

# BRVAO ZULU



**AN Rockfeller Simon**

## HSL-37

While doing a post-wash inspection on Easyrider 60, Airman Simon discovered a large crack in a bushing for the bifilar assembly on the main rotor. He immediately alerted senior maintainers, leading to the discovery of another crack in an adjacent bushing. The damage was severe enough to require a depot-level repair of the bifilar assembly.

Technicians from Naval Air Technical Engineering Command, San Diego, said, "Had these cracked bearings gone unnoticed, they likely would have continued to deteriorate, threatening the integrity of the entire bifilar assembly and the aircraft."



**AM3 Michael Laruska**

## VF-31

Felix 100 was positioned slightly forward of Felix 110, and both aircraft were parked side by side on elevator No. 2. Felix 100 had both engines turning and was ready for launch. The other Tomcat's starboard engine was turning, and the pilot was preparing to do a cross-bleed engine start on the port engine.

A purpleshirt suddenly entered the area between the two aircraft. The aircraft director signaled Felix 100 to taxi forward, to turn right, and to head toward the bow cats. That move pointed the Tomcat's exhaust at Felix 110, blowing down the "grape." He tried to stand up, but the exhaust forced him back and toward the starboard intake of Felix 110.

Petty Officer Laruska ran from a safe area, tackled the sailor, and pulled him away from the turning engine.



**AMAA David Marr**

## VF-111

Airman Marr was riding brakes for Red Ripper 210 during a respot for the next launch. The deck was rolling excessively, and, even with aircraft brakes applied, the tow tractor and aircraft were sliding across the deck.

Airman Marr saw the brake-pressure gauge fall to the red line. He knew the tractor alone would not be able to hold the aircraft, so he immediately signaled to stop the move, and manually pumped up the brakes to the green level. His keen situational awareness prevented the possible loss of the aircraft and tow tractor over the side, and possibly saved several lives, including his own.



**PR1 Alan Davisson**

## VAQ-137

Petty Officer Davisson found a large nut missing from the attachment bolt on the cross-deck pendant for the No. 2 arresting gear. Finding this item on a FOD walkdown, he immediately pointed out the discrepancy to a squadron QAR and to flight-deck-control personnel.

Had this discrepancy gone unnoticed, the cross-deck pendant would have come free after the first arrested landing and would have swung toward Sailors on the starboard side of the landing area.



**AT3 Amphay Souksavatdy and AT3 Pedro Crenshaw**

## VAQ-136

While doing routine maintenance in the front cockpit of Ironclaw 503, Petty Officers Souksavatdy and Crenshaw noticed the overhead AFFF sprinklers had been turned on. Understanding the highly corrosive nature of the solvent, they instantly sprang to action. Petty Officer Crenshaw remained in the front cockpit to close the forward canopy while Petty Officer Souksavatdy jumped out to secure the aft cockpit.

Their keen eyes and quick action prevented any liquid from entering the aircraft, avoiding costly damage and allowing VAQ-136 to meet its operational commitments.



**AD1 Enrique Pinero and AD1(AW) James Darling**

## VP-8

A crew from a sister squadron was forced to make a three-engine landing at NAS Keflavik. During the flight, a pressure-low light for an engine-driven compressor (EDC) came on, and the crew shut down an engine, following NATOPS. Once on deck, a VP-8 maintenance team—spearheaded by Petty Officers Pinero and Darling—began to troubleshoot the problem.

The EDC was receiving the required electrical signals for a good disconnect, and the disconnect mechanism seemed to be working. AD1 Pinero recalled a hazrep that had described a similar situation. That message explained earlier type gearboxes were produced with a plug for a tachometer generator, which no longer is used. This plug could prevent the EDC driveshaft from retracting once disconnect had been selected. AD1 Pinero and AD1 Darling found the culprit, made the repairs, and achieved a successful disconnect.

With their insight and keen attention to detail, these two mechanics used the experience of others to quickly solve a hazardous problem.

