS, MacDill AFB, FL

Lt Col Edward B. Grundel
Maj Nicholas E. Robbins

313 AS, JB Lewis-McChord, WA

Col Gerry A. Signorelli
Lt Col Daniel P. Bishop
Lt Col Mark A. Brown
Lt Col Stephen T. Burrington
Lt Col Kenneth M. Jambor
Lt Col Maurice H. Kidney
Lt Col Ronald L. Limes
Lt Col Rob S. Luzader
Lt Col Benjamin J. Morley
Lt Col John J. Scacciotti
Lt Col Justin S. Tomlinson
Lt Col Eric W. Vontroth
Maj Jason M. Dunham
Maj Brendan P. Harrison
Maj Michael S. Masuda
Maj Kenneth H. Strunk
SMSgt Mark A. Riekema
TSgt Brian A. Campbell

728 AS, JB Lewis-McChord, WA

Lt Col Grant E. Dysle
Lt Col Jonathan E. Karnes
Lt Col Kevin M. Peterson
Lt Col Jason W. Taylor
Lt Col Laura A. Theodorson
Maj Sean D. Angus
Maj Samuel A. Arieff
Maj James M. Bieker
Maj Colin M. Edwards
Maj Matthew G. Geiger
Maj Robert H. Hardenstine
Maj Darin J. Kolb
Maj Robert T. Selmer
Maj Kevin G. Severe
Maj Patrick G. Smith
Maj Michele R. Wanner
Capt Weston A. Sewall
MSgt Wesley J. Acdal
MSgt Scott S. Hesse
MSgt Christopher M. Ping
TSgt Joseph A. Cimino
TSgt Peter J. Olsufka
SSgt Kevin A. Johnson

2,500 HOURS

1 AS, JB Andrews, MD

Maj Barry Weaver
MSgt Josiah Martin
SSgt David Freeman

6 AS, JB McGuire-Dix- Lakehurst, NJ

Col Brian J. Ede
Col John F. Price
Lt Col Michael J. Durband
Lt Col Brian O. Hinken
Maj Brant A. Dixon
Maj Jeremy J. Kahoe
Maj Geoffrey D. Osborn
Maj Michael A. Talley

**MISHAP-FREE
FLYING HOUR MILESTONES**

Capt Bradley S. Clemmons
Capt Gregory S. Gaudet
Capt John N. Gremminger
Capt Shawn M. Joaquin
Capt William S. MacVittie
Capt Nichole M. Stenstad
Msgt Levy O. Menjivar-Sanchez
SSgt Nicholas D. Cook
SSgt Colton M. Desmarais
SSgt Jennifer A. Drane
SSgt Tristan C. Heltzel
SSgt Crystal R. Malsom

91 ARS, MacDill AFB, FL

Col Brian N. Smith
Col Daniel H. Tulley
Lt Col Adrian R. Byers
Lt Col Jeremy E. Learned
Lt Col Bradford J. Mate
Lt Col Curtis C. White
Maj Ryan F. Covahey
Maj Scott S. Korell
Maj Jeff A. Lascrain
Maj Sean C. Ley
Maj Ryan L. Ransom
Maj Matthew A. Swee
Maj Jeremiah C. Trawick
Maj Adam R. Watkins
Capt Daniel H. Fenwick
Capt Justin M. Tubiolo
SMSgt Benjamin L. Cobb
TSgt Lamar R. Daniel
TSgt John W. Hester
SSgt Jacob S. Jewell
SSgt Brandon M. Roberts

97 AS, JB Lewis McChord, WA

Lt Col Ronald K. McMinn
Maj Joshua T. Anderson
Maj John W. Burnett
Maj Michael D. Geiger
Maj Patrick R. Hancock
Maj Chad F. Manning
Maj Rachel M. Metzgar
Maj Thomas K. Minzak
Maj Bryan D. Parker
Maj Hayden M. Scott
Capt Mark R. Fuller
Capt Jeffrey N. Huiatt
Capt Richard S. Matthews
Capt Steven T. Rapp
MSgt Peter E. Jordan
TSgt Adrienne A. Gariglio
TSgt Justin U. Hoapili
TSgt Chris A. Kelley
TSgt Benjamin J. Lee
TSgt Raymond W. Meyers
TSgt Jerome A. Wald III
TSgt Jason R. Walsh
TSgt Joseph P. Zinnecker
SSgt Kelsey D. Kelley

200 AS, Peterson AFB, CO

Maj Coy W. Egbert
Maj Brian M. Jacobsen
Maj Derek R. Rhinesmith

310 AS, MacDill AFB, FL

Maj Eduardo S. Buenviaje Jr.
Capt Robin M. Parrish
SSgt Kevin Sanchez

313 AS, JB Lewis-McChord, WA

Lt Col Jennie M. Steldt
Maj Nathaniel S. Amidon
Maj Tobhiyah Benefield
Maj Bryan M. Clune
Maj Russell M. Hanks
Maj Heather A. Huot
Maj Nathan D. Koss
Maj Roderick H. Morris
Maj Stephanie J. Severe
Maj Richard G. Vance
Maj Joshua A. Westby
Maj Jared W. Wood
Capt Brad L. Montgomery
Capt Franklin T. Sevey
TSgt Phillip D. Derenski
TSgt Timothy J. Raymon
TSgt Gary T. Washington
TSgt Kevin B. Wetzel
SSgt Nicholas S. Hoffman

728 AS, JB Lewis-McChord, WA

Maj Casey J. Collier
Maj Joshua A. Ellis
Maj Michael J. Flonacher
Maj Peter R. Grossenbach
Maj Scott C. Jones
Maj Avi S. Peres
Maj Peter J. Raber
Maj Matthew G. Riewe
Maj Jason M. Wilbur
MSgt Lance E. Nelson
TSgt Jon D. Polka
TSgt Andrew D. Thatcher
TSgt Mark A. Wilson
SSgt Kelly R. Charles

SUBMITTING MISHAP-FREE FLYING HOUR MILESTONES

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

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





QUICKSTOPPERS

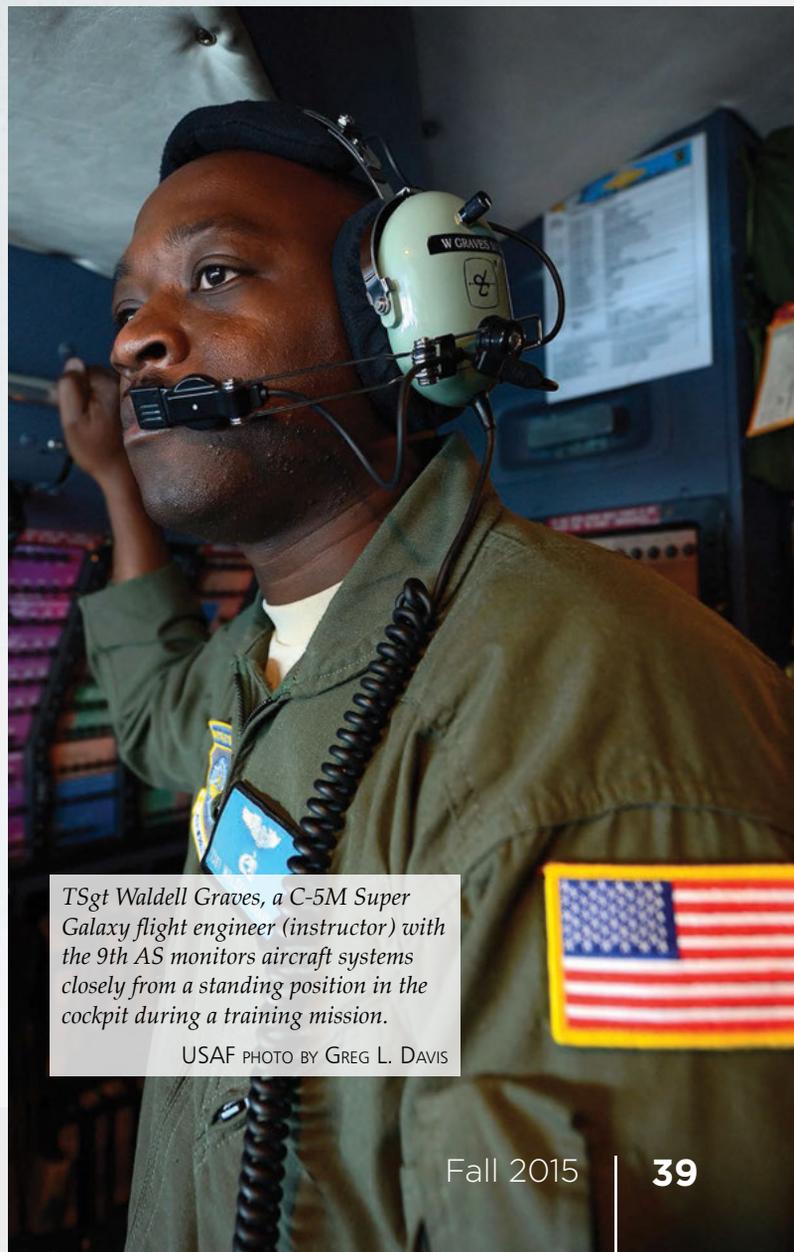
FAA Dirty Dozen: Common Causes of Human Factor Errors

By MR. STEVE PANGER,
AMC Flight Safety

These come from the FAA but apply to AF aviation as well.

1. **Lack of Communication** – Failure to transmit, receive or provide enough information to complete a task. Never assume anything.
2. **Complacency** – Overconfidence from repeated experience performing a task.
3. **Lack of Knowledge** – Shortage of the training, information and/or ability to perform successfully.
4. **Distractions** – Anything that draws your attention away from the task at hand. Distractions are the #1 cause of forgetting things, including what has or has not been done in a maintenance task.
5. **Lack of Teamwork** – Failure to work together to complete a shared goal.
6. **Fatigue** – Physical or mental exhaustion threatening work performance.
7. **Lack of Resources** – Not having enough people, equipment, documentation, time, parts, etc., to complete a task.
8. **Pressure** – Real or perceived forces demanding high-level job performance.
9. **Lack of Assertiveness** – Failure to speak up or document concerns about instructions, orders, or the actions of others.
10. **Stress** – A physical, chemical, or emotional factor that causes physical or mental tension.
11. **Lack of Awareness** – Failure to recognize a situation, understand what it is, and predict the possible results.
12. **Norms** – Expected, yet unwritten, rules of behavior.

There are many methods and tools to overcome each of these: CRM, LRM and AvORM are but a few. The biggest thing is to communicate with your crew or team members (see #1) when something does not look right. 



TSgt Waldell Graves, a C-5M Super Galaxy flight engineer (instructor) with the 9th AS monitors aircraft systems closely from a standing position in the cockpit during a training mission.

USAF PHOTO BY GREG L. DAVIS

A DAY IN THE LIFE

86th Civil Engineer Squadron



SrA Mark Morris, 86th Civil Engineer Squadron fire truck operator, answers Ramstein Middle and High School students' questions during Job Shadow Day at Ramstein AB, Germany. Students had the opportunity to learn about the different careers the Air Force has to offer by touring facilities and receiving hands-on lessons.

USAF PHOTO BY A1C Larissa Greatwood