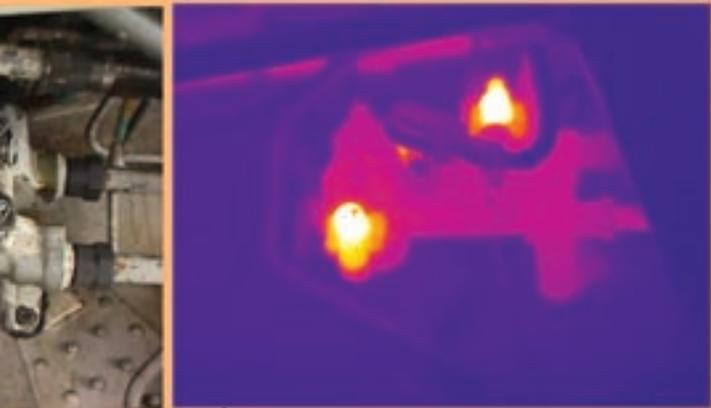




Photos by Jed Figg/NATEC Det North Island



Only two operating solenoids are seen here.

the size and weight of a modern camcorder that can videotape, photograph and store thermal images on an onboard digital storage device. With IRT software, the technician can analyze and study the images on a PC or laptop computer.

Preventive or predictive maintenance?

IRT can be classified as both types of maintenance since it is hard to evaluate accurately the potential savings. For years, surface-Navy engineers have used IRT, enabling maintainers to remove and replace components identified as potential failures. This process is identified as predictive maintenance (PdM). It saves money because you can calculate what the unit replacement cost would be if it failed completely. The IRT maintenance theory is designed to detect possible defects before the problem becomes a major discrepancy or catastrophic failure. Archived data now can become an essential part of the existing maintenance record and can be prioritized as to the repair.

This process has made systems more reliable and minimized downtime spent repairing the systems. Naval-aviation maintenance departments have not experienced the true state-of-the-art benefits of IRT. This partly is due to the “we’ve always done it this way” mentality. The reality is that most technicians are unaware of the technology. As operational tempos increase and technicians become scarce, we constantly are reminded and tasked to do more with less. It is

Flight, Flight-Related, and Ground Class A Mishaps 08/22/2003 to 12/12/2003

Aircraft	Command	Date
S-3B	VS-31	08/24/2003
Aircraft struck ground shortly after rotation with landing gear retracted.		
FA-18C	VFA-25	09/05/2003
Aircraft had a stuck throttle in flight, and pilot ejected as aircraft departed runway upon landing.		
EA-6B	VAQ-141	09/06/2003
Aircraft out-of-control flight at runway threshold after flying through another aircraft's wake turbulence.		
E-2C	VAW-120	09/11/2003
F-14D	VF-101	09/11/2003
FA-18D	VFA-106	09/11/2003
Hornet lost at sea following failed carrier arrested landing. Pilot ejected. Other aircraft damaged.		
FA-18A	VMFA-115	10/15/2003
During BFM, two aircraft struck water. Both aircraft destroyed.		
UH-1N	HMLA-367	10/22/2003
Aircraft struck ground on waveoff during a simulated troop insert.		
S-3B	VS-31	11/21/2003
While repositioning an aircraft towing dolly, Sailor crushed between store and dolly.		
AV-8B	VMA-211	12/03/2003
Pilot ejected on final due to controllability problems. Minor injury.		
AV-8B	VMA-211	12/08/2003
During flight, pilot ejected. No injuries.		

Class B Mishaps 08/22/2003 to 12/12/2003

Aircraft	Command	Date
F-14B	VF-32	08/22/2003
Aircraft sustained hail damage during return to base.		
AV-8B	HMM-264	08/29/2003
Bird damaged LITENING II targeting pod during flight.		
UH-3H	PMRF HAWAII	09/04/2003
Captive BQM-74 departed aircraft in flight. No injuries.		

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