

MEMORANDUM FOR Broken Wing Panel Members

SUBJECT: Broken Wing Award Helpful Hints to Field, Eligibility Requirements and Documentation

1. As the new Broken Wing Award Manager at the CRC I would like to offer some assistance in submission of BWA's.

- a. Broken Wing Award submissions vary in content and often do not demonstrate outstanding or extraordinary airmanship.
- b. The BWA Panel is normally comprised of five Master Aviators of which majority vote equals a selection or non-selection recommendation to the DASAF (CG of CRC).
- c. Questions to consider prior to submission that the Broken Wing Award Panel will consider in detail.

Note: These questions are covered in the required documentation noted in BWA Policy excerpt below):

1. Was crew or individual action outstanding airmanship that prevented aircraft damage or injury to personnel during an emergency situation? Or, did the crew execute an emergency procedure with little or no further damage to the aircraft?

2. Did the crew follow published procedures? Awards are not awarded for individual or crew error(s) prior to an emergency that result in an aircrew demonstrating outstanding skill to get the aircraft on the ground.

3. Was the skill used extraordinary?

4. As a rated aviator usually rated in MTD or MTDS or at least professionally counseled by aviator(s) that are rated in MTD or MTDS do you feel that items 1 -3 have been met?

2. If yes to items 1 - 4 submit a BWA IAW the below criteria which is also posted on the CRC public website under awards. Ensure that you include unit POC email and phone number. *A detailed narrative of each crewmember actions is critical to properly convey airmanship and crew actions to the BWA Panel so that a fair assessment can be made of each crewmember.*

3. If the BWA Panel recommends non-selection the unit is contacted through unit POC noted on BWA submission asking for additional information or acceptance of BWA Panel recommendation. At this point selected and non-selected BWA submissions are forwarded to the DASAF for his approval or disapproval.

4. **Judging procedures:** Use the recipient, eligibility and documentation requirements listed below to judge the merit of the nomination. Additionally, the Panel should consider the circumstances involved to include the individual and crew experience, the environment, and the nature of the emergency. The significance of the award requires careful thought and analysis. The Panel must balance the Army's interest to both recognize deserving individuals and protect the integrity of the award.

- a. Recipients: Individuals performing authorized aircrew member flight duties on behalf of the Army while on DOD a mission are eligible to receive this award.
- b. Eligibility requirements: An aircrew member must, through outstanding airmanship, minimize or prevent aircraft damage or injury to personnel during an emergency situation. Aircrew member must have shown extraordinary skill while recovering an aircraft from an in-flight emergency situation. If more than one crewmember materially contributed to successful recovery from the emergency, each of those involved should be considered for

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nomination. Emergencies resulting from enemy action are not excluded from consideration. An emergency *will not* be considered for award if:

- (1) It is self-induced;
- (2) It actually occurs during a simulated emergency requiring no added skill to land the aircraft successfully;
- (3) It occurs because of noncompliance with published regulations or procedures;
- (4) It is determined that no emergency actually existed;
- (5) In the panel's opinion, a lack of discipline or aviator judgment may have induced the emergency; or
- (6) The aircraft was in a phase of flight with no unfavorable circumstances to prevent a safe landing.

b. Documentation: Nominations will contain the following information and endorsed by the first 0-6 in the chain of command (see the example memorandum):

- (1) Full name, rank, and crew duty position, (for example, instructor pilot, pilot, copilot, student pilot, or rated student pilot) of the person actually on the controls during the emergency. (Social security numbers are not needed)
- (2) Date, time, location, above ground level altitude, density altitude, wind conditions (direction and velocity), visibility, illumination, and gross weight at onset and termination of the emergency.
- (3) Mission type, design, and series of the aircraft involved.
- (4) Type of mission.
- (5) Phase of flight when the emergency occurred (for example, hover, takeoff, climb, cruise, descent, approach to landing, autorotation).
- (6) Terrain and obstructions over which the emergency occurred.
- (7) Concise description of the emergency from onset and recognition to termination to include action taken by the nominee to cope with the emergency and what was done to recover from the emergency or minimize damage or injury. The circumstances surrounding the occurrence must be documented to show the skill, knowledge, judgment, and technique required and used in recovering from the emergency.
- (8) Drawings, other supporting documentation, and photographs, if available.
- (9) Copy of the applicable accident report.
- (10) Initiator contact information to include e-mail address and telephone number.

5. POC this memorandum is the undersigned @ 334-255-9857 or

usarmy.rucker.hqda-secarmy.list.safe-awards@mail.mil

USA Aviation Broken Wing Award Manager