

# BRAVO ZULU



**AD3(AW) Isidro Arreolapichardo**

## VAQ-141

Petty Officer Arreolapichardo discovered a cracked “B” nut located in a critical spot on the Prowler’s main landing gear. That nut was in a position that easily could have been overlooked, but, thanks to his keen attention to detail, it wasn’t missed.

Had this discrepancy been overlooked, it could have led to a failure of the gear down-and-locked indicators and would have resulted in severe damage to the aircraft during landing. Petty Officer Arreolapichardo used the 18-inch rule and discovered a critical defect.



**AT1 Robert Harding**

## HS-75

During an in-phase QA inspection on Emerald Knight 611, Petty Officer Harding went above and beyond the norm and the “18-inch rule.” In doing so, he discovered a large crack in the airframe’s shear deck, forward of the No. 1 engine. If not detected and repaired, this problem would have led to significant damage to the surrounding structures or catastrophic airframe failure.



**AM2(AW) Julian Grant**

## HSL-47

Petty Officer Grant was doing a CDI inspection on an SH-60B just before its launch on a scheduled training flight. While inspecting the starboard main landing gear, he found one rim mounting bolt was loose and spinning freely.

Petty Officer Grant immediately downed the aircraft until critical repairs could be done and averted a mainmount tire failure.

**AN Diego JaraHernandez**

# VS-32

While working at night on the flight deck of USS *Enterprise* (CVN-65), Airman JaraHernandez noticed a driverless tow tractor moving toward aircraft 707. He twice attempted to stop the vehicle, throwing chocks beneath the wheels. Both times, the tractor jumped the chocks and continued toward the Viking. He then ran alongside the wayward tug, climbed onto the seat, and applied the parking brake, stopping the tractor before it reached the aircraft.

Airman JaraHernandez immediately notified the flight-deck LPO about the runaway tow tractor. His quick thinking and outstanding situational awareness prevented a certain mishap.



**AT2 Donald Tadlock**

# HSL-47

A plane captain (under instruction) was taking a routine fuel sample from an SH-60B. While trying to get the sample, the PC found the fuel drain valve was stuck, and fuel began to spill onto the flight line. Petty Officer Tadlock immediately took charge of the emergency, directed others to contain the spill, and promptly notified the proper authorities.

His quick response and knowledgeable reaction to this potentially serious situation minimized the hazard to ground personnel and to the environment.



**AT2 Corey Crow**

# HS-2

Petty Officer Crow was inspecting the mixing unit in the hydraulics bay and found corroded hardware on the tri-pivot bolts on the pitch-torque shaft. He inspected further and grabbed the shaft to make sure it was secure and had the proper movement. The roll-torque shaft seemed to move a lot farther than normal, and he noticed the bearing in the center of the tri-pivot connection allowed the flight-control rod to move vertically on the bearing.

Petty Officer Crow immediately called for the night-check airframes QAR. After another thorough inspection, the QAR found the bearing was out of tolerance, grounding the aircraft until corrective maintenance was done.

