

# BRAVO ZULU



**AMAN Kenneth Brown**

## VS-24

While doing a final inspection on 701, which was on the catapult, Airman Brown noticed the elevator servo dumping hydraulic fluid from the rudder area. He immediately notified the flight-deck coordinator and suspended the launch. Later the same night, while doing a final check on 703, he noticed a hydraulic leak in the port wheelwell. He again notified the chain of command, and the aircraft was spun off the catapult for repair. His keen attention to detail prevented any damage to aircraft or injury to personnel.

**AT2 Franklin Southerland**

## VP-47

Petty Officer Southerland was acting as a ground safety observer during an HF-radio "longwire" antenna change. After the cable was detached from the vertical stabilizer of a P-3C, the loose end was draped across and got caught on the aircraft boarding ladder. Knowing people were working inside the aircraft, Petty Officer Southerland stopped the maintenance action to remove the cable from the boarding ladder. As he approached, a co-worker prepared to exit the aircraft. He immediately shouted a warning, which the other Sailor heeded. Petty Officer Southerland then removed the antenna cable and continued the original job.



**AT3 Walter Shields**

## HM-15



Petty Officer Shields was manning a fire bottle on Hurricane 00, which just had returned from a VOD mission in the Arabian Gulf. The pilots were getting ready to shut down the engines when something caught AT3 Shield's attention. He noticed an excessive leak coming from the port engine area and immediately signaled the copilot to shut down the No. 1 engine. At that time, an aircrewman on longcord moved over and reported oil "pouring from the engine." The aircraft commander secured the engine and completed the shutdown checklist.

Maintainers determined oil was coming from the No. 1 nose gearbox and found the retaining-bolt assembly for the oil-filter housing had failed. This problem allowed the housing to come apart, resulting in a rapid loss of nose-gearbox oil. The loss of oil pressure and increase in oil temperature would have caused excessive and unnecessary wear, affecting the performance and service life of the gearbox.

**AD2 Anthony Hughes**

## **HSL-46**

While trying to secure the stabilator of Cutlass 477, Petty Officer Hughes watched a huge wave come over the back of the flight deck and knock a maintainer off his feet. He quickly grabbed the Sailor by his float coat and hung onto the aircraft as the wave swept his shipmate four feet off the deck. Petty Officer Hughes' superb situational awareness and quick reflexes prevented a maintainer from going overboard in the middle of the night.



**AS1 Shawn Willis**

## **VP-47**

Petty Officer Willis found fuel leaking from an area around the bomb-bay doors. After a closer look, he discovered fuel was coming out a conduit from the No. 5 fuel tank and was leaking into the bomb bay. Had he not found this problem, the fuel would have pooled inside the bomb bay and could have ignited from a static-electric charge that always occurs while the aircraft is in flight. Although not part of his regular duties, his thorough inspection revealed a critical safety-of-flight issue.



**AD1 Christopher Howell**

## **HSL-42 Det 2**

During a routine inspection on Proud Warrior 431, Petty Officer Howell found a cracked flex coupling on the high-speed shaft for the No. 1 engine. His keen attention to detail enabled him to find this small crack and to repair the shaft before major problems arose.

