VMR-1

Sgt. Michael Tatalovich, USMC

The MCAS Cherry Point SAR crew of “Pedro" conducted rappel operations on a recent training mission at MCALF Bogue Field. During the flight, the SAR crew chief, Sgt. Michael Tatalovich, smelled fuel in the cabin of the HH-46D. Looking out the crew door, he saw fluid on the deck below the aircraft and immediately advised the pilots and SAR crew to abort the flight.

While looking for the source of the fuel leak, he found fluid coming out the overboard drain in the engine-bay door. He slowly opened the door, which revealed a scupper full of fuel. Sgt. Tatalovich also found the fuel-supply-line fitting on the main engine was cracked at the bulkhead. He tied a rag around the crack to prevent potential atomizing of the fuel until the aircraft was on deck. Once there, the aircraft was shut down without further incident.

Sgt. Tatalovich's initiative, quick action, and knowledge of the aircraft systems prevented the potential loss of aircraft and aircrew.

BRAVO Zulu

VT-2

Capt. Jim Warner, USMC

A T-34C Turbo Mentor had a low-altitude power loss inside the initial recovery point after a day-contact flight (fam 4) from NAS Whiting Field (North), Milton, Fla. The student-naval aviator, 2ndLt. Jason Duke, USMC, was flying at 1,300 feet, at 170 knots, when the airplane suddenly lost power and rapidly lost airspeed.

Capt. Jim Warner, the instructor pilot in the rear cockpit, took the controls and climbed as he transitioned to 100 knots. He made sure his aircraft was clean and diagnosed the malfunction by referencing engine instruments. Capt. Warner noticed low torque and low-engine RPM (N1). While setting up for a forced landing, he also saw N1 rolling down through 50 percent; minimum N1 in-flight is 62 to 65 percent. Upon seeing the low N1 setting, he checked the propeller-condition lever to be full forward. He then engaged the emergency-power lever, which immediately restored power. Capt. Warner climbed toward North Whiting Field, called tower, declared an emergency, and made a precautionary emergency landing.

A compressor bleed-air line had separated, causing the engine-fuel control to roll back to minimum flow. The reference air is needed by the fuel control to properly meter fuel to the engine; without it, the engine loses useful power.