

# Sailors and Marines Preventing Mishaps **BRAVO Zulu**

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**AEAN James Carriere  
VAW-115**

Airman Carriere was the brake rider on an E-2C Hawkeye being respotted on board CV-63. While the aircraft was being towed across the deck, the tow bar and chain disconnected from the aircraft. This event created a severe hazard to personnel, aircraft and equipment as the 54,000-pound aircraft quickly could have gained momentum on the pitching deck. Airman Carriere immediately recognized the danger and brought the aircraft to a stop, applying brakes and dropping the hook.



**AM3 Nino Michdeusen Bacani  
VAW-115**

Petty Officer Bacani noticed hydraulic fluid leaking from the engine of an E-2C Hawkeye while the aircrew was doing the pre-start checks. He took immediate action and notified the plane captain and crew so he could troubleshoot the problem before the engine starts. When the engine panels were removed, a steadily increasing leak from the propeller pump housing was found. Had this problem not been noticed, the pump housing certainly would have failed in flight, resulting in an engine pitch-lock failure and endangering the crew.



**AM3 Brian Whaley  
VAW-115**

Petty Officer Whaley was the first responder to an airman who had been sprayed with caustic paint-stripping chemicals while doing corrosion control work on the flight deck. He took immediate action to remove his shipmate's contaminated personal-protective equipment and chemically soaked clothing, and then flushed the areas exposed to the chemicals with water.

Recognizing the seriousness of the situation, he rushed the injured airman through a shower to rinse off any remaining hazardous material and escorted him to the ship's emergency room. He then located the appropriate material safety-data sheet and delivered it to ship's medical to ensure the injury was treated properly. His swift response was vital to minimizing the seriousness of the chemical burns and enabled his shipmate to return to work the following day.



**AM1 Rochelle Wilks  
VAW-115**

As the Hawkeye's engines shut-down, the blades continued to spin at a lethal rate but without any audible warning to Sailors. Petty Officer Wilks recognized that a maintainer, unaware of the danger, was ducking under the rear stabilator of a Hornet to check the side of the aircraft adjacent to the Hawkeye. Knowing only three feet clearance existed between the spinning blade and the Hornet, she immediately prevented him from walking into the spinning propeller.



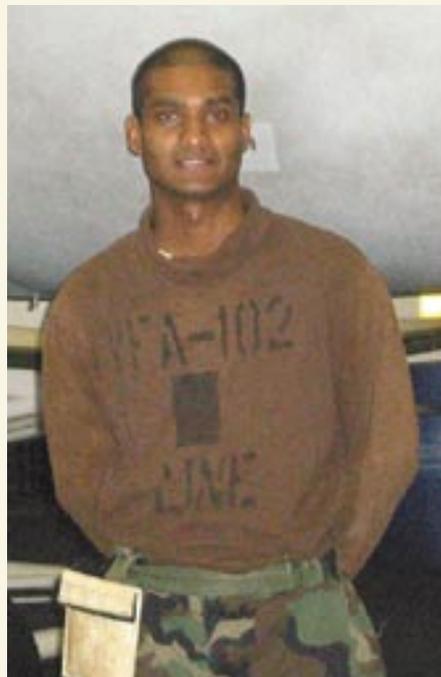
**AM3(AW) Toby Dial  
VFA-136**

Following a long and busy day of flight operations on board the USS *Enterprise* (CVN-65) and after a routine re-spot of Knighthawk 307, Petty Officer Dial noticed the port main landing gear tire-and-wheel assembly appeared

to be cambered slightly. He relayed his concern to the troubleshooter's LPO, who took a closer look and noticed that the gap where the axle meets the axle lever varied in width around the circumference of the axle. The aircraft was downed and sent to the hangar.

When the tire-and-wheel assembly and axle were removed for inspection, maintainers realized the axle was not lubricated and the axle lever was corroded severely. The grease fitting on the axle lever was jammed and would not allow grease into the affected area.

Petty Officer Dial's keen attention to detail prevented a certain mishap and allowed the quick return of an important asset to support combat mission in OIF.



**AMAN Jyoteendra Singh  
VFA-102**

Airman Singh was assigned as the plane captain of aircraft 111 on board USS *Kitty Hawk*. After a night recovery, he immediately started a turnaround inspection because 111 was scheduled to go on the next launch. The deck crew told him they needed to move the jet. Doing a quick walkaround before the

jet was moved, Airman Singh noticed that the right main-mount planing link was cracked and immediately downed the jet.

Airman Singh's attention to detail prevented a definite in-flight emergency and possible mishap. Despite the rush to move the aircraft, his quick but thorough inspection allowed maintenance the time to get a spare ready for the next launch.



**AD1 Michael Natividad and  
AD3 Marlan Hoodwillis  
HSL-51 Det. 6**

While troubleshooting a faulty fuel precheck valve on Warlord 717, Petty Officers Natividad and Hoodwillis discovered the pressure refuel hose inside the port fuel cell had failed. A portion of the deteriorated rubber lining of the hose became lodged in the refuel/defuel valve, causing it to fail during refueling operations.

Petty Officer Natividad and Hoodwillis' extensive troubleshooting, which was above and beyond normal efforts, correctly identified a serious discrepancy, allowing proper servicing of the fuel cell, preventing an overpressurization of the fuel cell, and avoiding structural damage of the aircraft.



**AD2 Conrad Smith  
VR-53**

Petty Officer Smith discovered two cracks in the aircraft bleed-air ducting during a daily inspection of a C-130T aircraft. While repairing the discrepancy, he determined that FOD had entered the bleed-air system. Additionally, Petty Officer Smith uncovered a broken mounting bracket which led to the discovery of two more faulty brackets in other squadron aircraft.

Petty Officer Smith's thorough maintenance inspection technique eliminated possible fire and FOD hazards.



**AME2 Nathan Green  
VFA-151**

While doing a low-power turn on Vigilante 302 to leak check the

environmental control system after a recent maintenance action, Petty Officer Green discovered an abnormally hot area on the underside of the aircraft. Calling for an immediate shut down of the engine, he noticed the paint and panel in the same area began to bubble and warp. Removing the panel, Petty Officer Green expertly traced the extensive series of ECS lines to the root of the problem: an improperly placed clamp hidden deep within the belly of the aircraft. His discovery of the bleed air leak prevented any further damage to the aircraft and the inevitable loss of aircraft and possibly the pilot.



**AM1 Daniel Kearns  
VR-53**

On an early morning mission, 0430 brief for a 0630 takeoff, Petty Officer Kearns completed his preflight and engine starts as a C-130T loadmaster. He re-boarded the aircraft and during his post engine-start checks discovered sparks coming from the No. 2 engine tailpipe. Petty Officer Kearns notified

the flight station who immediately shut down all aircraft engines.

A borescope inspection revealed signs of an impending turbine failure, including hot spots on the turbine and burner cans, a delaminated burner can, and cracked blades.

Had Petty Officer Kearns not noticed the sparks coming from the No. 2 engine during the final checks, the turbine may have failed in flight, possibly resulting in additional damage to the aircraft or loss of an aircraft and crew.



**AM2 Shawn McNeal  
VR-46**

While doing maintenance on C-9B 161530, Petty Officer McNeal found that a new landing-gear, unlock-assembly component was improperly configured. Had the component been installed, it would have prevented safe operation of the landing gear, causing the port main gear to wedge in the up position.

Petty officer McNeal's knowledge, initiative and dedicated attention to duty prevented this serious condition from occurring.



**AEAN Curtis Sanders  
VX-23**

During a daily and turnaround inspection on an FA-18C before an afternoon flight, Airman Sanders discovered a sheared bolt on the swivel assembly for the starboard main landing gear. This bolt is a vital part of the assembly that attaches three separate landing gear actuator hydraulic lines to the upper side brace of the gear. Realizing the critical nature of this discrepancy, Sanders immediately advised maintenance control to down the airplane, while initiating a MAF for the airframes workcenter to correct the situation.

Had the discrepancy gone unnoticed, a complete hydraulic failure could have occurred to the landing gear system, resulting in a catastrophic hydraulic leak.



**A02(AW) Sean Nolan and A02(AW/SW) Ginger Waters  
VFA-87**

During a routine hot brake and de-arm evolution, aircraft 403's starboard main tire ruptured because of overheated brakes. Petty Officers Nolan and Waters expeditiously signaled the pilot to stop the aircraft, secure the motors, and get out, while simultaneously securing the area and extinguishing the smoldering main mount with a Halon fire bottle.

The focused attention and quick actions of Petty Officers Nolan and Waters prevented significant damage to the aircraft and possible injury to the aircrew.



**AM2 Juan Rosasbarca, AM2 Willie Harmon, and Airman Thomas Daly  
HSL-51 Det. 6**

Petty Officers Rosasbarca and Harmon and Airman Daly discovered the port and starboard drag-beam bushing were worn beyond limits on Warlord 717. The excessive wear and tear on the bushings could have resulted in failure of the main landing gear and possible injury to the flight-deck crew onboard the USS *Lassen* (DDG-82).

Their thorough inspection and by-the-book work ethic quickly identified a serious problem. A depot-level repair team was brought in to assist in the repair while the ship was in port, ensuring minimal down time.