# Air Wing TOOLBOX

# Old Systems, New Technology-
# Three Ways NavAir Is Helping the Fleet

## Team Effort Saves Government Money

*By Renee Hatcher*

NavAir's Support and Commercial Derivative Aircraft Program (PMA-207) accepted a completely refurbished fuel tank to be used for aerial refueling in the Marine Corp's newest tanker, the KC-130J.

PMA-207 is leading efforts to save the government millions of dollars by salvaging fuel tanks from retired C-130 tankers, refurbishing them, and converting them to the new J-model configuration. The old tanks are taken apart, put back together again with new pumps and electrical assemblies, and finished with a fresh coat of paint.

"We are taking these old tanks, making them like new, and extending their service lives," said Tom Bly, of PMA-207.

NavAir can refurbish one tank for about $50,000. The cost of purchasing a brand new tank would be about $1 million. Their goal is to refurbish 50 tanks.

The C-130 Fleet Support Team at NavAir Cherry Point provides the engineering and logistics support for this effort. The FST developed the engineering specification that provides the refurbishment and conversion instructions. The NavAir Support Equipment Rework Facility at Solomons is doing the work.

"This is part of our commitment to the warfighter. We plan to use the extraordinary facilities and resources of NavAir and to provide superior naval-aviation technologies," Bly said.

The first tank was scheduled for installation in the next KC-130J ready for delivery. Refurbished tanks will be sent to the Lockheed Martin production facility in Marietta, Ga. and will be installed in J-models. Locked into the rear of the aircraft, the tanks carry 3,600 gallons of jet fuel for offloading to receiver aircraft. The Navy and Marine Corps have contracts for 13 KC-130Js. Nine have been delivered and are now in the developmental test phase.

## NavAir to Accept First CH-46 Engine Upgrade

*By Renee Hatcher*

NavAir received the first T58 Engine Reliability Improvement Program (ERIP) gas-path module during a ceremony at the General Electric Aircraft Engines (GEAE) facility in Lynn, Mass.

Working with GEAE—manufacturer of the CH-46E helicopter's T58-GE-16 engine—NavAir and the Marine Corps launched a $200 million effort 18 months ago to reverse a severe decline in engine reliability. That effort also was designed to provide safe performance to bridge the gap during an extended transition to the replacement MV-22. Managed by NavAir's H-46 Program Office (PMA-226), ERIP is running ahead of schedule and under budget.

The GEAE gas-path module will be assembled into a complete engine with overhauled accessories at Naval Aviation Depot Cherry Point, N.C. This modification will upgrade the engine to the T58-GE-16A and will significantly increase reliability and performance

with new hardware and modern engine manufacturing and assembly processes.

Completion of the assessment will trigger a Milestone III full-rate production decision, which occured March 12, 2003. Production deliveries of T58-GE-16A to the fleet will begin between April and May 2003 and quickly will ramp up to eight per month. The program plans to upgrade 449 engines.

# Publications Available on Web

*By Vicky Falcón*

Responsible for more than 5,000 manuals and technical directives, AZ2 Tammi Nolan and her coworkers at Naval Air Station Corpus Christi, Texas, are busy people. They appreciate the push NavAir has made to get its more than 20,000 publications posted electronically.

Nolan, who has worked with publications at HM-15 for two years, welcomes the change. "It makes my job a lot easier," she said, describing her daily tasks of filling requests for publications and updating manuals. "We used to get large, bulk amounts of changes by mail, but now we can download them on line," she said, adding, "The website relieves a lot of paperwork and the hassle of incorporating changes manually."

The site she is referring to is the Naval Air Technical Data and Engineering Services Command (NATEC) website, which can be found at www.natec.navy.mil. NATEC is part of NavAir and is the central repository for all NavAir technical publications.

According to Tim Ruth, NATEC web project manager, NavAir has a goal of getting all 20,000 publications on line by 2007. "We have more than 8,100 manuals on our website and are ahead of schedule," he said. "In the past, users had a hard time stocking publications," said Ruth. "A lot of our aircraft have very old publications, dating from the '60s and '70s. Copies got lost, the original was illegible, and, with a constant turnover in the fleet, it was hard to track down who actually owned the publication."

According to Ruth, the NATEC website is addressing those issues. "Ninety-one percent of the stuff on our website is POD G—printable on demand," he said. "Once a manual is POD G, publication managers

**Flight, Flight-Related, and Ground**
**Class A Mishaps**
**12/13/2002 to 02/06/2003**

| Aircraft | Command | Date | Fatalities |
|---|---|---|---|
| FA-18A | NAVSTKAIRWARCEN | 12/18/2002 | 0 |
| Pilot ejected during air-wing training flight. | | | |
| FA-18A | VFA-97 | 01/06/2003 | 0 |
| Aircraft departed runway on landing rollout. | | | |
| FA-18C | VFA-25 | 01/17/2003 | 0 |
| Aircraft departed runway on landing rollout. | | | |
| FA-18D | VMFA(AW)-225 | 01/17/2003 | 0 |
| Aircraft lost at sea during a functional check flight. | | | |
| AH-1W | HMLA-775 | 01/22/2003 | 4 |
| Midair collision between two aircraft during NVG flight. | | | |
| F-14D | VF-213 | 01/26/2003 | 0 |
| Tomcat crashed into sea during an approach to ship. | | | |

**Class B Mishaps**
**12/10/2002 to 02/06/2003**

| | | |
|---|---|---|
| F-14B | VF-11 | 12/10/2002 |
| During a cross-country flight, the refuel-access panel separated, damaging the starboard engine. | | |
| P-3C | VP-30 | 12/19/2002 |
| An unattended maintenance vehicle struck the aircraft's propeller and fuselage. | | |
| HH-60H | HS-6 | 01/07/2003 |
| During a refueling, the aircraft's fuel cell was overpressurized, causing airframe damage. | | |
| F-14B | VF-101 | 01/30/2003 |
| Aircraft blew a tire on landing and ran off runway. | | |
| E-2C | VAW-11 | 02/03/2003 |
| The Hawkeye slid into a parked aircraft, damaging both, and debris from that collision also hit a third aircraft. | | |

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don't have to keep it in stock anymore—it can be looked at digitally or paper copies immediately can be requisitioned."

Ruth and his 13-member editing and conversion team use two methods to post publications to the website: They scan the original paper documents, converting them to an electronic format before posting, or they receive the documents in an electronic format directly from the program offices. "We work closely with data managers throughout NavAir," said Ruth, who explained that more than 3,000 publications are in the update cycle. When those updates are completed, they send them to NATEC for posting.

William Carey is the Central Technical Publications Librarian Program Manager for Sikorsky Support System, Inc. at Naval Air Station Meridian, Miss. He manages over 7,900 publications using the NATEC website on a daily basis. "The NATEC website provides me current information regarding the latest changes and IRACs to all my manuals," said Carey. "It informs me when our manuals become digital and are placed on the NATEC website, making it convenient to order manuals or publications from the Naval Logistic Library."

Carey is one of many users of the NATEC site, which already has set up 25,000 accounts and averages 40,000 to 50,000 log-ins per month. "We've filled more than 105,000 POD G requisitions since early 2000," said Ruth. "We're here to serve the warfighter," Ruth continued. "[*They have*] the right to expect the best guidance, counsel, advice, and support regarding any naval-aviation technology, and this is one way to give [*them*] that support."

Renee Hatcher and Vicky Falcón work in the NavAir public affairs office.

*For more information about the Naval Air Systems Command, supported programs, or to review press releases, visit their website at www.navair.navy.mil.—Ed.*

# BRAVO ZULU

AD2 Gabriel Gonzalez

## VAW-113

Petty Officer Gonzalez was helping with a high-power turn on an E-2C that was needed to troubleshoot an engine discrepancy. The safety chain was in place, and the aircraft was ready to begin a high power.

During the turn, a ship's Sailor ignored the safety chain, walked into the propeller wash, and was blown down by the blast. AD2 Gonzalez immediately grabbed the Sailor and kept him from being blown overboard or into the catwalk, which could have caused serious injury.

AO2(AW) Hector Avendano and AM3(AW) Yuri Lyalin

## VAQ-131

During an engine cross-bleed start, Petty Officers Avendano and Lyalin watched as an airman on the catwalk walked beneath the exhaust of their EA-6B. They instantly recognized the danger to anyone around the engines at that power setting. Before they could act, the pilot brought one engine to high power, and the unsuspecting airman climbed up from the catwalk below. To avert a problem, AO2 Avendano grabbed the airman.

The young Sailor continued to walk toward the exhaust, and, before Avendano could grab him a second time, the airman was swept off his feet and fell over the deck edge toward the safety netting. Petty Officers Avendano and Lyalin grabbed the Sailor's leg, but they could not hold him. The Sailor fell overboard, floating for seven hours before a SAR team found him.

*Read the whole story in the April-June issue of* Fathom.*—Ed.*