

## Pilot Safety Award of Distinction

**C**apt Brian Dickinson made a late evening takeoff for an all-night combat reconnaissance mission in support of Operation ENDURING FREEDOM. He was scheduled to spend approximately 10 hours, in a full pressure suit, some 70,000 feet above Afghanistan. Forty-five minutes into the flight, however, the "Airframe Mounted Accessory Drive (AMAD) Oil Temp High" light illuminated. The AMAD powers the main AC and DC generators as well as the hydraulic pump. If the AMAD fails, the aircraft is left with no secondary flight controls and only battery power to the emergency AC and DC busses.

Following the emergency checklist, Captain Dickinson turned the main AC generator off, in an attempt to cool the AMAD. The hydraulically-driven standby AC generator, which should have picked up the load and continued to provide essential AC power, failed to activate. The main Attitude Director Indicator (ADI), the Horizontal Situation Indicator (HSI) and the autopilot all lost power.

Captain Dickinson had to hand-fly the aircraft in the U-2's narrow airspeed envelope between stall buffet and

Mach tuck. To make matters worse, the pitch trim also failed.

With no discernible horizon, only standby flight instruments for attitude control, and initially, using the wind-up clock and the whiskey compass to navigate, Captain Dickinson turned his aircraft around for the return to base. Lacking radio contact with any ground or airborne control agencies, and with his primary navigation system inoperative, Captain Dickinson found his way back to base with the aide of his hand-held Global Positioning System stored in the leg pocket of every U-2 pilot's pressure suit.

Approaching the landing field, he established radio contact with his "Mobile Officer" (another U-2 pilot who follows the aircraft in a chase car during takeoff and landing) and reviewed additional checklist items to ensure that nothing had been overlooked. He made a safe night landing. Captain Dickinson exhibited tremendous skill and courage when faced with an extremely challenging in-flight emergency, on an operational combat mission.



Capt Brian C. Dickinson  
99th Reconnaissance Squadron  
9th Reconnaissance Wing  
Beale AFB, Calif.

## Ground Safety Award of Distinction

**A**s the squadron ground safety representative, SSgt Thomas Sampson was responsible for his squadron receiving an *Excellent* rating during the annual ground inspection for 2001.

The 347th Rescue Wing Commander, as well as the Chief of Safety, recognized Sampson for his outstanding achievement during his support of a Class B ground safety investigation at Moody AFB, from Jan. 3-23, 2002. His efforts, from tracking down documentation on the project to working liaison between the Board President and the 347 RQW Safety Officer, were invaluable.

Additionally, Sergeant Sampson implemented a unique unit safety representative training program that was highly effective in educating all personnel in mishap prevention, hazard identification, and correction of deficiencies. He downloads on-line consensus safety standards for the Consumer Product Safety Council, keeps abreast of OSHA compliance materials, and uses e-mail to disseminate pertinent information throughout his unit.

Sergeant Sampson also coordinates and manages Supervisor Safety Training (SST) courses for all squadron per-

sonnel. His meticulous records resulted in *zero* "no shows" for an entire year. His squadron has the highest percentage of supervisors in his wing who are SST certified.

Sergeant Sampson also identified an engineering design safety hazard that could have possibly caused individual permanent disability. Personnel in heating, ventilation, and air conditioning were forced to perform preventive maintenance, inspections, and repairs on air conditioning fan/coil units while perched perilously above the facility's 10-foot-high suspended ceilings. The 347 RQW Safety Office validated the hazard and Sergeant Sampson helped establish interim control measures until a safer permanent modification could be implemented.

His in-depth quarterly seat belt and vehicle inspection plan is phenomenal; his unit continually documents 100 percent usage. Sergeant Sampson is the epitome of a true Air Force safety professional.



SSgt Thomas E. Sampson  
347th Civil Engineer Squadron  
347th Rescue Wing  
Moody AFB, Ga.



## Aircrew Safety Award of Distinction

Lt Col David T. Greer, Lt Col Keith R. Allford  
Capt Lance A. Brockman, 1Lt Thomas J. Podwika  
TSgt Jerry T. Bobo  
965th Airborne Air Control Squadron  
552nd Air Control Wing  
Tinker AFB, Okla.

An engine start, taxi, and takeoff into a 400-foot ceiling with about 1 mile visibility of an E-3A from the 965th Airborne Air Control Squadron were all uneventful. However, approximately 45 minutes after takeoff, the #1 auxiliary hydraulic pump failed resulting in the loss of inboard spoilers/speedbrakes. The speedbrake loss impacted crosswind-landing capability as well as increased stopping distance.

The crew returned to home station and entered a holding pattern to assess their options and compute landing data. Tinker weather was alternating between 200-foot ceilings and 3/8-mile visibility, to 300' ceilings and 5/8-mile visibility with a wet runway.

After dumping fuel to landing weight and preparing for the approach, the Circuit Breaker (CB) for the brake pressure gauge and the auxiliary hydraulic system pressure gauge popped. Attempts to reset the CBs in accordance with Technical Orders (T.O.s) were unsuccessful. The situation was further compounded by failure of the #3 exhaust gas temperature tape.

While on final to Runway 35, approximately 2 miles out, the inboard anti-skid CB popped. One reset was attempted. The CB popped again resulting in the loss of the brake inboard anti-skid system. Due to a wet runway, aircraft landing distance exceeded the runway available. The crew elected to divert.

En route to Amarillo, Texas, about 12 miles out on the approach, the hydraulic quantity gauge dropped about 1.5 gallons, and on short final approximately 3 miles out, the #2 auxiliary pump pressure light illuminated. This pump powers the hydraulic rudder. Subsequently, the rudder boost light started flashing. Compensating for the potential loss of this critical flight control, the crew was able to land safely. The crew's adherence to T.O. procedures and sound judgment resulted in the safe recovery of a multi-million dollar asset.

## Crew Chief Safety Award of Distinction

A1C Clayton Jones and Jason Whitman were assigned to launch an F-117A in support of a day surface attack mission. Airman Jones was assigned to the "A-man" position (Assistant Dedicated Crew Chief) and Airman Whitman was assigned as "B-man" (launch assistant).

Following an uneventful start of the first engine, Airman Jones cleared the pilot to start the second engine. The second engine immediately began rotating and the pilot acknowledged "light-off" as the start sequence progressed. Seconds later, at approximately 400 degrees Fahrenheit engine gas temperature (EGT), a sustained 15-foot flame shot from the engine exhaust onto the left rudder of the aircraft. Airman Jones told the pilot that his aircraft was on fire and instructed him to shut down. The pilot immediately performed an emergency shutdown.

Airman Whitman manned the 150-pound Halon fire extinguisher and stood ready to extinguish the flame. As the engines were shut down Airman Jones assisted the pilot in his emergency ground egress of the F-117. Both

Airmen Whitman and Jones alerted flightline supervision of the incident and monitored the situation until the fire department arrived.

Although the aircraft sustained only minor damage to the left rudder radar absorbent material coating, the ground crew's quick actions averted a potential catastrophic event that could have destroyed an F-117 and/or endangered the pilot.

Post mishap analysis revealed standing fuel was discovered in the tailpipe of the engine, which was the result of a faulty fuel control unit. A1C Jones and Whitman prevented the potential loss of an irreplaceable asset!



A1C Clayton L. Jones and A1C Jason A. Whitman  
8th Fighter Squadron, 49th Fighter Wing, Holloman AFB, N.M.

## Flightline Safety Award of Distinction

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Maj Scott D. Johnston  
8th Fighter Squadron  
49th Fighter Wing  
Holloman AFB, N.M.

**W**hile awaiting takeoff clearance in the end of runway (EOR) area, Major Scott "Sparky" Johnston observed a German Air Force (GAF) Tornado crew frantically attempting to gain the attention of a Tornado crew taxiing toward the active runway preparing for takeoff. Major Johnston immediately noticed smoke and fire emanating from

the aft section of the Tornado. He immediately contacted the Tornado crew on Tower Control frequency and directed their attention to their EOR crew and described the condition of their aircraft. As the GAF Tornado crew initiated an immediate emergency ground egress, Major Johnston declared an emergency with Tower and Ground controllers. Additionally, he directed all remaining aircraft in EOR to reposition on a taxiway away from the burning aircraft. Major Johnston continued to coordinate emergency response efforts until the arrival of crash and fire response personnel. Fire personnel immediately extinguished the fire in the aft engine section of the Tornado, minimizing damage to the aircraft. Major Johnston's actions definitely averted a potentially catastrophic mishap.

## Congratulations to the Winners of the 2001 National Safety Council Awards

**AWARD OF HONOR.** *This is the highest National Safety Council Award recognizing wings and groups with 1,000 personnel (civilian and military). Units must be organizationally and operationally distinct and geographically remote from the parent organization.*

4th Fighter Wing, Seymour Johnson, AFB N.C.  
20th Fighter Wing, Shaw AFB, S.C.  
27th Fighter Wing, Cannon AFB, N.M.  
28th Bomb Wing, Ellsworth AFB, S.D.  
33rd Fighter Wing, Eglin AFB, Fla.  
53rd Wing, Eglin AFB, Fla.  
70th Intelligence Wing, Fort Meade, Md.  
93rd Air Control Wing, Robins AFB, Ga.  
347th Rescue Wing, Moody AFB, Ga.  
509th Bomb Wing, Whiteman AFB, Mo.  
552nd Air Control Wing, Tinker AFB, Okla.  
Headquarters Air Combat Command, Langley AFB, Va.  
Headquarters, Twelfth Air Force, Davis-Monthan AFB, Ariz.

**AWARD OF COMMENDATION.** *This award recognizes organizations with 500 to 999 personnel (civilian and military). Units must be organizationally and operationally distinct and geographically remote from the parent organization.*

5th Combat Communications Group, Robins AFB, Ga.  
85th Group, NAS Keflavik, IC  
Headquarters, Eighth Air Force, Barksdale AFB, La.

**PRESIDENT'S AWARD LETTER.** *This award recognizes organizations with 50 to 499 personnel (civilian and military). Units must be organizationally, operationally, and geographically separate from the parent organization.*

84th Radar Evaluation Squadron, Hill AFB, Utah



## ACC Safety is Proud of All Our Award Nominees

### **Maj David Krumm**

F-15 Operational Test and Eval Instructor Pilot  
85th Test Squadron  
53rd Wing  
Eglin AFB, Fla.

### **Capt Christopher J. Nemeth**

F-16 Pilot  
389th Fighter Squadron  
366th Wing  
Mt. Home AFB, Idaho

### **Lt Col Reid D. Reasor**

F-15C Asst Ops Officer  
83rd Fighter Weapons Squadron  
Tyndall AFB, Fla.

### **Capt Keith A. Derbenwick,**

Chief Stan Eval/F-16 Instructor Pilot  
4th Fighter Squadron  
388th Fighter Wing  
Hill AFB, Utah

### **Maj Eric Reinhard, B-1 FTU Instructor Pilot**

**Capt Craig Prichard, B-1 Student Pilot**  
**Maj Kerry Evans, B-1 FTU Instructor WSO**  
**Capt Christian Senn, B-1 Student WSO**  
28th Bomb Squadron, 7th Bomb Wing  
Dyess AFB, Texas

### **Lt Col William E. Roberts III, Unit Commander**

**TSgt Edward Rendon, ATC Watch Supervisor**  
**SrA Joshua Kurtenbach, ATC**  
**A1C Angelena Morales, ATC**  
**Amn Kesia Stafford, ATC Apprentice**  
7th Operational Support Squadron Control Tower  
7th Bomb Wing  
Dyess AFB, Texas

### **TSgt Ethan A. Jones**

Specialist Section Expeditor  
94th Fighter Squadron  
1st Fighter Wing  
Langley AFB, Va.

### **TSgt Michael J. Lee**

Electrical Environmental Systems Craftsman  
71st Fighter Squadron  
1st Fighter Wing  
Langley AFB, Va.

### **MSgt Chris A. Ader**

Production Superintendent  
33rd Maintenance Squadron  
33rd Fighter Wing  
Eglin AFB, Fla.

### **2Lt Joshua Pope, Sortie Support Flight Commander**

**SSgt Stacy R. Evans, B-1 Dedicated Crew Chief**  
28th Bomb Squadron  
7th Bomb Wing  
Dyess AFB, Texas

### **TSgts Kurt J. Hauschka and Ronald G. Schmick**

QA Electro-Environmental Inspectors  
509th Logistics Group  
509th Bomb Wing  
Whiteman AFB, Mo.

### **A1C Matthew W. Summers**

F110 JEIM Journeyman  
20th Component Repair Squadron  
20th Fighter Wing  
Shaw AFB, S.C.

### **TSgts Donna E. Elicker and Russell R. White**

E-4B Alert Crew Chiefs  
1st Airborne Command and Control Squadron  
55th Wing  
Offutt AFB, Neb.

