

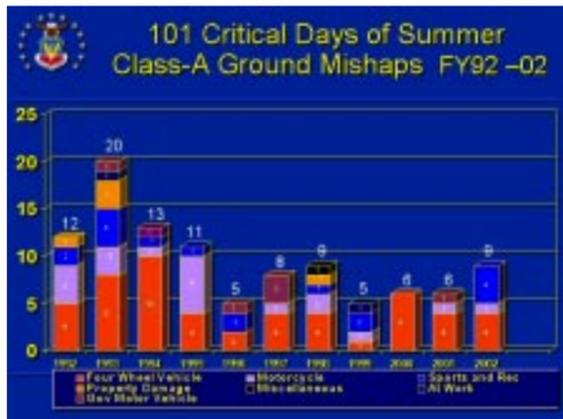
The ACC Lost Squadron

Injuries to Date Deaths to Date

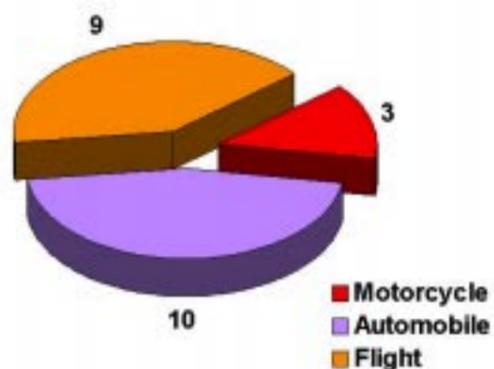
248 22

FY03 current as of March 31, 2003

ACC Statistics



How the 22 Died



A Few of the Mishaps

October 19, 2002: A 28-year-old SrA was driving his 1997 Ford F150 while under the influence of alcohol. He was traveling on a dark interstate road with a 75 MPH posted speed limit. He lost control in a curve and departed the paved surface onto the gravel shoulder. As he attempted to correct back onto the paved surface, the tires dug into the gravel shoulder and the vehicle began to roll in a cartwheel/end-over-end motion. At some point during the roll, the SrA's head was pinned or struck the ground producing fatal injuries. Alcohol was a factor (.16) in this mishap. The lap belt was used and the shoulder harness was worn incorrectly behind the back and the shoulder of the member. He would have survived if the shoulder harness had been worn correctly.

November 3, 2002: A 21-year-old A1C was the passenger in a 1988 Ford Mustang being operated by another A1C. While driving at a high rate of speed, the A1C operator lost control of the vehicle. He entered the grassy medium, became airborne, and collided with a large oak tree directly on the passenger's side of the vehicle resulting in fatal injuries to the A1C passenger. The A1C operator was seen drag racing with another vehicle, and there were reports that both vehicles ran a red traffic signal at a high rate of speed. A toxicology test was administered by the local police and the hospital on the A1C operator with negative results. Seat belts were worn by the operator but not the passenger.

November 18, 2002: A 20-year-old A1C was driving her leased 2000 Dodge Neon on a four-lane undivided highway when she lost control in a curve. She crossed the center line and traveled to the outside lane of opposing traffic. As she attempted to recover to the correct lane of traffic, she collided head-on with a 1997 Ford 350 1-ton pickup going in the opposite direction. The A1C sustained multiple injuries and died at the scene of the mishap. The A1C elected to drive all night returning from leave.

March 15, 2003: A 19-year-old, AB was walking along a roadway at 4:00 a.m., when he and another Air Force member were struck from behind by a vehicle operated by a non-USAF civilian. The driver was under the influence of alcohol. The AB suffered a punctured heart and died 3 days later.

March 15, 2003: A 19-year-old AB died in a one car accident. The AB and two other airmen were traveling to Las Vegas when the operator lost control of his jeep-type vehicle and crashed into a cliff wall. The operator and front seat passenger were seat belted and received minor injuries. The AB, sitting in the back seat and not wearing a seat belt, was ejected from the vehicle through the front windshield and the car landed on top of her — killing her.

Don't become a member of the "Lost Squadron"

Mishap Statistics Scoreboard

FY03 Aircraft		
	Fatal	Aircraft Destroyed
8 AF		
9 AF		HH-60
12 AF		▲▲▲
AWFC		* RQ-1 * RQ-1
ANG (ACC-gained)		
AFRC (ACC-gained)		▲

FY03 Ground			
	Fatal	Class A	Class B
8 AF		2	2
9 AF		4	1
12 AF		6	0
DRU's		3	0

FY03 Weapons		
	Class A	Class B
8 AF	0	0
9 AF	0	0
12 AF	0	0
AWFC	0	2

Legend

Class A - Permanent Total Disability; Property Damage \$1,000,000 or more
 Class B - Permanent Partial Disability; Property Damage between \$200,000 and \$1,000,000
 Class C - Lost Workday; Property Damage between \$20,000 and \$200,000
 * Non-rate Producing

Aircraft Notes

ACC experienced five Class A mishaps during March. The first was the loss of a T-38 companion trainer from Holloman which occurred at Eglin AFB. The second was a midair between two F-15Cs with one aircraft destroyed and one returning with minor damage. Most tragic was the loss of an HH-60 with six crewmembers killed in Afghanistan. Fourth was an engine on a test run that had problems and the fifth was a problem with a B-1 in support of Operation IRAQI FREEDOM. These mishaps have driven ACC's continuous mishap rate to the highest it has been since Jul 1998. Again, pilot actions and decision making are breaking down resulting in tragic consequences and loss of combat, training assets, and lives. Avoid complacency, know the mission, and know your limits and those around you.

Ground Notes

Class A mishaps total 15 for FY03, 1 more than in FY02. Fatalities total 13, 3 less than in FY02. Class B mishaps stand at 3, 1 less than FY02, and Class C mishaps sit at 246, 14 less than FY02. All fatalities have resulted from motor vehicle mishaps. Alcohol and lack of personal protective equipment (seat belts, helmets) were factors in 4 of the Class A mishaps involving motor vehicles.

Weapons Notes

There have been seven mishaps so far this quarter. Two Class Bs were the result of parachute failure on a sub-scale unmanned aerial vehicle (UAV). There were three Class Ds, a sheared umbilical and two involving the transportation and tie-down of munitions. The other two were High Accident Potential (HAP) mishaps involving a bad lot of 7.62 ammo and an AIM-120 test flight malfunction. This quarter we developed a trend in mishaps dealing with tie-down procedures and transportation requirements not being followed to the letter. We cannot afford to lose valuable assets any time, especially in a time of war. Stay vigilant!

Symbols for Mishap Aircraft

