

BRAVO Zulu

BZs require an endorsement from the nominating squadron's CO and the appropriate CAG, wing commander or MAG commander.

In the case of helo dets, the CO of the ship will suffice. A squadron zapper and a 5-by-7-inch photo of the entire crew should accompany the BZ nomination. Electronically-submitted photos must be at least 300 dpi. Please include a squadron telephone number so we can call with questions.



Capt. Thomas Dolan
Maj. Brian Kennedy

MAWTS-1

During a lead change on a night-vision goggle training hop, Maj. Kennedy and Capt. Dolan found that the downward movement of the collective in their AH-1W was restricted to approximately 65 percent torque. The coolie hat for the chaff-and-flare dispenser had fallen off the collective-mounted switch and become lodged in the collective-control linkage. The two aviators followed NATOPS procedures for control interference and discussed their options after determining that 65 percent exceeded their current HIGE requirement.

They decided the best option would be to make a sliding landing back at MCAS Yuma. The challenge, however, would be to bleed off enough airspeed to land and then secure the engines at the right moment. If they secured the engines too soon, they could lose

tail-rotor effectiveness while still sliding down the runway, causing the aircraft to yaw and possibly flip onto its side. If they secured the engines too late, the aircraft would be light on the skids as it moved forward, and again, it might roll over.

The TACAN and RADALT had also failed.

Maj. Kennedy told his wingman to tell the necessary agencies about their problem, contact maintenance control to screen the aircraft's ADB for a potential cause of the binding controls, and assist with a possible solution.

After getting a steer toward MCAS Yuma from their wingman, Maj. Kennedy and Capt. Dolan prepared for landing. They decided the best way to slow the aircraft would be to make a series of high angle-of-bank, 360-degree turns to dissipate their airspeed be-

fore making a slide-on landing.

Once over the runway, Maj. Kennedy began a series of eight 360s while Capt. Dolan called out airspeed and altitude. Maj. Kennedy succeeded in lowering the collective to approximately 40 percent torque after four turns. They decided their airspeed and power were low enough to attempt the landing and gently slid the aircraft onto the runway surface at 40 knots. Maj. Kennedy continued to "fly" the aircraft and maintained control as the Cobra slid an additional 2,000 feet.

When the aircraft slid across a concrete taxiway, it slowed considerably, and the crew secured the throttles. Collective movement was restored after the landing as the jolt of the landing dislodged the FOD from the control linkage.



2ndLt. Anwar Al-Jadan
Lt. Mark Junco



VT-2

While on the final maneuver of a basic-instrument hop, Lt. Junco noticed a strange vibration in his T-34C. Taking control from his student, Kuwaiti 2ndLt. Al-Jadan, the instructor reduced power, and the vibration stopped. When Lt. Junco added power, the vibration returned. There

were no other indications of trouble. They tested the annunciator panel to check that all lights were working.

Assuming the worst, Lt. Junco started chip-light procedures. He again reduced power and told 2ndLt. Al-Jadan that they would make a precautionary emergency

landing to the nearest field.

After the landing, a maintenance crew found a metal chunk in the reduction gearbox with gear teeth and part of a serial number. If Lt. Junco had continued the flight, the trainer's propeller could have left the aircraft.



LCdr. Michael Martin
Lt. Ed Grohe
Lt. Pete Milnes
Lt. Dennis Mills



VAQ-137

A section of Rook Prowlers entered the break at Whiteman AFB. As Lt. Grohe lowered the gear and flaps of Rook 1, the crew heard a loud bang beneath their aircraft. They told tower they would circle to troubleshoot. Then they climbed, asking their wingman to check their configuration. As the landing-gear indicator showed three down, the crew saw both combined-hydraulics gauges were showing a complete loss of pressure.

The crew completed the checklists for landing without combined hydraulics and

lowered the flaps and slats electrically. Without combined hydraulics, however, the Prowler didn't have normal brakes, nose-wheel steering, and flaperon popups (spoilers). Whiteman had no arresting gear, but no other divers were available.

The crew detached their wingman and turned in at four miles to set up for the approach. They discussed the likely possibility of leaving the runway.

Lt. Grohe gently touched down and held the nose up to aerobrake. He felt the aircraft pull to the left, which became pro-

nounced as the nose fell through. Applying the auxiliary brakes bled them to zero, and the Prowler coasted down the runway. With no brakes, LCdr. Martin, ECMO 1, lowered the arresting hook to add friction, and Lt. Grohe pulled the parking brake at 45 knots at the 2-board. The aircraft still pulled left, but stopped with 1,800 feet of runway remaining.

On deck, the crew found the left main-gear strut had severed several hydraulic lines.