

MONTHLY AWARD WINNERS

Aircrew Safety Award of Distinction

On 1 Feb 05, the B-1 crew of Doom 04 took off from a forward operating location fully loaded with 242,000 pounds of fuel and weapons in support of an Operation Enduring Freedom mission. Immediately after liftoff, the crew noticed that the two main fuel tanks were below 8,000 pounds and decreasing. Realizing they would consume their remaining fuel in 3.5 minutes at their current burn rate, the crew quickly reduced thrust from full afterburner after reaching a safe maneuvering airspeed. The reduced burn rate bought precious flight time, but the main tanks were still steadily decreasing. The crew confirmed their fuel panel configuration, and recycled the main tank fill valves and reset the automatic fuel management system, which proved unsuccessful. Doom 04 attempted to manually transfer fuel but that procedure also failed. Unbeknownst to the crew, the aircraft had a break in a main tank to engine feed line that ran through tank 3. This caused the boost and coolant loop pumps to pump fuel back into tank 3 faster than the mains could fill. On downwind, the crew ran "clean up" checklist items, confirmed the appropriate valves and transfer pumps matched the switches in the on position, and began fuel dumping procedures from all tanks except for the mains to decrease the

landing gross weight. They considered but rejected the idea to jettison the weapons load due a lack of fuel and time constraints. The bomber's gross weight was 400,000 pounds — more than 50,000 pounds above the B-1's maximum technical order landing weight. The crew configured the aircraft for landing, re-confirmed the proper approach speed and landing distance, and terminated fuel dumping procedures. They also calculated that an explosive brake situation would develop if braking was initiated above 140 Knots Indicated Airspeed (KIAS). The crew flew a flawless 200 KIAS approach and landing (nearly 40 KIAS above normal), bringing the jet to an uneventful full stop. From brake release to full stop, the crew of Doom 04 had completed all troubleshooting and checklist responses in under 20 minutes; accomplishing the heaviest B-1 gross weight landing in the process.



Lt Col Timothy A. Stocking, Capt Jason D. Jackson, 1Lt Jeremy B. Simmons, 1Lt John A. Christianson, 40th Air Expeditionary Group

Flight Line Safety Award of Distinction

On 19 Jan 05, aircraft mechanics assigned to the 55 MXG were attempting to retrieve a fuel panel reading from an RC-135 aircraft in order to facilitate an impending aircraft jack. At approximately 8:40 a.m., SSgt Jose Cunha, a 55 AMXS crew chief, started the aircraft power unit and energized the power cord. When he re-entered the hangar, he noticed the main landing gear wheel well ground wire was glowing red despite the fact that power was not yet actually applied to the aircraft. The ground wire suddenly burst into flames. SSgt Cunha alerted SrA Jeremy Alexander, the crew chief in the control cabin, to evacuate the aircraft. Upon exiting the aircraft, SrA Alexander saw the fire and immediately ran toward the power unit to shut it down. As the ground wire in the main landing gear wheel well burned itself off the aircraft, the ground wire at the nose soon began to smoke and burn also. At

this time, TSgt Barry Hatch and TSgt Frank McGregor, 55 MXS repair and reclamation craftsmen overheard the commotion and entered the aircraft hangar. They immediately retrieved fire extinguishers in the hangar and began to fight the fire. TSgt Hatch extinguished the ground wire from the main wheel well while TSgt McGregor attended to the nose wheel well ground wire. After the fire was extinguished, TSgt Hatch pulled the fire alarm to evacuate the hangar and notify the fire department. Several MXS civilians working in the adjacent hangar bay lended great assistance by opening the hangar doors as the MXS and AMXS crew chiefs began emergency aircraft tow operations. Upon completion of the tow, the aircraft and power unit were immediately impounded. Their quick action and teamwork prevented the loss of life, and damage to Air Force assets worth more than \$160M.

TSgt Barry Hatch, TSgt Frank McGregor, SSgt Jose Cunha, SrA Jeremy Alexander, 55th Maint. Group, 55th Wing, Offutt AFB, Neb.

Crew Chief Safety Award of Distinction

On 03 Feb 05, SSgts Mark Pardee and Paul Larson were inside the hangar preparing a U-2S for a 12:00 p.m. takeoff. As SSgt Pardee was inspecting the cockpit, he detected the odor of something burning. SSgt Pardee immediately alerted SSgt Larson and MSgt Gust to the smell, and the three individuals quickly began inspecting the aircraft to see if it was on fire. SSgt Pardee noticed sparks and flames coming from one of the heaters on the hangar ceiling, and SSgt Larson quickly turned off all power and fuel to the heater. After shutting off the power and fuel, SSgt Larson could still see smoke coming out of the exhaust duct on the outside of the building. After the Maintenance Operation Center (MOC) was alerted of the situation and the area was evacuated, an emergency evacuation tow of the aircraft from the hangar was initiated. SSgt Pardee, SSgt Larson, and TSgt Geylani assumed immediate control of the aircraft towing procedures. As TSgt Geylani was retrieving a

tow vehicle, SSgt Pardee and SSgt Larson rapidly prepared the U-2S for tow. As the fire department was arriving, the crew was towing the U-2S out of the bay and away from danger. The fire department assumed command over the situation to contain the smoking heater. To keep the real world reconnaissance mission from being cancelled, the tow crew continued to set up and prepare the U-2S for launch from a spot not normally used for launching. SSgt Pardee and SSgt Larson worked diligently to allow the U-2S to meet its scheduled takeoff time and complete the mission without incident or interruption. The decisive action and quick response of SSgt Pardee and SSgt Larson prevented what could have easily been a major fire with possible significant collateral damage to an irreplaceable high value Air Force asset.



SSgt Paul Larson, SSgt Mark Pardee, 5th Reconnaissance Sq., 9th Reconnaissance Wing, Beale AFB, Calif.

Ground Safety Award of Distinction

On 25 Jan 05, A1C Fred Cruz was driving the line as Aerospace Ground Equipment dispatch and discovered three Self-Generating Nitrogen Carts (SGNC) that were left running and unattended. Identifying an unsafe condition, he immediately implemented shut-down procedures on all three units. A1C Cruz then took it upon himself to research the unit Technical Order (TO) for proper operating procedures. He discovered that there was a Warning in the TO stating: "Operators are required to continuously monitor and supervise all self-generating nitrogen carts during high pressure build-up." Unsure if everyone was aware of this Warning, he asked to brief the flight at roll call. He briefed all his coworkers on the possible dangers of leaving the high pressure SGNC unattend-

ed and expanded his point to emphasize the importance of not leaving any piece of equipment unattended that required constant monitoring while in operation. By shutting down the unattended SGNCs, A1C Cruz averted possible loss of equipment worth more than \$105,000, and with pressures exceeding over 4,500 Pounds per Square Inch, the situation could have easily led to a loss of life as well. Instead of looking to place blame, A1C Cruz stepped up and made sure that everyone was aware of this unsafe action and corrected any doubt as to the requirements for safe operation of this unit and many others. His proactive approach helped reinforce the importance of strict adherence to technical data and aided in preventing future mishaps.



A1C Fred J. Cruz, 20th Equipment Maint. Sq., 20th Fighter Wing, Shaw AFB, S.C.

MONTHLY AWARD WINNERS



Maj. Douglas Schaare, call sign FACE 11, was leading a four-ship of F-16CJ aircraft on a daytime, low-level surface attack sortie followed by bombing practice at Poinsett Range. During the climbout following the low-level surface attack, FACE 11 experienced a UHF radio failure. The radio recovered 10 minutes later and the four-ship proceeded to the range as planned. The first scheduled event was a 45 degree High Angle Dive Bomb. When Maj Schaare pressed the pickle button, his Heads Up Display (HUD) and Helmet Mounted Cuing System went blank. Shortly after that, his radar failed and main Altitude Direction Indicator (ADI) froze. A "Knock-It-Off" was called and FACE 11 headed back to base. On downwind for the approach, he realized: the VHF radio had failed and his gear handle would not lower. After referring to the technical order, Maj Schaare used the down lock override feature to lower the gear handle. After confirming three green gear indicators, his chase ship, FACE 12, had an unsafe gear indication. While dealing with his electrical failures, Maj Schaare talked his wingman through the procedures to get a safe gear indication and

directed FACE 12 to leave his gear down. Just then the three green gear indicators for FACE 11 failed. FACE 11 and 12 performed a low approach past the tower and received a "good gear" call for both aircraft. FACE 11 had lost the following vital systems: MMC, MIDS, TACAN, HUD, INS, ADI, HSI, FCR, UFC-keypad, AOA, VVI, speed brakes, and was unable to test any of the cockpit lights. With primary flight references failed, Maj Schaare was able to make a safe landing using only airspeed, altitude and aim point. On landing roll, he lost his nose wheel steering and elected to take the departure end cable in case of brake-failure -- quick thinking and systems knowledge allowed him to handle an emergency not fully covered in the technical order.

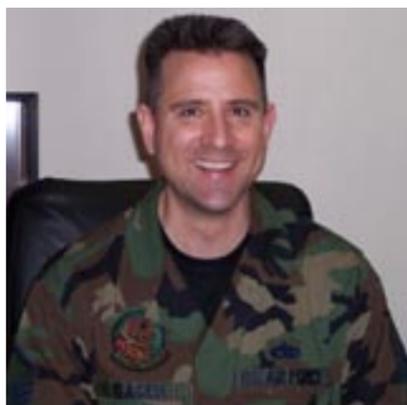


**Maj Douglas Schaare, 55th Fighter Squadron,
20th Fighter Wing, Shaw AFB, S.C.**



During the month of February, MSgt Ted Gacek accomplished many notable tasks to increase weapons safety at Beale Air Force Base. He directed Civil Engineering in updating the D-8 map, re-identifying updated explosive clear zones, explosive transportation routes, explosive ordnance ranges, and firing range. During five annual inspections of Air Force Reservist units, he identified 42 deficiencies concerning operating instructions, explosive limits, housekeeping, placard, and exposure to non-related personnel. In addition, he provided explosive safety guidance to an AFCOMAC IPX exercise; ensuring the assembly, delivery, and load crews could complete their duties. MSgt Gacek was also solely responsible for training 29 primary/alternate additional duty weapons safety representatives to all the hazards involved with their specific explosive operations. In support of the training, he meticulously developed AF Form 797 (Job Qualifications) for proper safety documentation which was sent to 8 AF for distribution. During this time, MSgt

Gacek became the first Air Force Senior NCO to attend the Air National Guard Explosive Safety Orientation; helping to ensure Guard and Reservist explosive criteria are being met according to the Host Tenant Agreement. In addition, he completed the Lock Out/Tag Out course, developed extensive Weapons Safety Video and Compact Disc Library, created a contractors Explosive Safety Guide increasing awareness of hazardous working environments, and revised the Weapons Safety Mishap Response Plan.



**MSgt Ted Gacek,
9th Reconnaissance Wing, Beale AFB, Calif.**

ACC Safety Salutes Superior Performance

Capt Robert T. Bolinger
F-16 Pilot
421st Fighter Sq.
388th Fighter Wing
Hill AFB, Utah

Maj John Schatz, Instructor Pilot
Col Joseph Mudd, Pilot
Capt Terence McGee, Pilot
Lt Col Gregory Roberts, Pilot
1Lt Draig Anders, Copilot
Maj Sean Solly, Navigator
SSgt Orian Steen, Flight Engineer
**SrA Shauna Mayer, Communications
System Officer**
960th Airborne Air Control Sq.
552nd Air Control Wing
Tinker AFB, Okla.

SSgt Maurice Naylor
Confinement NCO
2nd Security Forces Sq.
2nd Bomb Wing
Barksdale AFB, La.

TSgt Brian J. Garland
110th Maint. Group
110th Fighter Wing
Battle Creek, Mich.

