

# BRAVO ZULU

**AME3 Min Yun**

## VAQ-140

Petty Officer Yun noticed what looked like a misaligned flap louver on Stinger 501. A closer look showed the pin that secures the flap louver to the aircraft had come free. The louver was sitting in the track but was not attached to the aircraft.

He immediately notified the aircraft shooter, who then ordered the aircraft off the cat. Had this problem gone unnoticed, it easily could have resulted in FOD, TFOA or injury to flight-deck personnel.



**AM1 James Martin and AM3 Lewis Porter**

## VF-103

Petty Officers Martin and Porter were doing a daily inspection near the boarding ladder of Victory 105. During this inspection, AM3 Porter noticed light shining into the nose-wheelwell compartment from the area behind the boarding ladder. After a closer look, AM1 Martin and AM3 Porter found a 12-inch-long crack in the nose-wheelwell bulkhead.

This crack was a serious fault and led to a search of all aircraft. Similar cracks were found on two other aircraft. Petty Officers Martin and Porter prevented this discrepancy from leading to catastrophic damage.



**ADC Douglas Williams and AD1 Willie Robertson**

## VS-24

Chief Williams and Petty Officer Robertson inspected a newly replaced oil line. After a close look at the surrounding area, they discovered several loose, broken, or missing engine-casing clamps. Had they not discovered the defective clamps, the No. 1 generator would not have worked because the cannon plug was disconnected.

Chief Williams and Petty Officer Robertson also saw that the quick disconnect for the hydraulic filter on the No. 2 engine was not connected. They repaired that problem and began a routine preflight inspection on the aircraft.

Chief Williams and Petty Officer Robertson found two nuts partly backed away from the landing-gear linkage on Scout 706. They immediately notified a maintenance control chief, who downed the aircraft. These maintainers found three critical problems in one launch cycle.





**AD2(AW) Harold Lobaugh III**

## VFA-81

Petty Officer Lobaugh was a final checker for a squadron Hornet on its first launch of the day. With the aircraft pre-staged near cat 2, he began to inspect on the port side, starting at the front and working his way to the back. As he inspected the drop-tank ballpoint for security, he moved toward the main-landing-gear area and saw the crank bearing for the axle lever had become unseated. The bearing had begun to chafe against the brake assembly.

Petty Officer Lobaugh quickly notified the safety observer and the pilot that the aircraft was down. Had he allowed this aircraft to fly, it could have suffered a catastrophic landing-gear failure during the trap.

**AD3 Herdmark Rufin**

## VAW-113

While troubleshooting Black Eagle 603, Petty Officer Rufin's alertness and quick reaction prevented a piece of support equipment from hitting a spinning propeller.

The E-2C's engines had started, and the ship was in a turn. Suddenly, the unsecured SE began to roll toward the prop. Petty Officer Rufin saw the potential for disaster and immediately grabbed the gear, slowing its movement until others were able to help. The SE stopped just three feet from the turning prop, and maintainers tied down the gear.



**AME1(AW/NAC) Cameron Nowell**

## VP-65

Petty Officer Nowell was doing a preflight inspection in a confined space between the center and fuselage fuel tanks on a squadron P-3C. He glanced up and spotted something out of the ordinary. Taking a closer look with a flashlight, he found the emergency-shutdown cable for the No. 2 engine nearly had severed.

The severely frayed cable could have snagged in a pulley or could have snapped, preventing the complete shutdown of that engine in an emergency. Petty Officer Nowell's thorough maintenance approach prevented a possible in-flight mishap on an aging aircraft.

