

NOMINATION FOR AWARD

AWARD AIRCREW SAFETY AWARD OF DISTINCTION		CATEGORY (If Applicable) MONTHLY	AWARD PERIOD MAY 2015
RANK/NAME OF NOMINEE (First, Middle Initial, Last) (b) (3)		MAJCOM, FOA, OR DRU ACC	
DAFSC/DUTY TITLE Multiple	NOMINEE'S TELEPHONE (DSN & Commercial) (b) (6)		
UNIT/OFFICE SYMBOL/STREET ADDRESS/BASE/STATE/ZIP CODE (b) (3)		/Offutt AFB, NE/68113	
RANK/NAME OF UNIT COMMANDER (First, Middle Initial, Last) /COMMANDER'S TELEPHONE (DSN & Commercial) (b) (6)			
SPECIFIC ACCOMPLISHMENTS (Use single-spaced, bullet format)			
<p>Award Description: This award recognizes an aircrew (two or more individuals) for outstanding airmanship.</p> <p>Eligibility: ACC-active and ACC-gained members. Include nominee's "go-by" name. Note: Title 5 CFR restricts recognition programs to federal programs only (contractors are ineligible).</p> <p>Criteria: An aircrew must have displayed skill and ingenuity in handling an exceptionally difficult or unusual situation. The actions of the aircrew must have prevented or reduced injury to people, aircraft damage, other property damage, or loss of life.</p> <p>Acronyms used: ASE - Airborne Systems Engineers, TCAS - Traffic Collision Avoidance System, ELINT - Electronic Intelligence, IFR - Instrument Flight Rules, VFR - Visual Flight Rules</p> <hr/> <p>During a HHQs directed sortie in support of USSOUTHCOM, (b) (3) was delayed on the ground due to issues with their TCAS and ELINT systems. The crew coordinated to delay the tanker while repairs were made. The crew took off as soon as repairs were complete, planning to land at the limit of their crew duty day. Once airborne, the crew re-coordinated with the tanker to maximize time on station. After refueling, (b) (3) continued towards the operating area when the radar suddenly died. The navigator identified the problem, and turned off the radar to cool down. Then, the crew cancelled IFR to proceed Due Regard, according to the flight plan. The crew maintained VFR and maneuvered around clouds in the area. The radar returned after its cool-down period, revealing embedded thunderstorms, but died after about 20 min. The crew continued around clouds to get to the op area, when a large quantity of white smoke poured from the power monitoring panel. The ASEs directed 100% oxygen while they isolated the source. Within a minute the ASEs had removed power from the equipment and the smoke immediately began to dissipate. The crew determined that loss of the affected systems was too great to continue safely, and coordinated the return to base. The crew flew a normal approach and landing and turned the jet over to maintenance. During the handover, the ASEs briefed the ground maintenance team that the equipment which was de-powered was significantly damaged. The ground maintenance team, in troubleshooting the issue experienced a minor explosion of the affected equipment which threw pieces of metal across the cabin and made a sound like a gunshot. The quick responses of the ASEs on (b) (3) ensured that this explosion did not occur in flight, which would have injured the individuals sitting directly across from the equipment rack.</p>			