

## CFC draws to end

By Staff Sgt. Mike Edwards  
3rd Wing Public Affairs

With only one more week to go in the Combined Federal Campaign, Elmendorf is a little more than halfway to reaching its goal.

Last year, Arctic Warriors had a participation rate of 24 percent. This year the goal is to increase participation to 27 percent.

"I encourage everyone to consider contributing any amount to this year's CFC," said Capt. Jeremy Matyas, 3rd Wing CFC project officer. "One of the easiest ways to make a difference in people's lives is by signing up through payroll deduction. There are more than 1,600 charities and 90 local agencies to choose from."

Currently, Elmendorf's participation rate is 15 percent.

The campaign began Sept. 27 and is slated to run to Friday.

Individuals interested in participating in the CFC should contact their unit representative or visit [www.opm.gov/cfc](http://www.opm.gov/cfc).



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be avoided if possible. However, this can be difficult, especially at night, because ash clouds are not detectable by most radar systems and ash clouds look the same as weather clouds.

At Elmendorf, the plan is to avoid ash and ash contamination in the event of a volcanic eruption.

"We'll put as many planes as we can into hangars, and then flush the rest to other bases as required. It depends on how much advance notice we get," said Colonel Wright.

Knowing a volcanic eruption is occurring or is expected to occur is something the Alaska Volcano Observatory is responsible for.

"The AVO provides information to the National Weather Service, who in turn produces forecasts and warnings for volcanic ash in the atmosphere," said 1st Lt. Melissa Couture, 3rd OSS weather officer. "We work through them to get that product."

Air Force weather briefers will include the NWS forecasts and warnings in their briefings to pilots before they fly, said Lieutenant Couture.

In the event that a pilot has no warning of an eruption, however, the following signs can indicate an aircraft is flying into volcanic ash, according to the AIM:

- Smoke or dust in cockpit
- Acrid odor similar to smoke
- At night, St. Elmo's fire or other static discharges accompanied by a bright orange glow in the engine inlets
- Dark, distinct shadows of landing lights in ash clouds, as opposed to fuzzy, indistinct shadows in weather clouds

- Multiple engine malfunctions, like compressor stalls, increasing exhaust gas temperatures, flame outs, and torching from tailpipes

- A fire warning in forward cargo areas

If the pilots suspect an aircraft is flying into an ash cloud, they should immediately reduce the thrust to idle and reverse course, according to AFH 11-203. Other actions to take include:

- Disengage autothrottle to prevent it from increasing engine thrust

- Turn on continuous ignition

- Turn on all accessory airbleeds, including all air conditioning packs, nacelles, and wing anti-ice. This reduces engine pressure and adds an additional stall margin.

- It may be necessary to shut down and restart engines to prevent exceeding temperature limits.

- Ash may block the pilot system, resulting in unreliable airspeed indications

- Report the volcanic eruption to Air Traffic Control

In addition to the in-flight dangers of ash, aircraft face the additional challenge of landing and taking off on ash-covered runways. When landing, even a thin layer of ash can impair braking action, according to AFH 11-203. The use of reverse thrust should be minimized to avoid re-suspending ash.

When taking off, a rolling takeoff should be executed for the same reason. Also, flap extension should be delayed until the "before takeoff" checklist is initiated.

Aircraft should not take off at all in visible airborne ash.

***It's your election, it's your life.***

***Remember to vote Nov. 2***