

MONTHLY AWARD WINNERS

Aircrew Safety Award of Distinction

Capt Smith and Capt Keen were the number two aircraft in an F-15E two-ship TX course Aircraft Handling Characteristics training sortie. After separating from their flight, they completed their area work uneventfully and began a strange field approach at a local military field. The crew experienced utility hydraulics failure in their aircraft, and Capt Smith elected to discontinue his approach and steer toward home base, approximately 50 miles away. Capt Smith coordinated for another F-15E in the area to rejoin for a battle damage check and chase. The chase aircraft did not see anything visually wrong with the aircraft; however, Capt Smith confirmed a lack of utility hydraulics due to a loss of numerous systems. The crew exhausted all checklist procedures with no success, and elected to dump fuel in order to land at a safe weight. With the lack of utility hydraulics, the crew completed an

emergency gear extension in order to land the aircraft safely. Capt Smith then directed the chase aircraft to visually confirm that the gear had successfully extended. Since the hydraulic failure caused the aircraft to lose all primary braking, the crew elected to do an approach-end arrestment. With only a single runway at their home base, the crew elected to hold in order to facilitate other aircraft to land that were short on fuel. The crew manually calculated safe cable engagement speeds and weight, coordinated with the supervisor of flying for a missed cable plan, and after extensive coordination with numerous agencies, the crew executed an approach and successful cable engagement. A post-flight inspection confirmed an uncorrectable utility hydraulic malfunction. Their teamwork, flying skills, and airmanship under pressure led to the successful recovery of a \$54 million Air Force asset.



**Capt Hunter Smith, Capt Carlton Keen, 344th Fighter Sqdn.,
4th Fighter Wing, Seymour Johnson AFB, North Carolina**

Flight Line Safety Award of Distinction

On 28 October 2004, Cobra 81, a flight of two F-15s, entered the Langley AFB VFR traffic pattern for full-stop landings. Approaching the perch, Cobra 82 put his gear down and received an unsafe gear indication. Cobra 81, who had rolled off the perch in front of his wingman, went around, joined up with Cobra 82, and saw that one of the main landing gear doors was stuck open, but all three gear appeared to be down and locked. The checklist for this situation directs that the pilot make an approach-end arrestment. Cobra 82 declared an emergency with Air Traffic Control (ATC) and worked out a plan with his lead, the SOF, and ATC to extend out to

a 5-mile final to allow Cobra 81 to immediately turn final and land in front of him. Both aircraft were now low on fuel, and the tower controllers and the SOF were focused on landing both aircraft as quickly as possible. Cobra 81 turned final, called "gear down, full stop", and received landing clearance from the local controller. As Cobra 82 rolled out on 5-mile final and called his position, SSgt Osborne, the tower watch supervisor, saw that Cobra 81 was over the overrun with his landing gear up. Sgt Osborne immediately called out for the pilot to go around and check gear. Cobra 81 executed a go-around, clearing the runway by less than 20 feet. The tower controllers were then able to coordinate a closed pattern and safe full-stop landing by Cobra 81 followed very shortly by a successful approach-end arrestment for Cobra 82. SSgt Osborne's quick thinking and attention to detail saved two valuable combat assets.



**SSgt Judson W. Osborne, 1st Operations Support Sqdn.,
1st Fighter Wing, Langley AFB, Virginia**

Ground Safety

Award of Distinction

On 15 September 04, Boat Masters Anderson and Wilson distinguished themselves by captaining two of only three 120-foot drone recovery vessels in the Air Force inventory. These unique assets have saved the Air Force \$43 million in the past 5 years by recovering subscale drones from the Gulf of Mexico. The three vessels had been prepared to survive Hurricane Ivan by securing them to fixed anchors located in the bay. Vessel MR120-8802 was equipped with double 3,000 pound anchors on the mooring system, while vessels MR120-8801 and MR120-8803 were equipped with only one. With the evacuation of Tyndall's personnel in progress, Boat Masters Anderson and Wilson volunteered to stay on watch during the storm to ensure the vessels' safety. When Hurricane Ivan made landfall, extreme winds with gusts of up to 100 mph forced MR120-8801, with the single anchor, to drag towards MR120-8802 which remained secure. To keep these two vessels from colliding, Anderson and Wilson boarded the dragging vessel to put it back in its correct position in the bay. They were unable to pull the 3,000-pound anchor to get separation between the two vessels and thus needed to detach the anchor. During ideal conditions, it normally takes a crew of five to detach the anchor, so

both Anderson and Wilson created a plan and used precise coordination to safely perform this action with only one individual at the helm and the other working the anchor. After this amazing feat, it was then necessary for Anderson and Wilson to power into the wind and move MR120-8801 back into its original position. They battled Hurricane Ivan between the hours of 0200 and 0600, continuously steering and changing throttle settings due to the ever-changing winds and sea states in order to maintain the vessel's position. As the sun came up, the other single-anchored vessel, MR120-8803, was sighted at the far side of the bay dragging anchor towards the lee shore. To prevent this vessel from grounding, it was necessary for them to re-secure MR120-8801 by maneuvering toward pilings near the dock and temporarily securing it to the pilings. Using a 20-foot boat, they traveled to the far end of the bay and boarded vessel MR120-8803 before it went aground. They were able to start the engines of MR120-8803 and move it back into the center of the bay pulling the 3,000-pound anchor behind. Once located back in the correct position, they were able to reset the anchor to secure MR120-8803 in place. Due to their courage and dedication, Boat Masters Carl Anderson and Michael Wilson were able to protect these \$9-million boats from damage and allowed Air Force drone recovery operations to continue.



**Mr. Carl S. Anderson, Mr. Michael W. Wilson,
82nd Aerial Target Squadron, 53rd Wing, Tyndall AFB, Florida**

Pilot Safety

Award of Distinction

Capt Gration was number one of a two-ship of F-15C Eagles on a 2V2 night Air Combat Training (ACT) mission. On takeoff for the instrument trail departure, Capt Gration's landing gear failed to retract. Entering the weather at 2,000', Capt Gration put the gear handle back down IAW the checklist. After breaking out of the weather at around 5,000', Capt Gration continued the checklist and discovered the landing gear circuit breaker was popped. He directed his wingman to rejoin and look him over with NVGs as he reset the circuit breaker and put the gear handle back up. Once again the gear failed to retract. He checked the circuit breaker which had again popped. As Capt Gration put the gear handle back down and reset the breaker, the right main gear began to retract on its own, while the left main and nose gear stayed in the down and locked position. He pulled the breaker and successfully

regained three safe gear indications. The decision was made to reduce landing weight by dumping enough fuel to safely land on an 8,400' runway. In accordance with the checklist, Capt Gration pulled the emergency gear extension handle and placed the gear handle up to enable his centerline fuel tank to transfer and dump fuel. He quickly noticed, however, that the fuel in the centerline tank was not transferring. He now faced the problem of having 4,000 pounds of trapped fuel in addition to his gear retraction failure, at night with poor weather. Balancing his need to reduce the overall gross weight in order to safely land on a short runway while retaining enough fuel to divert, gear-down, to an alternate airfield if required, he decided to dump 9,000 pounds of total fuel (5,000 pounds usable, 4,000 pounds trapped). Capt Gration flew an uneventful ILS approach to a safe landing. Despite darkness and adverse weather conditions, his systems knowledge, airmanship, and skill allowed him to safely recover an aircraft with compound emergencies.



**Capt Jonathan Gration, 71st Fighter Sqdn.,
1st Fighter Wing, Langley AFB, Virginia**

MONTHLY AWARD WINNERS

Unit Safety Award of Distinction

In October 2004 the 33d Maintenance Group Quality Assurance Office was tasked with the inspection of a "Utility A hydraulic return line" on an F-15 aircraft which was identified as chafing against the panel 51 stiffener. The team assessed the situation and developed a plan to inspect six aircraft without disrupting ongoing maintenance activity. The team split responsibilities to simultaneously lower panel 51 on two phase aircraft while researching supply stock for the availability of replacement line, tube stock, and fittings in the event a line needed to be replaced. They developed an innovative inspection technique using a flexible bore scope to assess the hydraulic line condition without having to lower panel 51. This inspection technique reduced the inspection time from 2 hours to only 15 minutes per aircraft, saving 94.5 man-hours to inspect the 33 FW fleet. They also shared

this technique with ACC/DRA, saving thousands of inspection hours fleet-wide. The Quality Assurance Office quickly notified 33 FW personnel supporting operations at three deployed locations, resulting in all aircraft being inspected in 1 day. Members of the team stayed well past their shift change time to accomplish 10 inspections on aircraft subject to the most immediate flying requirement, allowing aircraft to remain "on-status" in support of Operation NOBLE EAGLE. The 33 MXG Quality Assurance Office developed and published a 33 FW One-Time Inspection (OTI), closing the documentation loop to guarantee inspection and serviceability. They applied solid risk management principles and were able to inspect all 33 FW aircraft before the next scheduled flight. This inspection resulted in the discovery of major chafing of a suspect hydraulic line on an off-station aircraft. The affected aircraft was grounded, and a replacement line was sourced, shipped, and replaced in 2 days. The 33 MXG Quality Assurance Office's aggressive team effort and dedication to rigid safety standards ensured no 33 FW aircraft or pilot was ever at risk due to failure of the Utility A hydraulic system.

**Quality Assurance One-Time Inspection Team,
33rd Maint. Group, 33rd Fighter Wing, Eglin AFB, Florida**

Weapons Safety Award of Distinction

On 18 October 2004, SSgt Davis was performing a Returned Munitions Inspection (RMI) on 6 sticks of 40 percent Ammonium Nitrate Dynamite being turned in from the Security Forces K-9 kit. During this inspection, he opened the container to verify and inspect the contents and discovered that the dynamite was starting to crystallize and exudation (oozing) was visible. Knowing that technical data states that dynamite showing the presence of exudation

and crystallization is extremely sensitive and dangerous, Sgt Davis ordered the evacuation of the Munitions Inspection bay where he was working and contacted Munitions Control and Explosive Ordnance Disposal (EOD) Flight about the hazard. When EOD arrived, Sgt Davis led them to where the dynamite was sitting. EOD agreed that the dynamite was unstable, took control of the assets, and proceeded with the emergency destruction of this hazardous dynamite. SSgt Davis' attention to detail and quick action kept the dynamite from causing damage to equipment and personnel.



**SSgt Jeremy L. Davis, 20th Equipment Maint. Sqdn.,
20th Fighter Wing, Shaw AFB, South Carolina**

ACC Safety Salutes Superior Performance

Capt Michael L. Clavenna
TU-2S Instructor Pilot
1st Reconnaissance Squadron
9th Reconnaissance Wing
Beale AFB, Calif.

Capt William J. Shnowske
Flight Lead/Squadron Scheduler
421st Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

1Lt Jeffrey J. Duprez
A-10 Pilot
104th Fighter Squadron
175th Wing
Baltimore, Md.

Lt Col Mike Howry, Aircraft Commander
1Lt Richard Webb, Pilot
1Lt Raymond Dagley, Pilot
Lt Col Richard Humphrey, Instructor Pilot
Lt Col Douglas Cox, Radar Navigator
Lt Col Marty Wilson, Navigator
Maj James Jagodzinski, Instructor Radar Navigator
Capt Larry Fenner, Electronic Warfare Officer
96th Bomb Squadron
2nd Bomb Wing
Barksdale AFB, La.

Capt Chad T. Martin
1Lt Travis M. Winslow
F-16 C/G Pilots
524th Fighter Squadron
27th Fighter Wing
Cannon AFB, N.M.

Mrs. Jill K. Riggleman
Fire Inspector
1st Civil Engineer Squadron
1st Fighter Wing
Langley AFB, Va.

TSgt David H. Calhoun
Group SORTS and ART Manager
3rd Combat Communications Support Squadron
3rd Combat Communications Group
Tinker AFB, Okla.

TSgt Merle L. Norman
Security Forces
3rd Combat Communications Support Squadron
3rd Combat Communications Group
Tinker AFB, Okla.

28th Civil Engineer Squadron
28th Bomb Wing
Ellsworth AFB, S.D.



ACC FY 04 ANNUAL AWARDS



NAF/DRU SAFETY PROGRAM OF THE YEAR

12th Air Force
Davis-Monthan AFB, S.C.



WING SAFETY PROGRAM OF THE YEAR

366th Fighter Wing
Mt. Home AFB, Idaho



WING CHIEF OF SAFETY OF THE YEAR

Lt Col Craig K. King
33rd Fighter Wing
Eglin AFB, Fla.



FLIGHT SAFETY OFFICER OF THE YEAR

Capt Barry J. Lawlor
1st Fighter Wing
Langley AFB, Va.



FLIGHT SAFETY NCO OF THE YEAR

TSgt Timothy W. Powell
23rd Fighter Group
Pope AFB, N.C.



CREW CHIEF SAFETY OUTSTANDING ACHIEVEMENT AWARD

SSgt Jeffery R. Sidorowicz
1st Aircraft Maintenance Squadron
Langley AFB, Va.



FLIGHT LINE SAFETY OUTSTANDING ACHIEVEMENT AWARD

MSgt Andrew W. Friend
1st Aircraft Maintenance Squadron
Langley AFB, Va.



WEAPONS SAFETY OUTSTANDING ACHIEVEMENT AWARD

MSgt Gregory D. Nelson
366th Fighter Wing
Mt. Home AFB, Idaho



LOGISTICS SAFETY OUTSTANDING ACHIEVEMENT AWARD

MSgt Eric J. Voak
1st Logistics Readiness Squadron
Langley AFB, Va.

MSgt Peter J. Haugh
28th Logistics Readiness Squadron
Ellsworth AFB, S.D.



GROUND SAFETY OUTSTANDING ACHIEVEMENT AWARD

TSgt Robert E. Foster
366th Fighter Wing
Mt. Home AFB, Idaho



GROUND SAFETY SPECIAL ACHIEVEMENT AWARD

SSgt Mary G. Circe
28th Bomb Wing
Ellsworth AFB, S.D.



TRAFFIC SAFETY SPECIAL ACHIEVEMENT AWARD

28th Bomb Wing
Ellsworth AFB, S.D.



INDIVIDUAL SAFETY AWARD

Lt Col Mark E. Schlichte
28th Bomb Wing
Ellsworth AFB, S.D.



OUTSTANDING AIRMANSHIP AWARD

Capt Dax Hayes
74th Fighter Squadron
Pope AFB, N.C.



SPECIAL ACHIEVEMENT AWARD

27th Fighter Wing
Cannon AFB, N.M.



FLIGHT SAFETY SPECIAL ACHIEVEMENT AWARD

27th Fighter Wing
Cannon AFB, N.M.



**SAFETY SPECIAL
ACHIEVEMENT AWARD**

SSgt Joseph W. Martin
1st Logistics Readiness Squadron
Langley AFB, Va.



**SAFETY CAREER PROFESSIONAL
OF THE YEAR AWARD**

Ms. Karen D. Rogow
366th Fighter Wing
Mt. Home AFB, Idaho



**CHIEF OF SAFETY
MEDICAL ACHIEVEMENT AWARD**

27th Aeromedical Dental Operations Squadron
Cannon AFB, N.M.



**NUCLEAR SURETY
OUTSTANDING ACHIEVEMENT AWARD**

TSgt Martin P. Jackson
HQ ACC Safety
Langley AFB, Va.



NUCLEAR SURETY AWARD

509th Bomb Wing, Whiteman AFB, Mo.
2nd Bomb Wing, Barksdale AFB, La.
5th Mission Support Squadron, Minot AFB, N.D.
4th Fighter Wing, Seymour Johnson AFB, N.C.



MISSILE SAFETY AWARD

33rd Fighter Wing, Eglin AFB, Fla.
83rd Fighter Weapons Squadron, Tyndall AFB, Fla.



**EXPLOSIVES SAFETY
OUTSTANDING ACHIEVEMENT**

TSgt Shane D. Johnson
28th Bomb Wing
Ellsworth AFB, S.D.



FAA CERTIFICATES

Barksdale Aero Club, Barksdale AFB, La.
Langley Aero Club, Langley AFB, Va.



EXPLOSIVES SAFETY AWARD

33rd Fighter Wing, Eglin AFB, Fla.
23rd Fighter Group, Pope AFB, N.C.
355th Civil Engineer Squadron, Davis-Monthan AFB, Ariz.
388th Equipment Maint. Squadron, Hill AFB, Utah
28th Bomb Wing, Ellsworth AFB, S.D.
3rd Combat Communications Group, Tinker AFB, Okla.
1st Fighter Wing, Langley AFB, Va.
7th Bomb Wing, Dyess AFB, Texas
27th Fighter Wing, Cannon AFB, N.M.
9th Munitions Squadron, Beale AFB, Calif.
2nd Bomb Wing, Barksdale AFB, La.



FLIGHT SAFETY AWARD

43rd Electronic Combat Squadron,
Davis-Monthan AFB, Ariz.
33rd Fighter Wing, Eglin AFB, Fla.
27th Fighter Wing, Cannon AFB, N.M.
1st Fighter Wing, Langley AFB, Va.
9th Reconnaissance Wing, Beale AFB, Calif.
55th Wing, Offutt AFB, Neb.
2nd Bomb Wing, Barksdale AFB, La.
509th Bomb Wing, Whiteman AFB, Mo.
49th Test and Evaluation Squadron, Barksdale AFB, La.
552nd Air Control Wing, Tinker AFB, Okla.
355th Wing, Davis-Monthan AFB, Ariz.



AIRCREW AWARD OF DISTINCTION

Capt Chad M. Cartier
Lt Col Anthony J. Murch
Maj Charles R. Fetters
Capt Eric S. Patton
Capt John M. Harrison
1Lt David S. Alexander
SMSgt Susan M. Lardner
MSgt Dwayne A. Lovins
TSgt Richard D. Cook
SSgt Benjamin M. Indino
SSgt William B. Dunne
A1C Jeffrey A. Weiler
43rd Electronic Combat Squadron
Davis-Monthan AFB, Ariz.



**OUTSTANDING ACHIEVEMENT AWARD
FOR GROUND SAFETY**

366th Fighter Wing, Mt. Home AFB, Idaho
33rd Fighter Wing, Eglin AFB, Fla.
819th RED HORSE Squadron, Malmstrom AFB, Mt.
3rd Combat Communications Group, Tinker, Okla.