



Ground Safety Award of Distinction

As the Flight's Safety Representative for over 5 years, SSgt. Neal Therrien developed one of the most comprehensive Hazard Communication programs found within the Air Force Reserve Command (AFRC). All hazardous chemicals utilized by the Aerospace Ground Equipment Flight are stored in well-maintained and easily identifiable Flammable Storage Lockers. Each chemical is placed on a shelf that has been clearly labeled and numbered for that particular item. The corresponding number is also printed on each chemical container and on the Material Safety Data Sheet for that product. This labeling and numbering system allows for the expeditious recognition of the chemical should there ever be an emer-



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gency where the Material Safety Data Sheet is required to render emergency first aid to an employee. His program was identified as a benchmark practice during a recent Annual Safety Assessment. Therrien has also developed one of the most exceptional lockout/tagout

programs within the AFRC. His program meets all AF Occupational Safety and Health (AFOSH) Standards and Code of Federal Regulations (CFR). Therrien took additional measurements to incorporate digital photographs of each piece of equipment covered by this program in the flight. These photos allow employees to quickly recognize what the equipment item should look like when locked and tagged appropriately. This significantly reduces the chances that an employee will lock and tag a piece of equipment out incorrectly and prevents individuals from exposing themselves

and others to any hazardous condition.

Crew Chief Safety Award of Distinction

During a routine U-2S tow, SrA. Jonathan Horrigan was the chock walker member of the tow team. The U-2 was fully loaded with fuel and at that time weighed over 35,000 total pounds. Also, the aircraft was carrying a full suite of unique sensor equipment valued in excess of \$70 million. When towing a U-2, the chock walker is the "last line of defense" because there is no brake rider in the cockpit. Shortly after the operation began, the tow-bar disengaged from the tail landing gear. The aircraft began to roll forward; heading directly toward another U-2 parked less than 100 feet away. It gained speed and momentum quickly due to its gross weight and a slight decline in the paved surface. Horrigan immediately recognized the aircraft was uncontrolled and acted quickly to prevent a colli-

sion. He ran alongside the main landing gear and attempted to insert a chock under the main tire. The aircraft's combined weight and speed knocked out the chock, which struck Horrigan in the right leg. Undeterred, he immediately inserted a second chock, which successfully stopped the U-2 less than 50 feet away from the parked aircraft. SrA. Horrigan's focus on safety and his calm actions under pressure prevented a potentially disastrous collision between two multi-million dollar aircraft.



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