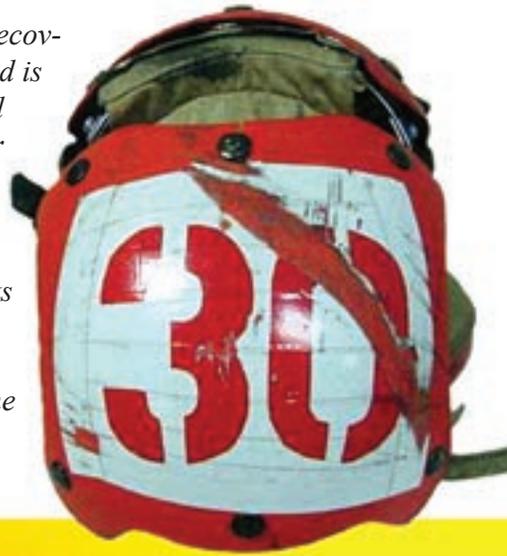


Conwell ran to her aid and noticed a head injury. Her leg was swollen and numb; those injuries made her check all her appendages. Her shipmate then carried her to help. It took a little while before she noticed her scalp was cut from the force of the wire.

Petty Officer Sheehan told me the scariest and most traumatic part of the incident, oddly enough, was in medical. The docs had hooked up IVs, monitors and a neck brace. They talked of possible injuries, and their cautious approach made her worry. A Navy helo flew her to Portsmouth Naval Hospital for X-rays and

further care. She has recovered, although her head is sensitive when touched or when she combs her hair. She also has a scar on her leg that serves as a permanent reminder. The six weeks of therapy helped immensely, and she continues to work in the ordie shop.—Ed.



Secure for Sea

By Lt. Paul Will

Now that multi-million-dollar components and sensors are installed on naval aircraft, the need to secure for sea never has been more important. Look what happened to Saberhawk 75, an SH-60B, when an improperly chained wing dolly broke free on the flight deck. The aircraft's chin bubble was scratched, the radar altimeter antenna was damaged, and the AAR-47 plume detector was destroyed.

The damage totaled only \$8,500 but would have been a Class A mishap had the \$1.3 million FLIR not been removed for repair just a few days earlier. Do not wait until you feel the rolls to make sure aircraft and support equipment are chained down properly. By then, it already may be too late! 

Lt. Will flies with HSL-47.

A loose dolly on a moving deck never is a good thing.



The damage to this aircraft was avoidable.



This damaged detector is a small example of how bad the damage could have been.

