

Crew Chief Safety

Award of Distinction

SrA Benjamin Brunkow was de-paneling an F-15C for a hourly post flight one inspection. Having removed panels 110R and 106R, he took it upon himself to do a preliminary inspection of the primary heat exchange (PHE) package. Although the PHE appeared to be intact, he noticed the ram air door actuator under panel 103R looked abnormally low. He proceeded to remove panel 103R, a panel not normally removed for this inspection, using a flashlight and mirror to inspect the actuator more thoroughly. It was then that he discovered the actuator was not installed in its forward mount. He checked out the proper Job Guide for a breakdown of the hardware used to install the actuator and immediately conducted a search for any missing pieces. Each piece was found, which eliminated the need to impound the aircraft saving many man-hours. SrA Brunkow then

inspected the airframe and support brackets for any damage that may have resulted from this 3,000 psi actuator shifting around in the bay. When he felt confident the system had no further damage, he installed the actuator in accordance with the proper technical order, had a seven-level inspector assess the repairs, and performed an operational check of the system. Under its previous condition the actuator could not have functioned properly. It was just a matter of time before the actuator would have become wedged and damaged the airframe and/or ruptured the surrounding hydraulic lines causing total utility hydraulic system failure. These are the same hydraulic lines and system that caused fire damage to another 33 FW aircraft recently. The inspection he performed was above and beyond the required -6 work card items. His attention to detail was directly responsible for ensuring a national asset valued in excess of \$30 million was capable of continuing its service and prepared to support the 33 FW's mission.



SrA Benjamin Brunkow, 33rd Maintenance Flight, 33rd Fighter Wing, Eglin AFB, Florida

Pilot Safety

Award of Distinction

While preparing to fly an Instrument Landing System (ILS) approach to Otis ANGB, and approximately 45 minutes into an F-15A training sortie, Capt Halbrook's heading system suddenly failed. He was number two in a 2-mile radar trail formation, at 1,500' MSL, in IMC and on a base leg for an ILS approach. Capt Halbrook immediately selected a backup system, which normally would provide a stable heading to fly an approach. Capt Halbrook continued to follow his flight lead on radar that was now established on the final approach course and as he rolled out his HSI showed full-scale deflection. He quickly rechecked the correct ILS frequency and verified the localizer's ident. At this time the flight lead called for gear and flaps. When Capt Halbrook lowered his gear and flaps, the gear warning tone sounded. His left main was unsafe. Capt Halbrook informed his flight lead and they both executed a go-around. The formation rejoined above the weather in the 8-10k block, and Capt Halbrook assumed the lead to perform the appropriate checklists. It

was determined that an approach-end arrestment was required. Unfortunately, there is no approach-end cable to the active runway, and the weather had deteriorated to the point that it was below the non-precision approach minimums to the runway that favored the winds. The only option was to fly the other ILS approach, which gave him a 15-knot tailwind. Capt Halbrook was going to have to fly an ILS approach to 300/1, with a 15-knot tailwind, land within the first 1,000' so as to have the nose gear down before the cable, which is only 1,500' down the runway, with a bad heading system/ILS. So, Capt Halbrook's backup heading system was now starting to drift at a rate of 10 degrees per second and was unusable to fly an approach. Capt Halbrook was now going to have to fly a formation approach to get below the weather. He gave the lead back to his flight lead and they executed a perfect formation approach to minimums, and Capt Halbrook caught the approach-end cable. His quick, expert actions and superior pilot abilities were directly responsible for the safe recovery of a combat asset.



Capt Sean D. Halbrook, 101st Fighter Sqn., 102nd Fighter Wing, Otis ANGB, Massachusetts

Ground Safety

Award of Distinction

TSgt Davidson is my top Non-Commissioned Officer. Ever since being selected as my Squadron Safety Manager, he has raised the bar on safety management and mishap prevention. His sustained superior performance and vision has led to making safety the top focus in his squadron. In a few short months he took the squadron safety program by the horns and revamped it into the most aggressive one in the wing. Some of his work included streamlining and standardizing work center safety programs to create ease of control and management, restructuring the extreme sport process and mishap prevention procedures, and initiating monthly safety meetings with work center safety monitors to disseminate information and training. He also created a pre-departure safety briefing for the entire squadron that ensures everyone arrives at their destination and home safely. He was also active in promoting safety awareness by creating and briefing high impact safety presentations during commander's calls and safety days. His leadership

and eagerness to be involved in the squadron safety program resulted in the lowest mishap season ever. He also created a thorough tracking system for all squadron motorcycle riders to receive one-on-one counseling sessions with commanders as directed by major command. His entire safety program received top ratings during a recent wing safety annual assessment. His approach to safety was the driving force behind the squadron Driving Under the Influence Prevention program. With his monthly prevention meetings, initial launch of the squadron DUI poster contest, promotion of the 120 DUI-Free Day incentive, and high impacting DUI prevention skit at commander's call, he has set a benchmark for others to follow and achieved the lowest DUI count for the wing. He volunteered his off-duty time to be the sole driver for the base Airmen Against Drunk Driving program providing 13 airman a safe ride home, an alternative to driving home after drinking. TSgt Davidson is a model NCO and has taken the safety program to the next level. His campaign for safety and driving under the influence prevention will carry us well into the future.



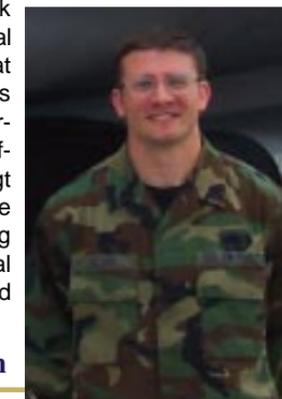
TSgt Scott Davidson, 388th Component Maintenance Sqn., 388th Fighter Wing, Hill AFB, Utah

Flightline Safety

Award of Distinction

TSgt Clark was dispatched to troubleshoot an F-16CG Flight Control System Maintenance Fault with related popped circuit breakers for Jet Fuel Starter Power, Left Control 1, and Left Tach on aircraft 0463. After exhausting all options using the fault isolation technical order troubleshooting trees, TSgt Clark began an extensive search through the applicable wiring harnesses and discovered Flight Control Harness H16DW1702-306 was chafing on a stud mount located

on structural beam 16B1265-41 under the left-side gun bay. The chafing was so severe that the wires within the bundle had begun arcing and welding themselves to the beam creating a large crater. Upon further investigation, TSgt Clark noticed a clamp missing and additional damage further along the harness that had been repaired in the past. This missing clamp allowed the wiring harness to move freely causing the chafing and subsequent damage. TSgt Clark's troubleshooting prowess, acute systems knowledge, and unrelenting attention to detail averted the potential loss of a \$28 million combat aircraft and a pilot.



TSgt Shane Clark, 388th Aircraft Maintenance Sqn., 388th Fighter Wing, Hill AFB, Utah

ACC Safety Salutes Superior Performance

1Lt David A. Kerns
Chief, Operations Analysis Branch
36th Electronic Warfare Squadron
36th Electronic Warfare Group
53rd Wing
Eglin AFB, Florida

Capt Christopher A. Ridlon
Pilot
27th Fighter Squadron
1st Fighter Wing
Langley AFB, Virginia

Capt Christopher M. Olsen
Pilot
34th Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

Col Joseph Reynes, Jr.
Wing Commander
53rd Wing
Eglin AFB, Florida