

# BRAVO ZULU



## VFA-87

### AE1(AW) Christopher Finn

During a routine integrity inspection of War Party 404, Petty Officer Finn found a bent connecting rod on the port, inboard, main-landing-gear door. He inspected the area more thoroughly and found two gouges on the underside of the port axle lever caused by the damaged connecting rod. Had this problem gone undetected, it could have resulted in loss of the landing-gear door, improper operation of the landing gear, or a gear-up landing.



## VAQ-136

### AMAN Harley Apperson

Airman Apperson noticed an arresting-hook release cable was loose. He investigated the gripe and discovered a broken pulley-assembly bracket. AMAN Apperson downed the aircraft, canceling an upcoming launch.

If the aircraft had flown and needed an arrested landing, the arresting-hook assembly most likely would have malfunctioned, endangering the aircrew and the aircraft.



## VAW-124

### AT1(AW) Allen Moran

A QAR and member of the propeller safety circle around Rawhide 50, Petty Officer Moran intercepted a flight-deck blueshirt running toward a spinning prop.

The wayward trainee ran from the front of the aircraft to remove a chock from the starboard mainmount and did not see the danger. But Petty Officer Moran did, and he grabbed the blueshirt by the float coat, pulling him to the deck less than five feet from death.

# VFA-27

## AM2 James Houghton, AM3 Joshua Adams, and AM3 John Brooks

Petty Officers Adams and Brooks were replacing a bonding wire on Mace 211. Although not part of the job, they noticed a wing that folded manually with the lock-and-flag assembly in the locked position. They immediately informed AM2 Houghton, the night-shift supervisor.

Petty Officer Houghton subsequently notified maintenance control and initiated a MAF. He made sure the wing was disassembled and found the protrusion on the stop-ring assembly had broken off, preventing the outer wing from locking.



# VAW-78

## AEAN Neil Payne

Airman Payne found three major downing discrepancies on three different aircraft. Two problems were discovered on turnarounds during high-tempo carrier ops, and the third gripe was found on a daily inspection.

On aircraft 603, AEAN Payne discovered the actuator-rod connection for the starboard landing-gear door was worn beyond limits. He then found a sheared cotter pin on aircraft 601, which was on the starboard landing-gear door securing the push-rod assembly. On aircraft 600, he found FOD in the cockpit.



# VAW-117

## AE2 Michael Dobelman and AE3 Roberto Rivera-Lozada

While troubleshooting a complex wheels-warning-light problem on an E-2C, Petty Officers Dobelman and Rivera-Lozada found a wire harness had chafed against a bolt that secures the K3-relay contactor to the AC-monitor bus. This item is located behind the main-power distribution panel, making it an exceptional find.

Petty Officers Dobelman and Rivera-Lozada immediately notified maintenance control, downed the aircraft, and thoroughly investigated the problem. Accompanied by QA, they found 16 damaged electrical wires in the bundle and evidence of arcing across the relay terminals. They replaced the bad wires and helped to inspect all squadron aircraft for the same problem.

