



Crew Chief Safety Award of Distinction

On Oct. 11, 2002, at approximately 2:30 p.m., the 34 AMU was launching their aircraft in support of a local exercise. All but four aircraft had taxied out of their parking spots when the tower gave permission for the last aircraft to proceed to the end of runway. As the last aircraft began to taxi, when the F-16 pilot throttled up his engine, fuel began gushing from the left wing fuel vent. Amn Hicks was watching the aircraft leave the parking ramp and noticed the fuel streaming from the left wing. Realizing the seriousness of the situation, he immediately ran to a position that allowed him to get the pilot's attention. He signaled the pilot to perform emergency shutdown procedures and to egress the cockpit. Positioned across the ramp from Amn Hicks was A1C John Koci. A1C Koci was also watching the aircraft taxi out and when the F-16 pilot throttled up, he too noticed fuel pouring from the left wing. He immediately took action as well

and ran for the closest aircraft boarding ladder. Upon engine shutdown he assisted the aircrew member out of the aircraft and all three personnel safely evacuated the area. The prompt actions of Amn Hicks and Koci prevented the potential loss of an irreplaceable asset.



Amn Anthony B. Hicks, A1C John D. Koci
388th Aircraft Maintenance Squadron
388th Fighter Wing
Hill AFB, Utah

ACC Safety is Proud of All Award Nominees

Capt Eric R. Lapine, B-2A Pilot
Capt Jennifer Wilson, B-2A Pilot
393rd Bomb Squadron
509th Bomb Wing
Whiteman AFB, Mo.

SSgt Andrew B. Hayes, Egress Technician
SrA Peter Waldorf, Egress Technician
148th Fighter Wing
Duluth, Minn.



Aircrew Safety Award of Distinction

On Dec. 9, 2002, the crew of an RQ-1B Predator UAV, departed for a 17-hour combat mission over Afghanistan in support of Operation ENDURING FREEDOM. Twelve hours into the mission, the pilot noticed a substantial decrease in oil quantity during a routine system check. The UAV was more than 200 miles, nearly 2 1/2 hours of flight time, from the home airfield. The pilot coordinated with AWACS to terminate the mission. Maintenance personnel advised the crew they could expect 20 minutes of usable flight time after the oil was completely depleted. The crew developed a course of action that addressed an engine-out landing and a possible forced landing. The sensor operator used the UAV's infrared camera to locate two potential landing sites. One hour away from the home air base, the engine's oil system was finally depleted. The crew determined they could increase the engine life beyond the 20 minutes estimated by tech order data by minimizing throttle commands to the engine, thus stopping any engine RPM changes. The UAV's engine finally failed after flying an additional hour beyond the point of zero oil pressure. The crew accomplished the ap-

plicable tech order BOLDFACE procedure and established aircraft parameters for a flameout or "dead stick" landing when the aircraft was in a position 40 miles north of the home airfield. All non-essential systems were shut down, leaving them only the landing gear, nose camera, and flight control systems. The crew was concerned with the available battery life and the very real possibility that the aircraft would run out of backup power before reaching the airfield, then stall and fall uncontrollably to the ground. The pilot flew a flawless flameout pattern and landed the aircraft on the centerline of the runway. The aircraft lost all electrical power just after the aircraft came to a complete stop. An additional one minute delay in the descent and landing would have caused a loss of the \$3.5 million aircraft.



Capt Lance R. Meredith and James R. Gump
SrA Marco A. Lerma, A1C Joshua S. Sjolholm
11th Expeditionary Reconnaissance Squadron

ACC SAFETY AWARDS PROGRAM

The ACC Safety Awards program recognizes deserving individuals and units for their efforts in mishap prevention. In addition, the award write-ups provide valuable lessons learned for our readers (telling who, what, when, where, why, and how things turned out). This shared information could also save another from a similar situation or mishap. However, we've had a lot of ACC award categories with no or only one nominee. We also had some categories go without a deserving nominee. You can't win if you don't submit. This is your program—take advantage of this opportunity for deserving individuals and units to win MAJCOM-level awards/recognition.

Monthly awards are due on the 1st of each month. Nominations for monthly awards are for events that occurred within 60 days of the due date. Each NAF/DRU, HQ AFRC, and NGB may only submit one nomination per category.

Nominations must be prepared IAW with subject message (HQ ACC/SE, 13 May 02) and forwarded through the unit/wing commanders to their respective NAF/DRU/NGB/AFRC safety offices, to process prior to forwarding to HQ ACC/SEM. To win an ACC or USAF safety award, a nominee must win at wing level, then NAF level, then ACC level. A nominee must win at each of these lower levels to be forwarded by ACC for an Air Force-level award. All awards will be submitted electronically. Monthly and Quarterly awards will be submitted using the latest version of AF Form 1206 or the ACC/SE approved MS Word Document format. There is a 25-line maximum length for both monthly and quarterly awards.

A photograph or unit patch must accompany nominations for the monthly and quarterly awards. Photographs should be sent electronically using .jpeg format with at least 300 dpi resolution. Whenever possible, photographs should be taken in an environment which illustrates the nominee's job. Be sure to coordinate the photo shoots with the base photo lab. Head and shoulder shots are discouraged and substandard photos will not be published. A digital graphic file of the unit/wing patch is required for any unit nominations.

NOTE: Please include the date of occurrence (if it's a one-time act), the wing, (in addition to the squadron), the type of aircraft (if applicable), and the duty title for each nominee.

Point of contact for the Safety Awards Program is Barbara Taylor, DSN 574-8846, or e-mail at: barbara.taylor@langley.af.mil.