

Aircrew Safety

Award of Distinction

Mishap Aircraft (MA) was number two in a two-ship tasked to respond to a Troops-in-Contact (TIC) situation. At rotation, the Mishap Pilot (MP) noticed a single self-protection flare bounce down the runway in the rear view mirror. The flight climbed through the weather and leveled at Flight Level 270 ATC, contacted the flight on UHF Guard and advised there were pieces of tire on the runway where the flare had dropped. The MP visually inspected the tires from the cockpit and discovered the right tire had significant tread separation but appeared to be holding air. The aircraft handled normally and because of the nature of the tasking, the Flight Lead (FL) and MP decided to continue towards the TIC until the Alert A-10s could be scrambled. Contact was made with the Supervisor of Flying (SOF) and considerations were listed with respect to landing at this airfield. Winds were gusting to 25 knots and a crosswind existed. It was determined to land with a left crosswind to allow for a more controlled touchdown of the damaged right tire. After additional coordination

with the SOF, it was decided to jettison all ordnance. Due to the erratic instruments, a formation TACAN penetration was performed to descend below the weather. It was still light above the clouds but very dark below and the flight donned NVGs after the descent. The conditions below the weather were disorienting due to reduced visibilities from blowing dust and a low level of illumination. Ceilings were ragged at 5,000 feet AGL. During the holding time the MP made a low approach to evaluate the visibility and illumination conditions for the landing. The MP concluded the illumination and visibility during the low approach would facilitate an NVG landing. The landing was uneventful as the tire did not fail. Directional control was maintained and the aircraft was taxied clear of the runway. By rapidly assessing the situation and taking action, and by skillful handling of the aircraft by the MP with the assistance of the SOF and FL, Lt Col Smith minimized damage to the aircraft and prevented a potentially catastrophic situation.

Lt Col William E. Smith, Jr., Lt Col Daniel B. Marino, Maj Edward S. Jones, Maj Kevin J. Campbell, 104th EFS, 455th Air Expeditionary Wing



Pilot Safety

Award of Distinction

Maj Brotherton was leading an F-16 flight, call sign Viper 01, on a continuation training Basic Fighter Maneuver (BFM) mission. The weather was scattered low clouds, light and variable winds, with thunderstorms in the area. The Bird Avoidance Model (BAM) was moderate, but the actual bird condition at Ellington that morning was low. Brief, start, and taxi were all normal. Due to a scattered low ceiling, Maj Brotherton elected to change the planned take-off from a formation take-off to a 20-second radar trail. After raising the gear and starting his climb-out, Maj Brotherton saw a bird fly under the nose of the aircraft. Soon thereafter, he noticed an unusual buzz. A quick glance at the engine instruments didn't indicate any problems, all were within normal limits. As such, he continued his climb in mil power to 2,000 feet and continued evaluating where the buzz was coming from. Assessing the situation,

he decided to immediately return to base. He coordinated with approach and climbed up to SFO pattern at 7,000 feet. Once a 1 to 1 was established with the field, he pulled his power back to 85 percent, and the buzzing stopped. He cleared his wingman into the chase position for a battle damage check which was negative. As he advanced the throttle back to mil power, the buzzing returned at 86 percent and the RPMs would not go any higher than 89 percent. All other engine instruments were normal. Maj Brotherton immediately configured the jet and landed uneventfully out of the SFO pattern. He cleared the runway, and shut down in EOR. Subsequent investigation revealed Maj Brotherton did in fact ingest a bird on take-off, damaging some of the fan blades. Total time from take-off to landing was a mere 7 minutes. Maj Brotherton's quick evaluation, expert knowledge, and timely decision making safely ended what could have been a disastrous situation, preventing the possible loss of life and a valuable aircraft.

Maj Shane M. Brotherton, 147th Fighter Wing, Houston, Texas



Ground Safety

Award of Distinction

A1C Feliciano was defueling an HC-130P, and noticed a rise in the nozzle pressure gauge on the instrument panel of his R-11 refueler. He immediately initiated emergency shutdown procedures. At the same time, the basket strainer seal ruptured causing fuel to

spill on the ground. He quickly completed his shutdown procedure and closed the tank isolation valve stopping the continuation of fuel. His utilization of training and calmness under pressure stopped 3,000 gallons of JP-8 from spreading across the parking ramp. His swift actions thwarted the potential of fire destroying the refueler, adjacent aircraft, and injuring personnel. His actions also averted a potential environmental hazard; thereby, preventing damages to the surrounding environment.

A1C Edgardo J. Feliciano, 347th Logistics Readiness Squadron, 347th Rescue Wing, Moody AFB, Georgia



QUARTERLY AWARD WINNERS

Flight Safety

Award of the Quarter

Capt Benjamin is the 33d Fighter Wing Chief of Flight Safety. During this quarter, he utilized an uncanny ability to forecast and mitigate risk, often stepping in as acting Wing Chief of Safety to ensure an environment free of serious mishaps both at home and deployed. He also applied his extensive F-15 operational knowledge toward flawlessly investigating and editing complex flight safety mishap reports which ran the entire gamut of F-15 systems. He personally investigated engine, physiological, and airframe issues with equal vigor, submitting each on time or early, with no corrections required. Deploying to Operation IRAQI FREEDOM with the 58th Fighter Squadron, he flew eight combat missions and over 60 combat hours. His efforts guaranteed mishap-free air supremacy and high-value airborne asset protection, 24/7, even while being fired upon repeatedly and during all weather conditions. He aggressively blended flight safety duties with combat requirements in a bare base environment and brought the lessons home for local dissemination, future planning, and subsequent reporting to the CAF — 33 FW safety personnel are already better

prepared for the next deployment. Upon return from the desert, Capt Benjamin stepped up to the plate and seamlessly took the reins as Chief of Safety during the Chief's numerous absences. For the 101 Critical Days of Summer campaign, he ensured coordination with Coast Guard Auxiliary, Florida Highway Patrol, and National Crime Prevention Task Force, thus far establishing a mishap-free summer in every significant category, including two- and four-wheel motor vehicles as well as sports and recreation. He conducted a world-class wing quarterly flight safety meeting, capturing deployed lessons learned, forecasting potential spring and summer trends in an uncommonly congested local flying environment, and directly contributing to local flying which has been free of serious mishaps. He kicked off a command-leading ORM assessment program during annual squadron safety inspections, already benchmarked by 9 AF and ACC, and he has prevented potential damage to 33 FW and host base aircraft by being highly proactive on issues ranging from BASH to construction of aircraft sun shelters, as well as ongoing improvements to local navigational aids and arresting cables. Capt Benjamin is truly a one-man force multiplier!

Capt Adam D. Benjamin, 33rd Fighter Wing, Eglin AFB, Florida

