

CROSSFEED

Maintenance Officer

LCdr. Bert Ortiz
bert.ortiz@navy.mil

Editorial Coordinator

AMC(AW) Paul Hofstad
paul.hofstad@navy.mil

Airframes

First Impressions Last a Lifetime

By AMC(AW) Paul Hofstad

Many people have heard the saying, “First impressions are lasting impressions.” A survey of the airframes shop at VFA-105 revealed it was the epitome of that statement. The Gunslinger airframers went above and beyond pride and professionalism in my judgment. From the time I walked into the work center until the time I left, I knew they had their heads on right and were on top of their game.

It isn't always that way. When doing surveys on organizational airframes and corrosion work centers, I look at the following programs: hydraulics, tire and wheel, tools, NAVOSH, corrosion, ERT, RPPM, hazmat/hazwaste, and command safety. The VFA-105 airframes and corrosion work-center programs were laid out well, and their manager's binders were easy to navigate, which is a key to an effective program. If the manager is not available, any person should be able to use the binder in the case of emergencies or questions.

From the supervisor down to the most junior maintainer, the Gunslingers were open to recommendations and were eager to learn. When asked how to use a Material Safety Data Sheet (MSDS), the supervisor confidently suggested I pick any of his troops to answer that question. They ALL were trained and well-versed on how to use MSDS to identify first-aid requirements, personal protective equipment, and material handling.



The shop looked outstanding, people looked sharp, and their programs reflected their professionalism. I've included a few photos that show the pride they have in their command, aircraft, work centers, and themselves. Good on ya!

Chief Hofstad is a maintenance analyst at the Naval Safety Center.

Survey

Naval Safety Center Survey Team on the Ground in Iraq

By CWO4 Ron Stebbins

Given the Naval Safety Center's mission of enhancing warfighting through the promotion of safe operations, a survey team was dispatched to Iraq to assist the Third Marine Air Wing (Forward). The team's primary focus was on airfield facilities, but it also included aviation-maintenance analysts, shore- and transportation-safety specialists, and an operations liaison.

The team visited units in Al Asad and Al Taquddum, Iraq. Two aviation-maintenance personnel on the team were able to visit 10 aircraft squadrons and a Marine Aviation Logistics Squadron during the trip. As anyone who has been in Iraq can tell you, the operating environment is one of the most difficult on the planet. Personnel on the flight line are assaulted by blowing dust and sand, temperatures reaching 140 degrees Fahrenheit, and an arduous operational schedule that requires around-the-clock maintenance. The squadron personnel are using Saddam-era maintenance facilities that are dilapidated in many areas and are dispersed around long flight lines, reducing efficiency and support effectiveness. In addition to issues with aircraft maintenance, local insurgents lob an occasional mortar round or rocket at the flight lines. This hazard was more prevalent in Al Taquddum.

The superior mission readiness of these forward deployed units is a testament to the exceptional training and motivation of our men and women serving in such an austere operational environment. Overcoming logistical challenges, high operational tempo, and airframe and engine wear from the heat and sand is a matter of routine for these desert warriors. A key to their sustained success is operational risk management. From mission briefs to maintenance meetings, squadron personnel continuously evaluate tasking and requirements to make sure operations are safe, and they take proactive measures to mitigate risks. Their effort to promote safe practices saves lives and preserves assets in an inherently dangerous environment.



The Third MAW's (Forward) department of safety/standardization (DOSS) was crucial to the success of this visit, and the MAG-16 DOSS facilitated the squadron visits during high-tempo operations. The squadrons visited included: HMM-361, HMM-463, HMM-364, HMLA-167, HMLA-169, VMFA(AW)-242, VMA-211, VMAQ-3, VMGR-252, VMU-2, and MALS-16 (Al Asad and Al Taquddum dets).

If your command is next in line for a return to or initial tour in Iraq, review lessons learned and use ORM to prepare for the arduous operational environment. Those people returning to Iraq for a second or third tour add invaluable experience to an

organization, and they can help commands with the smooth transition into the country, mission accomplishment, and return to permanent duty stations.

Warrant Officer Stebbins is the airframes branch head at the Naval Safety Center.

ALSS

Personal Protective Equipment (PPE), Is It Really Going To Protect You?

By PRC (AW/SW) Brian Westcott

I've noticed in visits around the fleet that PPE is in poor condition and not always used correctly. This important gear is designed to protect us from various hazards, and one of the most important items is the cranial. This simple piece of equipment is one of the most used and abused items in our inventory.

How many times has your cranial been thrown in the bottom of a cruise box or tossed across the room when you're on the run trying to make the flight schedule? Along with the cranial, I have identified LOX coveralls, aprons, face shields and gloves as other areas of concern. Using PPE correctly is one key to safety and mishap reduction. How do we mitigate our hazard risks? That answer's simple; we use the ORM process.

ORM Step 1 – Identify Hazards: When PPE is called for in a directive, instruction, MRC, or other document, it means a hazard is associated with that step. Don't stop at that point. Look around for other potential hazards in the work area.

ORM Step 2 – Assess Hazards: With cranials, check these items:

- Is the back shell on upside down? If so, it can cause neck and spinal injuries.
- Are spare lenses stored between the plastic back shell and the sound attenuator? This is a FOD hazard.
- Are ear pads hard, brittle, or sticky from old age? Every wear an ear seal for 12 hours on the flight deck? It hurts, and the pads don't reduce noise. Replace them!
- Are front and back shells cracked, broken or missing pieces? If so, they can allow head trauma and can be a FOD hazard.
- Have your cranial back shells been taped correctly with reflective tape? Make sure it's the right

amount of tape. Too much doesn't add much visibility, and it can hold cracked shells together, causing you to miss an obvious problem.

- Do you have the correct cranial goggles? The correct ones can be obtained with the following National Stock Numbers:

- Black, with Speed Sleeve: 4240-01-504-6222
 - Black, without Speed Sleeve: 4240-01-505-0049
- LOX PPE concerns:

- LOX aprons not being used. When we find aprons stored and folded in the original condition, it shows the lack of use.

- LOX coveralls often are frayed at the bottom, dirty and in non-serviceable condition.
- LOX face shields are cracked or broken.
- LOX gloves have holes and are dirty.

ORM Step 3 – Make Risk Decisions: Our jobs are dangerous enough without the added risk of bad PPE. A drop of LOX can cause blindness or leave a scar on your skin. Bad ear pads can cause loss of hearing, and an upside down cranial can allow severe spinal injury. Knowing the risk is awareness, but mitigating the risk takes action. Use a Risk Assessment Matrix to identify your Risk Assessment Codes (RAC), and plan tasks to reduce hazards. Keep your equipment in serviceable condition.

ORM Step 4 – Implement Controls: Take time to check and inspect PPE before using it, replace as needed, and add safety controls.

ORM Step 5 – Supervise: Take care of your people and make sure they take care of their PPE! Step in and stop a process when needed, and monitor workload to ensure safety.

Take the time right now to look at your PPE. Make sure it's in good shape, so it can protect you.

Maintenance Management

Cross-Reference Sheet Updates

By AMC(AW) Paul Hofstad

So far in CY06, less than five AIMDs or MALs have correctly documented cross-reference sheets in the program binders affecting hazmat, respirators and corrosion.

In December 2005, OpNavInst 5100.23 changed to the "G" series. Chapter 15 now requires using five-year physicals for ERT members and one-year paint physicals for people who paint and work with isocyanates.

In May 2006, change 1 to CNAF 4790.2 hit the streets. Volume 1, Chapter 10, paragraph 10.3.1 changed and all RPPM, corrosion and hazmat managers should have it as a reference in their program binders. This section has three pages of changes and touches all of these programs.

Volatile organic compounds (VOCs), corrosion theory, and respirator usage are included in that chapter. VOCs are a requirement for hazmat because they identify state and federal requirements for items like polyurethane paints.

The basics of corrosion also are discussed, including the use of paints and integration of IH surveys into corrosion work centers as a tool to create a safe environment for corrosion personnel.

Finally, respirator use is defined and provides users with parts per million (PPM) of hazmat that requires a VOC stipulation. This part is important because it also details the use of respirators, including duration and type of respirators to be used. It specifically provides respirator wearers with the requirement for an eight-hour period for air-supplied full-face respirators or half-face respirators when isocyanates are not being used.

Commands normally take a few months to catch up with changes. Quality-assurance departments must make sure work centers expeditiously receive the changes and follow up to make sure the changes have been added to the program binders.

Chief Hofstad is a maintenance analyst at the Naval Safety Center.

Class C Mishap Summary

By ADCS(AW/SW) Mike Tate

From Oct 01, 2006 to Dec 14, 2006, the Navy and Marine Corps had 22 Class C mishaps involving 22 aircraft. The damage total was \$1,336,828.00.

Every mishap that may have a direct maintenance cause from this period is under investigation, so no specific reports can be referenced at this time. What I can say is that a large percentage of these pertain to installing, securing and attaching items and servicing equipment or aircraft.

We seem to do an excellent job working the detailed, hard to figure out jobs. Our ability to troubleshoot and execute repairs is some of the best in the world. The problem usually occurs after the hard part is complete: Confident we've found the cure, we let high fives fly and become complacent. That is the time when mistakes happen and dollars, critical assets, and injuries or deaths can stack up.

Class C mishaps aren't as news breaking as a

wing falling off an aircraft or engine exploding, but we have a lot of them during the year, meaning the costs add up. It's also important to note that a Class C is only a heartbeat away from a Class B or even an A in many instances.

We must apply complete concentration and attention to detail until the last signal is given to a pilot. Before that final step, we need to be precise in everything we do. We need to listen to the aircraft as power is applied. We need to make sure everything is right from the hangar to the line and as we double check pins, safety wire and bolts. We must listen to each other and modify the plan if things don't look right.

If we do our jobs right the "first time, every time," we will save millions of dollars and will prevent countless injuries every year, enhancing readiness and reducing mishaps.

Senior Chief Tate is a maintenance analyst at the Naval Safety Center.