

## Aircrew Safety Award of Distinction

On takeoff, at approximately 135 KIAS, the Master Caution Light and the Hydraulics-Reset light illuminated; the aircraft commander of Doom 90 then noticed zero hydraulic pressure on one of two main hydraulic systems. Because the airspeed was well past the B-52H "committed" point, the crew elected to continue the takeoff and climb-out as normal, even though the right side landing gear would not retract due to the hydraulic malfunction. At level-off, the crew consulted the emergency procedures section of the B-52H technical order to evaluate appropriate actions for the safe recovery of the aircraft. The crew recognized this emergency would result in significant landing complications including: reduced landing gear steering and crosswind crab capability, one-half rate of normal stabilizer trim and potential loss of up to 50 percent of braking action. While troubleshooting the problem, the ER and EWO discovered significant amounts of hydraulic

fluid sprayed throughout the forward wheel well, visible through the crew compartment bulkhead window. To reduce the potential landing risks associated with this emergency, the crew decided to land at 230,000 lbs aircraft weight and to stop straight ahead on the runway, thereby minimizing necessary braking and steering. In addition, the crew planned to emergency egress the aircraft due to the possibility of a fire caused by leaking hydraulic fluid onto the hot brakes. All landing intentions were relayed to the Duty Instructor Pilot at Barksdale AFB, who concurred with their plan and coordinated for activation of the crash net upon Doom 90's return. The crew declared an in-flight emergency with Shreveport air traffic control and flew an uneventful approach and landing. Upon rollout, the drag chute was successfully deployed and the aircraft was brought to a stop approximately 1,000 feet from the end of the runway. The crew shut down all aircraft systems and safely egressed from the aircraft in under 70 seconds. The quick and proper actions of Doom 90's crew minimized the risk of a serious in-flight emergency and resulted in the safe recovery of a valuable national resource.

**Lt Cols Brian Anderson and Mary Hausen, Majs Don Broyles and Mark Ely, Cpts Jim Covelli and Brenden Rowe, 1Lt Ryan Wellman  
96th Bomb Sqdn., 2nd Bomb Wing, Barksdale AFB, Louisiana**



## Flight Line Safety Award of Distinction

While deployed to Nellis AFB, Nev., in support of the Weapons Instructor Course (WIC), TSgt Roark, SSgt Hamilton, A1C Borja, and Amn Jackson were performing aircraft de-arm duties. While in the process of de-arming aircraft 79-0050, they noticed

fuel leaking beneath engine #2. The amount of fuel leaking from the engine became excessive as they began to investigate its cause. At that point, the 3-member team determined they needed to ensure the safety of the aircrew and the aircraft. They immediately instructed the pilot to do an emergency shutdown and egress the aircraft. Once the aircraft and crew were safe, it was determined that the fuel was coming from a broken fuel line leading to engine #2. Raw fuel was spraying directly onto the 13th stage Bleed Air Valve and pooling up in the panel directly below the valve. The quick and decisive actions of the de-arm crew prevented extensive damage to the \$30M F-15 aircraft and saved the aircrew from possible injury or loss of life.

**TSgt Michael Roark, SSgt Mark Hamilton, A1C Jessalynn Borja,  
Amn Cameron Jackson, 33rd Aircraft Maint. Sqdn.,  
33rd Fighter Wing, Eglin AFB, Florida**

## Ground Safety Award of Distinction

Mr. Erik Brown's non-stop efforts as Unit Ground Safety Monitor have moved our squadron to the highest level of safety awareness to date. As the principal safety and risk management advisor to the squadron leaders, he developed multiple programs directly resulting in the unit receiving an "Outstanding" on our recent Ground Safety Inspection. The inspector noted Erik's "effective management contributed to the positive safety climate and is a good predictor of its safety record." In addition, inspectors highlighted him as being very "enthusiastic, extremely knowledgeable and proactive in managing the program." Recognized by Wing Safety, he spearheaded a myriad of unit safety initiatives, ensuring squadron members are more safety-aware than ever. Erik used daily web searches to advise squadron members of safety hazards and recalls. His High Risk Activity program was named as a wing "Best Practice." The program identifies activities, educates participants and encourages personal ownership of day-to-day risk mitigation, whether in the office or at home. Mr. Brown ensured 100% contact and documentation of all unit personnel, despite the squadron having 12 geographically separated locations. Additionally, Erik integrated safety issues into every Commander's Call

and daily roll calls, screening vast amounts of safety-related information and presenting succinct, powerful topics for relevant application. His efforts were the central driver behind a 100% reduction of reportable and non-reportable mishaps to squadron members and their families. He ensured the integration of Operational Risk Management into all aspects of mission accomplishment, beginning with employee in-processing and continuing through safety meetings and briefings. Erik took leadership's general concepts and developed award-winning initiatives. For example, he created a non-leave local area sign-out log whereby we can instantly locate out-of-town members during weekends and holidays. He incorporated quality of life enhancements that are fully commander-supported, such as periodic safety, sports and family days and squadron fitness programs, helping to promote healthy lifestyles. Mr. Brown greatly enhanced supervisory interaction when he established and incorporated a unit briefing policy prior to all scheduled leave and TDY travel. Furthermore, his ORM travel checklist was incorporated into every test plan—newcomers now benefit from the travel experiences of those who have "been there." Erik has fully engaged the squadron on the 53d Wing Safety Pledge and individuals now invite peers to intervene on safety related issues. Due to Erik's initiative and keen ability to communicate, Operational Risk Management has become a natural part of all we do, 24/7.

**Mr. Erik Brown, 29th Test Support Sqdn.,  
53d Wing, Eglin AFB, Florida**



## Unit Safety Award of Distinction

The maintenance operations center alerted flight line personnel of a weather warning for approaching severe weather, including lightning and 50 knot winds. The warning was valid

from 0900 to 1800L; therefore, wing leadership issued an order to immediately hangar as many aircraft as possible. In just over an hour, 366th Aircraft Maintenance Squadron personnel, with the assistance of 366th Equipment Maintenance Squadron maintenance flight personnel, removed 39 of the wing's non-deployed aircraft from the flight line. When all available hangar spots were filled, 1.3 billion dollars worth of aircraft had been towed to cover, leaving only five aircraft on the ramp. The weather system hit just as squadron personnel were completing the last tow operation. Although it was not as severe as predicted, the squadron's quick reaction to forecasted conditions was nothing short of monumental.

**366th Aircraft Maint. Sqdn., 366th Fighter Wing, Mt Home AFB, Idaho**