

AEROSPACE

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OPS topics

Traffic Info

■ A recent HATR addressed the requirement for air traffic controllers to issue traffic advisories. A review may be in order. The issuance of traffic information is an additional service on the part of the controller. The air traffic control handbook instructs controllers, "Provide additional services to the extent possible contingent only upon your capability to fit it into the performance of higher priority duties. . . . The provision of additional services is not optional on the part of the controller, but rather is required, when the work situation permits." Remember, controllers have complete discretion for determining if they are able to provide or continue to provide the service in each case. Their reason not to provide a service in a particular case is not subject to question by the pilot and need not be made known to him. — Maj Joseph R. Yadouga, Directorate of Aerospace Safety.



Air Force Chief of Staff General Lew Allen, Jr., presents the Cheney Award for heroism to Captain Christopher C. Soto in a Pentagon ceremony. (U.S. Air Force photo)

Cheney Award

Captain Christopher C. Soto, an EWO in the 35th Tactical Fighter Wing, George AFB, CA, has received the Cheney Award for heroism. The award was based on Captain Soto's action in pulling his

pilot to safety after their F-105G crashed on take-off. Captain Soto had escaped when he saw the pilot was trapped in the burning aircraft. He rushed back, opened the canopy and assisted the pilot to safety.

Aero Club Mishap

Pilots of military aircraft flying high speed, low-level missions are not the only ones fooled by rising terrain. An aero clubber was a recent victim. While on a cross-country, in mountains with rising terrain, the pilot did not realize that the ground was rising faster than the aircraft. The application of full power could not provide enough gain in altitude so the pilot landed in

an open area. The landing was successful until the nose wheel dug into mud and the aircraft flipped onto its back. Both the pilot and his passenger escaped uninjured and probably much wiser.

Up And Out—Fast!

How well do you know your emergency ground egress procedures? Have you switched aircraft types or ejection seats lately? If your aircraft caught fire on the ground today, could you get out safely in minimum time?

All are simple questions that should be easy to answer, but be honest—it's your life! Each year approximately 25 aircrew members are faced with an emergency ground egress situation. Most of them are successful in evading serious injury, but occasionally the heat and flames have caused individuals to revert to old habit patterns, and the results have been fatal. Do you have your current procedures down cold? Do you actively practice them? If so, you are upping your chances, of surviving and escaping an aircraft fire—Maj Wm Harrison, Directorate of Aerospace Safety.