

From left to right: Capt. Cory Shackelton, Sgt. Homer Chambers, Sgt. Justin Scherrer, LCpl. Shawn Kinney, 1stLt. Andrew Durning.



The crew of Jailbird 45 was conducting a night general-support mission during Operation Iraqi Freedom. They departed Al Taqaddum airfield, in the Al Anbar Province of Iraq, under low-light-level conditions with 11 passengers, which put the aircraft at max gross weight.

Five miles from the field, they heard a change in engine noise, with corresponding changes in cockpit gauges. The pilot at the controls made all necessary flight-control inputs and turned back toward the field. The non-flying pilot diagnosed the malfunction as a No. 2 Nf flex-shaft failure. An aerial observer concurred with the failure call, and the non-flying pilot brought the No. 2 engine-condition lever out of the governing range.

With the aircraft single-engine capable and a possibility the No. 2 engine was damaged, it was secured. The Dash 2 aircraft declared an emergency for his lead and led the distressed aircraft back to the airfield. Jailbird 45 made a single-engine-running landing at Al Taqaddum.

BRAVO Zulu

During a summer, blue-water, unit-level-training (ULT) flight, the aircrew of Banger 600 had a starboard engine fire-warning light. The aircrew secured the engine in accordance with NATOPS and prepared for a single-engine arrested landing on board USS *Nimitz* (CVN-68). LCdr. Paul "Mo" Movizzo, the carrier-aircraft plane commander (CAPC), with assistance from Ltjg. Danny Westphall, his copilot, overcame asymmetric thrust and decreased waveoff capability to fly a near-perfect single-engine approach to a 3-wire arrestment.

Just four days later, the same pilots launched for another blue-water ULT mission. Immediately off the catapult, the aircraft's nose forcefully pitched down. The pilots executed NATOPS procedures but couldn't ease the pressure on the yoke. Based on available indications, they surmised they had an elevator trim-actuator failure. Ltjg. Westphall maintained a constant rearward force on the yoke, while LCdr. Movizzo flew a 10-mile, straight-in approach to a carrier landing. Excellent CRM, aviation skills, and adherence to NATOPS were displayed by the aircrew during both events.



VAW-117

From left to right: Ltjg. Danny Westphall, and LCdr. Paul "Mo" Movizzo.