



Collateral Duty Inspectors (CDIs):

A Maintenance Officer's Perspective

By Cdr. Don Buzard

ave you ever heard a second class petty officer say, "I don't feel comfortable becoming a CDI," or "I've only been in the community a year, so I'm not ready yet." Many other reasons exist for not willingly accepting the additional responsibility of a more senior petty officer. After hearing such excuses, I often reminded the Sailor of these words written on their

we often allow second and first class petty officers to take longer, even years, to qualify as collateral duty inspectors. How ironic. To better monitor progress toward achieving qualifications in a timely manner, I created realistic milestones for each work center and required division leadership to brief this progress twice a month (see the sample chart provided).

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frocking letter: "I willingly will accept additional responsibility."

After following years of directing maintenance in several different T/M/S squadrons, I saw a common theme, which was to qualify airmen as plane captains in a six-to-nine-month period. I considered that time a reasonable waiting period. However,

In my last 10 years in aviation-maintenance activities, I came to realize that most prospective CDI candidates lack knowledge in aviation-maintenance programs. The most glaring example of this problem was when I asked a first-class petty officer and prospective QAR candidate what NAMP and NAMPSOP stood for. I received a blank stare. Needless to say, he went back to the work center. Every now and then, I ran across a very bright Sailor who new the majority of the programs inside and out. I would then ask where or how they gained such insight, and the answer usually was the

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same: I read the NAMP. Unfortunately, I rarely heard someone say, "My chief taught me."

During my often lengthy interview and training process, I explained to candidates that they were going to be my eyes and ears in the work center and would make sure my programs were implemented and adhered to. I told them I would hold them accountable for their work center's program readiness. I further explained they could not ensure program readiness unless they had a basic understanding of their work center's programs. When I received nods of understanding, the questioning began. To help prepare for this inquisition, I provided an outline of the topics I would cover, including a long list of acronyms I wanted them to know. You'd be surprised what they knew and what we, leadership, take for granted. I might add that not all candidates qualified the first time.

I covered topics common to all work centers, such as blocks on a VIDS/MAF (we still use them), NAMDRP, dispersed technical publications library management, tool control, and hazmat. I also made sure they understood all columns on the NALCOMIS or OOMA workcenter workload report, including supply project and priority codes, supply status and equipment operational capability (EOC) codes, SM&R codes, and MESM. I further placed significant emphasis on in-process inspections because most CDI and QAR candidates could not explain when in-process inspections were required, who was required to perform them (CDI or QAR), or how to document them in NALCOMIS/OOMA. After these common topics were addressed, I would discuss the work center's specific programs and embark on a field trip to the work center to review these programs. Easy targets were SE preoperational records (4790/52 cards). I'd verify pre-ops were done and that pre-op checklists were available in the work center. I found this approach to be a great opportunity to check and inspect the work center's SE (jacks, connector-repair kits, tire-inflator kits, hydraulic spectro-analyzer, and other gear).

You probably are thinking that either these must have been some really poorly trained Sailors or this maintenance officer is really ticked off. Both could be true, but I would tell you that I have worked with and trained organizational-and-intermediate-level maintainers, Sailors and Marines, aboard ships and ashore, and the lack of program knowledge exists everywhere. I have had many chiefs and officers ask why I spent so much time training, and my answer was always the same. I could accept the training deficiency or work to change it, and I chose to change it.

Hopefully, many of you have benefited from Sailors and Marines who have been through my CDI, QAR

and safe-for-flight training, and I also hope that they are training others to take their place...as I have done. People, planes and programs are our business in aviation maintenance, and all three deserve the same level of attention. Do it, do it right, and do it safely.

Cdr. Don Buzard is the maintenance officer at C2F.

Flight, Flight-Related, and Ground Class A and B Mishaps 06/28/2007 to 09/19/2007

Type Aircraft **Date** Command 07/30/2007 FA-18C VFA-195

Aircraft crashed into water. Pilot ejected safely and recovered.

FA-18C VFA-146 08/04/2007 Two Hornets had midair collision during routine carrier flight ops.

08/10/2007 HH-60H Aircraft struck ground during combat operations.

08/14/2007 EA-6B VAQ-131

Prowler had uncommanded loss of all external stores after catapult launch.

08/15/2007 VAW-120

Aircraft launched off catapult and, shortly thereafter, struck water. Three fatalities.

HSC-84

08/16/2007 HH-1N **MCAS YUMA** Helo reported overdue. Search and rescue located crash site. Four fatalities.

08/24/2007 EA-6B VMAQ-4

Uncommanded jettison of stores, pods and drop-tanks on takeoff.

08/27/2007 VFA-125

Hornet's wheel mount caught in wire during emergency landing. No injuries.

Class B Mishaps

Date Type Aircraft Command 07/09/2007 E-2C **VAW-77**

Starboard engine suffered external FOD on ground maintenance turn.

07/12/2007 C-20G **VR-48** Aircraft lowered onto hard stand during maintenance evolution.

07/27/2007 SH-60F HS-5

Maintainer severed index finger while folding tail pylon of an aircraft.

07/31/2007 SH-60B HSI -49 Helo lost MLG after hard landing during familiarization flight.

08/21/2007 **FA-18F** VFA-103 Port tire failed during landing rollout ashore. Hornet remained on runway.

08/21/2007 MV-22B VMM-162

Nosegear collapsed during landing. No injuries.

09/03/2007 **FA-18E** VFA-27 Lost centerline drop-tank following CV launch. Drop-tank unrecoverable.

0918/2007

COMTRAWING 5 Aircraft right landing and nosegear collapsed upon landing. No injuries.



Printed as a supplement to Mech from **Naval Safety Center Data** Cdr. Ed Hobbs

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17 Fall 2007