

Ten-year-old boy hit by car; Crosswalk safety key issue

By Senior Airman Michael Duhe
437 AW Public Affairs

A recent incident involving a child being hit by a car on base underscores the importance of pedestrian safety, according to David Luttrell, 437 AW Ground/Weapons Safety manager.

A 10-year-old boy, who was not in a crosswalk or at an intersection, ran across Hill Blvd. near the jogging path. As he crossed, he was narrowly missed by one inbound driver, who then witnessed the boy being hit by an outbound driver. The second driver applied her brakes, but was unable to stop before hitting the boy with the front right quarter of her car. The boy was thrown onto a grassy area next to the road and suffered minor injuries.

"The Wing Safety Office shares the concerns expressed over traffic safety," Luttrell said. "In addition to briefing traffic safety during the base intro program and other public awareness avenues, we also work closely with the Base Traffic Engineering Working Group to identify and find solutions for base traffic hazards.

"We encourage all Charleston AFB personnel to not only be aware of traffic safety practices but to

apply them actively and pass them on to their families," he added. "Effective traffic safety only occurs when everybody, commanders, supervisors, safety professionals, and individuals, work continually to make it a priority."

Base regulations specifically deal with pedestrian traffic. Among the guidelines:

- The driver of a vehicle will yield the right-of-way, slowing down or stopping if necessary, for a pedestrian crossing the roadway within a crosswalk. No pedestrian will suddenly leave a curb or other place of safety and enter the path of a vehicle.

- Where sidewalks are provided, it will be unlawful for any pedestrian to walk along or upon an adjacent roadway.

- Where sidewalks are not provided, any pedestrian walking along or upon a roadway will walk only on the left side of the roadway or on the shoulder facing traffic which may approach from the other direction.

- All persons, when walking within the confines of the base, are to use well defined walkways and thoroughfares; and they are not to loiter or trespass in areas in which they have no legitimate reason to frequent.

For information, call 963-5606.



5 Charleston SNCOs selected for chief

Charleston AFB has selected five senior master sergeants for promotion to the rank of chief master sergeant.

The selectees were:

- Aitken, Christopher 437 AGS
- Kelly, Elton 437 EMS
- McMahan, Matthew 437 AGS
- Smith, Scott 16 AS
- Williams, Mary 437 AW

The Air Force has tentatively selected 502 of 2,855 eligible senior master sergeants for promotion to chief master sergeant.

This represents an overall 17.58-percent selection rate for the 99E9 cycle, well above the TOPCAP minimum of 13 percent set for chief master sergeant during the drawdown.

The Chief Master Sergeant Evaluation Board met at Randolph AFB, Texas, Oct. 18 through 29. Promotions were finalized after data used in the selection process is verified against the contents of each member's official service records.

A complete list of the new chief master sergeants will be posted on the AFPC home page by close of business today. (AFPN)

November promotees

Lieutenant colonel

- Lowther, Ronald AFCCC
- McCray, Cleveland 437 OSS

Senior master sergeant

- Parmenter, Earl Jr., 437 SUPS

Master sergeant

- Bryson, Katherin 1 CTCS
- Harris, Clinton 437 SFS
- Tillett, Tony 437 AGS

Technical sergeant

- Barnes, David 437 LSS
- Couture, Michael 437 SUPS
- Ellis, Travis 437 EMS
- Harmon, William Jr. 437 LSS
- Kirsch, Scott 437 CS
- Seaver, Ray Det 5, 373 TRS

Staff sergeant

- Albertson, Kristopher 14 AS
- Allen, Jeffrey 1 CTCS
- Baldwin, John 437 EMS
- Born, Jon 437 OSS

- Bowers, Ronald 437 SUPS
- Brown, Jason 15 AS
- Figueroa, Consander 437 SUPS
- Frank, Shannon 437 APS
- Handley, Kim 437 CES
- Hearn, John Jr. 437 CES
- Lauderdale, Charles 14 AS
- McKimmey, Brandon 437 TRNS
- Moody, Amelia AFSPA
- Sackett, Jonathon 437 CRS
- Smith, Michael 1 CTCS
- Walker, Timothy 437 AGS
- Wilcox, Donald 437 AGS
- Yezerksi, Amanda 437 EMS

Senior airman

- Barbour, Shawn 437 EMS
- Bennett, Richard 15 AS
- Berman, Joshua 437 AGS
- Byrd, Jonathan 437 AGS
- Davis, Kevin 437 APS
- Jones, Jermaine 437 SUPS
- Korth, Kasey 437 EMS
- McClelland, Jennifer 437 SUPS
- McPhee, Daryl 437 OSS
- Melendez, Roberto 437 AGS

- Minor, William 437 CPTS
- Perez, Chelsea 437 SUPS
- Philson, Rasheed 437 AGS
- Rainey, Cassandra 437 CRS
- Richey, Robert Jr. 437 CES
- Sabatini, Christopher 17 AS
- Sayre, Eric 437 OSS
- Schily, Tate 437 AGS
- Shelby, Jesus Jr. 437 AGS
- Simpson, Kenneth 437 SUPS
- Thomas, Ephraim 437 EMS
- Tucker, Dwayne 437 SUPS
- Yoder, Michael Jr. 437 AGS

Airman first class

- Anderson, Jacob 14 AS
- Butler, Chad 437 AGS
- Cagle, David 437 SUPS
- Chester, Scottie 437 AW
- Draut, Trevor 437 SUPS
- Foster, David 437 APS
- Garino, Anna 437 OSS
- Gofourth, Jedediah 437 APS
- Laux, Chad 437 AGS
- Melton, Charles Jr. 437 SUPS
- Moore, Ahmad 437 CRS
- Sica, Steven 437 APS
- Spencer, Gary 437 APS
- Vela, Miguel Jr. 437 AGS



Dorothy Featherstone

Remembering the vets

U.S. Army veteran Louis Guess, Jr., a patient at the Charleston Veterans Administration Hospital, shares a laugh with a member of the 1999 Air Force Mens Basketball Team. The team, which visited the hospital Nov. 11 for the second year in a row, talked with patients and signed team photo's for a number of vets. For more on the men's basketball team, see page 17.

Red Flag

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the fact that the entire mission was to be flown at low-level altitudes while evading enemy fire from the ground and air, it was anything but routine.

"We would never fly in conditions this hostile; the fighters would come in first and cleanse the area of any enemy aircraft in a real world conflict," said Capt. Guy Barni, the mission's aircraft commander and a member of the 14th Airlift Squadron. "This makes it even more interesting for us, we get to show we can operate in a high-threat environment if we have to," he said.

The C-17 hugged hills and mountains and banked through canyons along its low-level route. Appropriately, it's flown by stick, rather than the two-hand controls normally found in aircraft of its size.

Coming into the airspace surrounding the landing zone, it was time to perform an assault landing, which is designed to get the aircraft on the ground quickly to avoid enemy fire.

The huge plane plummeted towards the landing strip where it eventually popped its nose up and stopped in an amazingly short distance.

The C-17's ability to land and take off on

short runways is one of its most useful capabilities.

"This thing will stop on a dime, turn around, if it has to, and take off with next to nothing for runway," said Maj. David Beasley, the mission's copilot and a member of the 17 AS. "This comes in handy when you're getting shot at," he said.

Once on the ground, the crew was told by the tower that they had 10 minutes to load the cargo. The aircraft was fully loaded and ready to take off in eight minutes. Without turning around, the C-17 rumbled down the short distance left in the runway and returned to Red Flag skies.

It is unmatched in its airlift capabilities according to its pilots.

"The C-17 has nearly the cargo capacity of the C-5 and as much if not more maneuverability than the C-130," said Barni.

If the excitement of the mission's tight turns and steep climbs had caused the crew to forget just how big their aircraft was, they were reminded upon returning to the "Home of the Fighter Pilot." The huge aircraft is unmistakable on the Nellis ramp as well as in the skies. The C-17 crew welcomes the chance to work with other Air Force units.

"This was an excellent training opportunity. It was good interaction with other mission areas of the Air Force," said Barni.