

Pilot Safety Award of Distinction

Capt Michael Ferrario had been the flight lead in an F-16 night flight lead upgrade sortie when he began an Instrument Landing System (ILS) approach. He attempted to extend the landing gear, but the gear handle light did not illuminate to indicate the gear was in transition and neither did the three green down-and-locked indicators illuminate once the gear had extended. Capt Ferrario could not confirm that he had a safe landing configuration and directed his wingman to rejoin with him as he executed a go-around back to the radar pattern. After coordinating with the supervisor of flying and his wingman, Capt Ferrario accomplished the landing gear malfunction checklist. Visual inspection with night vision goggles indicated the gear was

down and locked, although the cockpit gear lights continued to indicate an unlandable configuration. Due to his critically low fuel state and visual indications that the gear was safe, Capt Ferrario chose to attempt a night approach-end cable engagement rather than continue to trouble shoot the problem. He executed an ILS approach and successfully engaged the approach-end cable. The landing gear remained down and locked, and the aircraft was not damaged by the cable engagement. Capt Ferrario's quick analysis under extreme pressure, timely decision making, and superior flying skill ultimately prevented the loss of a combat asset and potential loss of life.



Capt Michael Ferrario
4th Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

Ground Safety Award of Distinction

MSgt Craig Gorowsky's proactive approach as the squadron's ground safety Noncommissioned Officer (NCO) resulted in a reduction in overall safety incidents by 50 percent last quarter. These included zero on-duty incidents during the month of October, thereby keeping four maintenance bays and 19 offices at the highest safety standard. Upon his appointment, he immediately cleared aging annual inspection discrepancies within the squadron like removing an improperly grounded grinder in the support section. For wing Safety Days, MSgt Gorowsky created and presented PowerPoint presentations on Fiscal Year 2001 safety results, 101 Critical Days of Summer summary, monthly safety topics, and product-specific safety issues. He keeps unit members abreast of any safety issues through electronic bulletins highlighting product recalls, safety concerns, and child safety issues. Last quarter, he conducted 132 random seat belt inspections, covering all three maintenance shifts. This new awareness led to zero discrepancies! During one of his spot inspections of the maintenance facilities, he highlighted a hazardous oil spill on one of the hangar floors, traced it to a faulty oil-servicing cart, and contained the spill. This prevented the hangar water

supply from becoming contaminated and eliminated a dangerous slip hazard. As wash rack supervisor, he noticed improper drainage in the work area, documented the safety hazards for wash rack personnel, equipment, and aircraft, and forwarded them to wing safety personnel and quality assurance evaluators. He was the hands-on safety advocate during a squadron deployment to Tucson International Airport. While conducting two facility inspections, he ensured current safety policies were displayed and that all deployed maintenance members were briefed on fire exits and evacuation routes. Because of lighting issues, he pounded the ramp to make certain that reflective belt usage was at 100 percent, which contributed to 412 mishap-free training and cross-country sorties. MSgt Gorowsky has also maintained engine run currency, tow supervisor, and aircraft marshalling certifications, which increases his visibility on personnel safety and technical data usage. As a youth leader for the Lutheran Pioneers, he provided instruction on proper outdoor and fire safety precautions during weekend camping trips ensuring multiple incident-free campouts during his tenure. MSgt Gorowsky is the epitome of a ground safety NCO, both on and off duty.



MSgt Craig S. Gorowsky
357th Fighter Squadron
355th Wing
Davis-Monthan AFB, Ariz.



Aircrew Safety Award of Distinction

During an Operation ENDURING FREEDOM sortie in Afghanistan, Rambo 34, a fully loaded B-1B, experienced an uneventful takeoff roll until past decision speed and immediately prior to rotate. At this point, the crew noticed a loud explosion, followed by a shudder and left yaw. The number four tire's outer tread had separated and had been ingested by three of the four aircraft engines. Engine number three was largely unaffected, however, engine number two suffered some damage, resulting in noticeable performance degradation. Engine number one was severely damaged and suffered a classic compressor stall at liftoff. Following rotation to liftoff attitude, the aircraft remained on the ground for an unusually long roll and finally lifted off with 1,000 feet of the 12,000-foot runway remaining. After being in ground effect for an extended period in order to gain energy, Capt Kent Payne began a shallow climbout while Capt Brian Meade retracted the gear and began retracting the flaps at one-quarter intervals. The tower controller reported a large flame trailing the aircraft, so Capt Meade checked cockpit indications and shut the number one engine down in accordance with bold face procedures. The crew dumped the majority of the

aircraft's 190,000 pounds of fuel and Capt Ken Boilot further reduced aircraft gross weight by jettisoning all 24 of the 2,000-pound Joint Direct Attack Munitions. Finally, the supervisor of flying inspected the suspect gear as the aircraft executed a low approach. Twenty minutes after initial takeoff, the crew executed a safe landing and shut the aircraft down on the runway. After consulting with the wing commander, the crew stepped to the combat-loaded spare aircraft and completed their mission.



Cpts Brian Meade, Kent Payne, and Ken Boilot
1Lt Jason Pax, 34th and 37th Bomb Squadrons,
366th Wing, Mt. Home AFB, Idaho

Crew Chief Safety Award of Distinction

SrA Matthew D. Luketina
A1C Ryan A. Rambo
94th Fighter Squadron
1st Fighter Wing
Langley AFB, Va.

On Feb. 17, 2002, an F-15C aircraft laden with live munitions was scheduled to fly in support of Operation NOBLE EAGLE. SrA Matthew Luketina was driving in the expeditor truck prepared to respond to red balls and A1C Ryan Rambo was launching the aircraft. With the number two engine running, A1C Rambo signaled the aircrew to start engine number one. At that time, SrA Luketina noticed an audible pitch difference coming from the jet fuel starter and immediately investigated to determine the cause. Upon opening a servicing door, SrA Luketina identi-

fied flames in the Airframe Mounted Accessory Drive (AMAD) bay, located below the engine. Without hesitation, he signaled A1C Rambo to perform an emergency shutdown and egressed the pilot. Meanwhile, SrA Luketina doused the flames with a nearby fire bottle. The team's ability to think and act quickly under extreme pressure prevented injury to the pilot and other personnel and significant damage to the aircraft.



Flightline Safety Award of Distinction

SSgt Mark D. Nino
366th Equipment Maintenance Squadron
366th Wing
Mt. Home AFB, Idaho

On Dec. 17, 2001, an HH-60 Blackhawk helicopter was conducting search and rescue operations from a deployed location in support of the air campaign in Afghanistan and enforcing the no-fly zone over Iraq. During an attempted night landing at an undisclosed site, the Blackhawk lurched dramatically to the left. The pilot quickly lifted off again and the on-board crew chief reported the left main landing gear strut was broken and would not support the weight of the helicopter. The pilot declared an in-flight emergency and returned to base where they were met by SSgt Mark Nino's team. Using the resources avail-

able to him, SSgt Nino assigned duties to the people at his disposal and ensured those who did not need to be involved were evacuated. If the helicopter could not remain upright during the emergency landing, there was the possibility that the flying rotors could possibly destroy the aircraft, injure, and even kill, bystanders and the aircrew. SSgt Nino used what he had available (i.e., pallets, sandbags, and chocks) to fabricate a platform for the disabled craft to rest on. He even taped glow sticks to the upper surface of the structure to help the pilot see how to line up in the dark for a precise touchdown. The helicopter crew made four unsuccessful attempts to land. After each missed attempt, SSgt Nino's crew had to adjust the height of the supporting material as the aircraft hovered 100 feet above the ground. On the fifth try, the helicopter was down, safe, and stable. SSgt Nino and his crash crew used sound judgment, innovative thinking, and went above and beyond the normal call of duty to avert the loss of the Blackhawk helicopter and possibly its aircrew.

Weapons Safety Award of Distinction

SSgt Michael Monroe, SrAs Kurt Scandrol and John Harper, A1Cs Adam McGee, Marcus Ellis, Lucas Dorosky, Adam Read, Amber Hull, and Jeremiah Phelps
7th Munitions Squadron
7th Bomb Wing
Dyess AFB, Texas

Sgt Michael Monroe was directing his crew of eight in removing FMU-139 tail fuzes from MK-82 general-purpose bombs when a crewmember notified him that some of the fuzes were difficult to remove. After checking the item technical order, he found no checkpoints for this discrepancy. He directed his crew to set aside the bombs that were difficult to disassemble. The crewmembers later came across a fuze where the arming wire housing was protruding about an inch. This prompted additional precautionary concerns from SSgt Monroe and his crew. SSgt Monroe conducted an operational risk assessment and up-channeled this information to the munitions control center for assistance from Explosives Ordnance Disposal (EOD) personnel. Upon inspection, EOD

determined there wasn't a risk of the fuze initiating the explosives train; however, the excessive efforts required to remove the fuzes raised concern from the explosives ordnance technician. The explosives ordnance team trained SSgt Monroe and his crew to properly remove the fuzes without causing additional damage to the fuzes. The EOD technician commended the crew for properly using Operational Risk Management (ORM) and technical data for this abnormal condition. It was discovered that the fuzes created a vacuum seal inside the cavity because there was an excessive amount of corrosion prevention compound inside the fuze well. The proper use of technical data and the decisive use of ORM kept this situation from escalating into a mishap. SSgt Monroe and his crew are to be commended for their precautionary efforts and safety awareness.





Ground Safety Award of Quarter

upon himself to go from shift-to-shift to ensure everyone got the briefing without interfering with their assigned duties.

TSgt Jason Schoenbeck organized and implemented a comprehensive Lockout/Tagout program for the 726th Air Control Squadron. He established Maintenance Operating Instructions and an in-depth training plan that covered all affected equipment within the squadron. The 355th Wing Safety and Occupational Health Specialist, responsible for the wing Lockout/Tagout program, lauded his program and uses it as an example for others to follow. TSgt Schoenbeck also developed a squadron job safety-training outline recognized as the benchmark for the 366th Wing Safety programs. He also constructed a squadron briefing covering Operational Risk Management and other safety topics for Air Combat Command's Safety down day. Due to the shift schedules to support Operation NOBLE EAGLE, TSgt Schoenbeck took it



TSgt Jason D. Schoenbeck
726th Air Control Squadron
366th Wing
Mt. Home AFB, Idaho

RESTRUCTURED ACC SAFETY AWARDS PROGRAM

Based on your feedback, the ACC Safety Awards Program has been restructured to align it with the USAF Safety Awards Program. A message, dated May 13, 2002, covers the awards program in its entirety (until a supplement to AFI 36-2833 is published). The following is an excerpt from subject message:

Monthly awards are still due on the 1st of each month. Nominations for monthly awards are for events that occurred within 45 days of the due date. Each NAF/DRU, HQ AFRC, and NGB may only submit one nomination per category.

Nominations should be prepared IAW with subject message and forwarded through the unit/wing commanders to their respective NAF/DRU/NGB/AFRC safety offices, to process prior to forwarding to HQ ACC/SEM. To win an ACC or USAF safety award, a nominee must win at wing level, then NAF level, then ACC level. A nominee must win at each of these lower levels to be forwarded by ACC for an Air Force-level award. All awards will be submitted electronically. Monthly and Quarterly awards will be submitted using the latest version of AF Form 1206 or the ACC/SE approved MS Word Document format. There is a 25-line maximum length for both monthly and quarterly awards.

A photograph or unit patch must accompany nominations for the monthly and quarterly awards. Photographs should be sent electronically using .jpeg format with at least 300 dpi resolution. Whenever possible, photographs should be taken in an environment which illustrates the nominees job. Be sure to coordinate the photo shoots with the base photo lab. Head and shoulder shots are discouraged and substandard photos will not be published. A digital graphic file of the unit/wing patch is required for any unit nominations.

NOTE: Please include the date of occurrence (if it's a one-time act), the wing, (in addition to the squadron), the type of aircraft (if applicable), and the duty title for each nominee.

Point of contact for the Safety Awards Program is Barbara Taylor, DSN 574-8846, or e-mail at: barbara.taylor@langley.af.mil.



ACC Safety is Proud of All Our Award Nominees

Capt Michael J. Matesick

Stan Eval Officer
421st Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

Capt Kirk M. Schultz

Chief of Training
4th Fighter Squadron
388th Fighter Wing
Hill AFB, Utah

Capt Matt Ahner, Pilot

Capt James Stahl, Copilot

1Lt Mike Mullins, Navigator

SSgt David Stoner, Flight Engineer

A1C Brian Jensen, Maintenance Technician
42nd Airborne Command & Control Squadron
355th Wing
Davis-Monthan AFB, Ariz.

A1C Paul Zent

HH-60G Helicopter Maintenance Apprentice
41st Rescue Squadron
347th Rescue Wing
Moody AFB, Ga.

TSgt Curtis A. Timmons

Maintenance Expediter

SrA Michael R. Choyce

Crew Chief

SrA Phillip S. Suchicital

Crew Chief

A1C Peter J. Lujan

Assistant Crew Chief

A1C James G. Hipkins, Jr.

Assistant Crew Chief

A1C Eugene D. Ward

Assistant Crew Chief

99th Reconnaissance Squadron

9th Reconnaissance Wing

Beale AFB, Calif.

TSgt Paul R. Sudweeks

Composite Tool Kit Monitor

421st Fighter Squadron

388th Fighter Wing

Hill AFB, Utah

SrA Scott M. Evol

F-16 Inspection Section Tech

388th Equipment Maintenance Squadron

388th Fighter Wing

Hill AFB, Utah

2Lt Reginald V. Mosley

Commander, Maintenance Flight

MSgt James C. Roberts

Isochronal Inspection Section

93rd Maintenance Squadron

93rd Air Control Wing

Robins AFB, Ga.

SrA Cory N. Jackson

Aircraft Armament Systems Journeyman

34th Bomb Squadron

366th Wing

Mt Home AFB, Idaho

TSgt Scott J. Drayna

Flight Engineer Evaluator

42nd Airborne Command and Control Squadron

355th Wing

Davis-Monthan AFB, Ariz.

