

Pailors and Marines reducing mishaps **BRAVGO** *Zulu*



AD3(AW) Dustin Davis and AT3 Antwan Shumpert

HSL-44

Petty Officers Davis and Shumpert discovered a hairline crack in the upper elastomeric bearing of the black-blade, pitch-control rod. They found it during a critical inspection of main-rotor-head components on a phase B inspection. This spot barely was visible to the naked eye.

Their inspection yielded two ready-to-fail elastomeric bearings on the pitch-control rod. Their keen attention to detail and solid maintenance experience prevented the possible loss of the aircraft and aircrew.



AD3 Steven Croxton

HSL-44

On a daily inspection of Magnum 450, AD3 Croxton discovered a chafed and charred fuel manifold on the No. 1 engine. He immediately informed his shift supervisor of the discrepancy. Citing the inspection criteria in the appropriate SH-60B maintenance manual, Petty Officer Croxton helped to inspect the manifold more closely. He discovered the charring had damaged the silicone fire sleeve and had contacted the inner fuel line.

He immediately downed the aircraft, and it was removed from the flight schedule. The possibility of an in-flight fire existed and could have been catastrophic.



AD1(AW/SW) Jonathan Rothman

HSL-44

Working on a scheduled calendar inspection of the inboard retention plate on the tail rotor, Petty Officer Rothman found a washer that was hidden inside the de-ice housing assembly. This item posed a dangerous foreign object debris (FOD) hazard.

Using a borescope, Petty Officer Rothman then discovered two more washers that previously had gone undetected. His keen attention to detail and excellent maintenance skills prevented the potential loss of aircraft and aircrew.

AD2 Aaron Smith and AM2 Shawn Barnes

VAQ-133

While installing an engine on Raygun 531, an aft hoist-attachment bolt suddenly stripped, leaving a J52-P408 engine suspended and supported only by a cotter pin. With the EA-6B's engine in danger of dropping from the hoist, Petty Officer Smith quickly stopped the task. He and Petty Officer Barnes placed an aircraft nose jack underneath the turbine casing to support the engine until the bolt could be replaced.

Their rapid response to a dangerous situation prevented serious injury to nearby personnel and catastrophic damage to the engine.



AO2 Mattie Hackney

VAQ-138

While preparing for a morning launch, Petty Officer Hackney spotted fuel spilling out the starboard side of a sister squadron's EA-6B. A maintainer, who had been working on the aircraft, was crawling away drenched in flammable, toxic jet fuel. She knew it was a dangerous situation and quickly summoned the fire department and emergency-medical personnel.

Before assistance arrived on the scene, Petty Officer Hackney and two other line personnel took the initiative. They retrieved the fuel-spill kit and began to contain the dangerous fuel pooling on the ground underneath the aircraft. Another shipmate quickly secured electrical power on the aircraft, stopping the discharge of fuel.

Petty Officer Hackney's actions went above and beyond the call of duty. The drenched Sailor was treated and released without serious injury.



AN Phil Flores

VFA-105

While doing a daily inspection on Gunslinger 412, Airman Flores discovered a broken pin for the universal-joint assembly on the leading-edge flap of the starboard wing. He took a closer look and noticed this pin held the assembly together. He then immediately notified the flight-deck coordinator.

This item easily can be missed, but Airman Flores's attention to detail caught a downing discrepancy and prevented a failure in the flight controls, which could have caused serious damage and possibly death.



AE2 James Wood

VAW-124

During deck certification on board USS *Harry S. Truman* (CVN-75), Petty Officer Wood saved the life of an inexperienced blueshirt. While preparing for a night launch of aircraft 602, which had both engines turning, a young Sailor rushed to get his job done and broke the safety chain. Petty Officer Wood reacted immediately, grabbing the wayward flight-deck worker and keeping him from getting killed by the Hawkeye's prop.

ABEAN Jorge Linarez

USS Ronald Reagan (CVN-76)

During an at-sea period aboard USS *Ronald Reagan* (CVN-76), Airman Linarez noticed something didn't look right. This trip was the first time the ship was landing and launching aircraft, and he was on watch. Working on the port side of the ship and one deck below the flight deck, he was doing routine inspections. Moments later, smoke and metal shavings appeared from the fairlead sheave—an area that houses the wires used for landing aircraft.

Airman Linarez immediately alerted his supervisor, and all landings were stopped. They found the cable had cut into the hub. If this problem hadn't been noticed, the cable might have cut right through, severing it and causing damage and mass casualties on the flight deck. His prompt action made sure the malfunctioning gear injured no one.

See "Learning a Flight-Deck Lesson" in this issue for the whole story.—Ed.

ADC James Schultz

VP-94

Chief Schultz found a hairline crack on a propeller-blade cuff during a preflight inspection. While looking at the cuff more closely, he found it had a significant crack along the trailing edge. Had this defect gone undetected, the propeller-blade cuff could have separated, causing an engine failure from foreign object damage. The discrepancy was corrected, and the aircraft was returned to FMC status.

AN Patrick Mills

VFA-86

On his second launch as a final checker in training, Airman Mills displayed his impressive knowledge of the FA-18, finding door 14R on aircraft 410 open. He notified the plane captain and properly secured the door.

Moving farther down the starboard side of the aircraft, while checking the starboard main landing-gear tire, he saw a wheel-rim bolt spinning freely. He immediately notified the airframes troubleshooter, who downed the aircraft until the tire could be changed.

Airman Mills reacted like a seasoned vet, preventing a possible engine FOD and an explosive failure of the starboard main landing-gear wheel.



AM2(AW) Thomas Delatte

VR-54

Petty Officer Delatte discovered the safety wire on the quick-disconnect coupling for the vertical torque shaft was broken and had uncoupled. This condition would have made the port main landing gear inoperative. This unsafe situation could have damaged the aircraft and put the flight crew in jeopardy.

Petty Officer Delatte found a problem that was not part of the daily inspection and enabled a critical logistics mission the next morning.



AT2 Hugo Divers

VP-8

During a crew training flight on aircraft LD-210, Petty Officer Divers noticed what appeared to be an oil leak on the No. 4 engine. He immediately notified the flight station, and the flight engineer inspected the engine from an aft aircraft window. They determined the oil leak was excessive, and it posed a possible fire hazard because of its proximity to the engine exhaust. The flight-station crew did an emergency shutdown.

Had it not been for AT2 Divers' keen attention to detail and overall situational awareness, the leak could have resulted in an engine fire, endangering the entire crew and aircraft.





ADAN Kenneth Matthews

HSL-46

During a daily and turnaround inspection (DTA), Airman Matthews found a one-and-a-half-inch gouge in one of the main rotor blades of Cutlass 477. Further inspection revealed the gouge was one-quarter-inch deep. Even though an inspection of the main rotor blades is not part of a DTA, ADAN Matthews did one anyway.

The gouge was repaired, minimal down time resulted, and Airman Matthews saved the Navy \$44,100. More importantly, he prevented the injury and possible loss of the aircrew.

AM3 Chad Albee

VP-94

During an aircraft wash, Petty Officer Albee discovered a brown stain on the actuator support for the nose landing gear. A closer look showed the stain was severe corrosion from water entrapment. Had this defect gone undetected, serious damage to the aircraft structure and nose landing gear was inevitable, and it may have resulted in an aircraft mishap. The discrepancy was corrected, and the aircraft returned to FMC status.



AMAA Jesse Ferguson

VFA-122

Airman Apprentice Ferguson was working as a plane-captain trainee when he found three coins in the forward cockpit of aircraft 131. He simply was checking the fuel load in the hot pits, but his keen attention to detail led to the discovery of this hazard. His prompt action may have prevented jammed flight controls and potentially a major mishap.

