

Weapons Safety Award of Distinction

Sgt Downey was towing two each 4x JDAM munitions trailers from the MSA to the flight line with a US Navy escort. As he approached the last mile, of the 7.5-mile trip, he heard what sounded like an explosion. SSgt Downey immediately stopped the bobtail and upon getting out, noticed heavy black smoke coming from the rear of the trailer. He swiftly contacted Munitions Control and informed them the trailer he was towing was smoking heavily from the left rear side. Between himself and the two airmen with him, A1C Albert and SrA Carrasco, they expended three fire extinguishers, narrowly avoiding an all-out tire fire. AMMO

SSgt's Daryl Bryant and Bradley Downey, SrA's Erik Terc and Bruno Carrasco, A1C Paul Albert, 40th Air Expeditionary Group

flight supervision, SMSgt McCullough and MSgt Gibson, arrived on the scene to troubleshoot further munitions movements. At the same time, the Munitions Controllers on duty, SSgt Bryant and SrA Terc, ran the Emergency Action Checklists. British Indian Ocean Territory Police, Navy Security Escort, and the local Fire Department were on scene for traffic control and to evaluate further actions. The quick disconnect brake line on the trailer was then released, relieving the pressure on the drum. With supervision and the Fire Chief escorting on foot, the trailer continued the additional mile to the flight line area. When a larger area of solid ground was reached, SMSgt McCullough and MSgt Gibson directed the cross-loading of the munitions to complete their safe delivery. A 100 percent inspection of the braking system has been implemented with zero findings.



Pilot Safety Award of Distinction

First Lieutenant Radoescu was descending out of medium altitude in preparation for a low altitude close air support training mission. Descending through 10,000 feet MSL, the A-10's right engine low oil pressure master caution light illuminated. Lt Radoescu immediately initiated a "Knock-It-Off" and informed his flight lead of the situation. He coordinated with his flight lead to initiate an immediate divert to Shaw AFB, S.C., 40 miles to the northwest, declared an emergency with air traffic control, and then accomplished the Low Oil Pressure checklist. Unknown to Lt Radoescu, a power take-off bearing in the engine had failed, making complete loss of oil pressure imminent. This made his immediate divert decision critical because it significantly minimized the time and distance required to fly on a single-engine. Lt Radoescu reduced the right engine power in accordance with the Dash 1-2 checklist and noted that the oil pressure remained within emergency operating limits. After confirming that the engine core speed was also within normal limits, he then reduced the power to idle in order to maintain the minimum emergency oil pressure of 30 psi. However, approximately 25 miles from Shaw AFB, the right engine oil pres-

1Lt Razvan Radoescu, 75th Fighter Sqdn., 23rd Fighter Group, Pope AFB, North Carolina

sure dropped below 30 psi, so Lt Radoescu quickly accomplished the remainder of the checklist by shutting down the right engine and preparing for a single-engine landing. Lt Radoescu informed Shaw Approach Control of his deteriorating situation and his landing intentions while configuring for a single-engine landing in accordance with checklist guidance. During the single-engine approach, Lt Radoescu concentrated on maintaining his single-engine approach parameters while controlling any excessive yaw with smooth rudder inputs. This focus on aircraft control, while single-engine, is critical since the loss of thrust and subsequent high yaw rates during single-engine approaches have resulted in three Class Amishaps in the A-10's history. Lt Radoescu knew the speed brakes would not be available after landing, and the landing distance would be increased due to the loss of right side hydraulics. Lt Radoescu executed a flawless touchdown near the approach end of the runway, used maximum aerobraking, and cautiously applied the wheel brakes to stop the aircraft in the remaining runway distance. Once he brought the aircraft to a stop on the runway, Lt Radoescu shut down the remaining engine and egressed the aircraft. Lt Radoescu's excellent in-flight decision making in a critical phase of flight and flawless execution of a difficult single-engine approach prevented the possible loss of a valuable combat asset.



Ground Safety Award of the Quarter

Technical Sergeant Woodruff has distinguished himself as an outstanding Safety NCO overseeing the well-being of 399 airmen in the Component Maintenance Squadron. TSgt Woodruff has taken a number of innovative steps to ensure that his safety program is effective and above reproach. He gutted the squadron's outdated "wingman card" in favor of a user-friendly mishap notification card that has been a life-saver. This card is a bi-fold product that includes critical Tri Care, Poison Center, Airmen Against Drunk Driving, and immediate supervisor telephone contact information. It shows a clear flowchart of actions showing both on- and off-duty action steps; credited with reducing missed notification occurrences from three to zero. TSgt Woodruff received an "outstanding" rating by the 355th Wing during its annual safety inspection. He was then recognized this past quarter by the Wing Chief

of Safety, who presented him a coin for his dedicated, organized approach to squadron safety. He provides monthly safety briefings at each commander's call in which a "hot-issue" of the month is briefed helping to reverse negative trends. His briefs help to spotlight and avoid seat belt incidents, motorcycle accidents, backing mishaps, and off-duty disasters. Since the inception of this program, there has been a 25 percent reduction in the number of accidents in the CMS, and mishaps have gone from 20 per quarter to 15. His knowledge of safety/environmental issues made him a natural choice to be on the wing ESOHCAMP Tiger Team. The scope of the ESOHCAMP investigation included the Medical Group, Snowbird Ops, and AMARC and identified roughly 30 write-ups, significantly improving safety across the installation. TSgt Woodruff's findings averted a very likely fire scenario when stored gas cans, POVs, and combustible materials were found within an enclosed space surrounded by over an inch of flammable, contaminated water. He also discovered a storage area above a squadron break area and office complex that had never been load tested or approved. He immediately shut down the area and removed over 1200 pounds from the area, and submitted a work-order to get the ceiling load-tested and properly rated. The members of the 355th Component Maintenance Squadron are in good hands due to TSgt Woodruff's intelligent and enthusiastic approach to the squadron safety program.

TSgt Jonathan Woodruff, 355th Component Maint. Sqdn., 355th Wing, Davis-Monthan AFB, Arizona

Weapons Safety Award of the Quarter

The 12 AF Weapons Safety Office is comprised of two highly motivated, knowledgeable and professional NCOs. MSgt Haught and TSgt Rexin make up the weapons safety team that flawlessly manages the explosive safety program for 12 AF. These experts oversee seven wings, three DRUs, 17 gained ANG/AFRES units, and five forward operating locations (FOLs). They received ACC's first ever "Outstanding" rating during their 22 - 26 March 2004 ACC Program Management Evaluation (PME). Their Explosive Site Plan tracking program was benchmarked by ACC and will be the "Standard for ACC." Their management of all weapons safety program elements was noted as "Flawless" by the ACC PME. Their guidance and direction is evident in the strong mishap prevention programs seen throughout the wings in 12 AF. This quarter there were no reportable Class A or B weapons mis-

haps and a 50% reduction in Class C and D weapons mishaps. Additionally, they directed 12 AF munitions personnel in the safe shipment of small arms ammunition for operations in Haiti. Their development of 12 AF/SEW staff assistance continuity books and use of detailed protocols for active and gained units ensures each unit within 12 AF receives the same quality of program management evaluation. The Staff Assistance Visit (SAV) program was noted as being the "Best Seen to Date" during the ACC PME. The detailed weapons safety protocols used during these visits identified all deficient areas and provided viable and complete recommendations to units. MSgt Haught and TSgt Rexin's dedication and commitment to commander and subordinate units was noteworthy. They were requested by the 3 CCG commander to perform a follow-up SAV to ensure the unit was ready for higher headquarters inspection. The ACC PME inspection team stated, "Overall, the 12 AF Weapons Safety Program has set a standard that all Air Combat Command Numbered Air Force programs should seek to match."

MSgt William Haught, Jr., TSgt Richard Rexin, 12th Air Force, Davis-Monthan AFB, Arizona

