



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS OKLAHOMA CITY AIR LOGISTICS CENTER (AFMC)  
TINKER AIR FORCE BASE OKLAHOMA

Mark W. Harris  
OC-ALC/MABPP  
Tinker AFB, OK 73145

24 Oct 03

Mr. David Lamensdorf  
Safe Environment Engineering  
25061 West Avenue Stanford, Suite 30  
Valencia, CA 91355

Dear Mr. Lamensdorf,

I am pleased to report to you that we recently successfully completed a rescue drill as a test of our confined space monitoring system, our local procedures, and the responsiveness of our rescue team. In the attached report you will see stated that the LifeLine system was an integral part of the drill and that it indeed did perform adequately.

Your Lifeline system exemplifies ingenuity and technical excellence and is truly an asset to Tinker AFB. Your company has proven itself worthy of recognition as one that is fully vested in our joint patriotic endeavor. We greatly appreciate your outstanding support and look forward to a continuing professional relationship with Safe Environment Engineering in the future.

Sincerely

*//Signed//*

Mark W. Harris,  
Mechanical Engineer, USAF

Attch. Tinker Rescue Drill

# Tinker Rescue Drill

On Wednesday, August 27<sup>th</sup>, 2003 Tinker Air Force Base conducted a mock rescue exercise using their Lifeline system in order to evaluate response times and protocol. The Fire Department and the Control Center were notified of the exercise in advance in order to avoid conflicts with other exercises. The rescuers and employees had no idea that the “emergency” was only a drill.



## The Scenario

David Hutchison, the safety rep for all aircraft, checked out a Portable Safety Monitor (PSM) and attached it to a dummy that was placed in the upper deck of a KC-135 aircraft. The dummy’s location was simulating a confined space work environment. By design, the Monitoring Console in the Control Center sends out an “are you OK?” signal to each PSM at 15-minute intervals. When the Control Center sent out its signal to the PSM on the dummy, there was no response, which caused the PSM to go into alarm.



The attendant at the Control Center received the alarm and immediately opened a voice channel to the PSM. When no response was received, an attendant from the work area was sent to investigate. The attendant located the dummy wearing the PSM by following the S.O.S. audio signal and the seeing the flashing lights. He was told by the safety crew to report an emergency to the Control Center.



The Control Center put in a call to base rescue. Base rescue responded in approximately 3 minutes with the heavy rescue truck and several smaller vehicles. The responders hauled in all the necessary equipment- i.e.: oxygen, a stretcher, a first aid kit, etc. The aircraft was promptly evacuated and the rescue team entered. They quickly located the dummy and began resuscitation procedures. The dummy was then “rescued” from the aircraft.





## Observations

Invited to observe this exercise were members from Aircraft Safety, Base Ground Safety, Base Training, Bioenvironmental, Emergency Response, Safety personnel from other divisions, and MABAT workers from the work area. Overall, the outcome of the exercise produced a positive response from all involved. Improvements that can be made include only minor adjustments that both Aircraft personnel and the Fire Department are responsible for.

Lifeline performed as programmed and the process was followed as outlined in the OI (Operating Instructions).

The Fire Department has requested more exercises like this in the future to be performed on another airframe.

