

MECHANICAL

Fall 2007

When Gravity Takes Over

The Stinger Stings Back

I Saw the Light



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 work-center 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

Date	Type Aircraft	Command
07/30/2007	FA-18C	VFA-195
Aircraft crashed into water. Pilot ejected safely and recovered.		
08/04/2007	FA-18C	VFA-146
Two Hornets had midair collision during routine carrier flight ops.		
08/10/2007	HH-60H	HSC-84
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	E-2C	VAW-120
Aircraft launched off catapult and, shortly thereafter, struck water. Three fatalities.		
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	FA-18C	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	HSL-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.		
09/18/2007	T-34C	COMTRAWING 5
Aircraft right landing and nosegear collapsed upon landing. No injuries.		



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