

Ground Safety

Award of Distinction

Sgt Michael E. Stewart attacks challenges with enthusiasm and determination, he was hand selected by the Squadron Commander over more senior ranking members for 333 FS Unit Safety Representative duties. While maintaining top-notch Life Support ground and weapons safety programs, he was faced with the challenge of developing a brand new squadron safety program from the ground up. He coordinated with squadron leadership to develop a sound plan of attack for implementation of new safety standards. His unequaled organizational skills and energetic attitude led to the identification and immediate elimination of potential squadron safety hazards. He focused efforts to ensure all supervisors had the appropriate level of safety training and were adopting new initiatives. SSgt Stewart ensured all troops were up to date and knowledgeable on safety guidance to include the thinking "inside the box concept." He designed the squadron safety board with the idea of "one stop shopping" for safety information, combining weapons, ground, and flight safety

into one location. SSgt Stewart used innovative ideas to build interest about safety matters. Recently during a weekly safety briefing he shared information about a defective product, which was owned by one of the Life Support personnel's children. The knowledge gained from this safety briefing helped prevent potential injury to that child. His vigilant spot inspection program has significantly increased the level of awareness about safety and clearly demonstrates his altruistic concern for the safety of others. In addition, the outstanding work ethic of SSgt Stewart contributed to the Life Support work center receiving an "Excellent" rating during the Annual Wing Safety Assessment. The 4 FW/SEG lauded SSgt Stewart as having "One of the best safety programs on the base." Unwavering commitment to the ground safety program directly contributed to the 4 FW receiving an "Excellent" rating on the 2002 management evaluation. SSgt Stewart is the epitome of the philosophy "Safety starts here" and has made spreading the safety message a top priority.



SSgt Michael E. Stewart, 333rd Fighter Sqn.,
4th Fighter Wing, Seymour Johnson AFB, North Carolina

Flightline Safety

Award of Distinction

Prior to an Operation ENDURING FREEDOM sortie on the E-3 AWACS, the Flight Engineer discovered a serious flight control problem during his night preflight inspection. The right outboard spoilers were raised approximately 1 to 3 inches above the wing surface. A team of maintainers immediately began work to resolve the issue. They adjusted the control arms and checked the spoiler control cable rigging in accordance with E-3 Technical Orders. The team of technicians

keenly discovered that one of the cables was improperly rigged and incorrectly routed for both spoilers and ailerons. The cable was wrapped around a phenolic block, literally sawing the block in half. This team worked together with Tinker AFB Depot engineers to resolve the problem in a safe and timely manner. The attention to detail and mission focus displayed by this dynamic team of airmen was crucial in identifying this problem before it became a mishap with the loss of an aircraft and more than 20 aircrew members.



SSgts Christian Williams, Eric McDonald and
Charles Whalen, A1Cs David Heaps and
Tyler Nicholl, 960th Airborne Air Control Sqn.,
552nd Air Control Wing, Tinker AFB, Oklahoma

Aircrew Safety

Award of Distinction

On Jan. 15 2003, an RC-135W crew was on station for an operational sortie out of Prince Sultan Air Base, Saudi Arabia, in support of Operation SOUTHERN WATCH. Approximately 2.5 hours into the mission, the Aircraft Commander (AC) noticed a steady illumination of the #3 Reverser Operating light with no indication of associated yaw or correction by the autopilot. This was highly unusual as the #2 and #3 thrust reversers had been physically deactivated. The AC directed the Instructor Tactical Coordinator (ITC) to proceed to the rear of the aircraft to visually inspect the #3 engine for any indication of thrust reverser activation. At this time, the ITC was unable to visually detect any abnormal engine configuration. The AC disengaged the auto-throttles and retarded the #3 throttle to idle while the copilot consulted the Dash One. The Navigator ensured the aircraft remained on-station and on-course while the pilots ran the checklist for "Engine In-flight Thrust Reversal." Upon advancing the #3 throttle in accordance with step four of the checklist, the crew immediately noticed a sudden yaw and roll. This was accompanied by significant airframe buffeting. The AC immediately shut down the malfunctioning engine. The ITC once again visually inspected the #3 engine and confirmed that the engine now appeared to be in the reverse thrust configuration.

After ensuring a proper engine shutdown, the crew coordinated with Command and Control for a descent and RTB. While en route to PSAB, the crew declared the in-flight emergency. The crew accomplished the "Fuel Dump Checklist," normal and emergency checklists, and checked landing weather. The AC briefed the crew on the approach and his plan to taxi clear of the runway to await inspection by fire department personnel. Due to increased crosswinds (220 17G22 for RWY 17) and blowing dust, the AC elected to fly the precision ILS approach to reduce the possibility of an engine-out go-around and mitigate the crosswind risks. A normal ILS was successfully flown, the aircraft was inspected by the Fire Chief, and the emergency was terminated. Post-flight inspection revealed that the deactivated thrust reverser's aft sleeve hook safety wire had failed. This resulted in the hook losing hold on the TR sleeve, and allowed the thrust reverser to deploy unexpectedly. Given the highly unusual nature of this emergency, the precise analysis and professional airmanship displayed by the crew were essential to recover a highly valuable asset from an extremely hazardous condition. Crew Resource Management, aircrew training, sound judgment, and flight discipline all played major roles in the safe return of 23 personnel and a \$250 million reconnaissance asset.



Cpts Gregory W. Nita, Timothy J. McArthur, Woojay A.
Poynter and Christopher W. Chang, First Lieutenants
Carl C. Schluckebier, Andrew L. Burroughs, and
Daniel L. Resseguie, 343rd Reconnaissance Sqn., and
38th Reconnaissance Sqn., 55th Wing, Offutt AFB, Nebraska

ACC Safety Salutes Superior Performance

Capt Julian L. Pacheco
Pilot, 4th Fighter Sqn.
388th Fighter Wing
Hill AFB, Utah

A1C Andrew W. Armstrong
Equipment Operator
355th Civil Engineer Sqn.
Davis-Monthan AFB, Arizona

A1C Neil E. Fouts
Weapons Load Crew Member
388th Aircraft Maintenance Sqn.
388th Fighter Wing
Hill AFB, Utah

