

of the gasket material on the EA-6B, which is prone to P-static gripes, and the H-60s.

VAQ-131 was one of two operational squadrons selected to conduct a lead the fleet “at-sea” demonstration of the AvDec™ conductive gasket technology. All aircraft antennas and static dischargers on two EA-6B Prowlers were outfitted with the gasket before the squadron’s deployment. During the deployment, the two aircraft outfitted with the gaskets, flew a combined 759 flight-hours, half of these hours were combat missions over Iraq. AIR 4.9.7 engineers were confident that the conductive gaskets would significantly reduce P-static issues. The two Prowlers outfitted with the conductive gaskets did not experience a single P-static discrepancy during the entire deployment. Two of the squadron’s Prowlers that did not have this technology installed experienced moderate to severe P-static gripes and temporary losses of communication between the aircraft and ship.

The post deployment inspection of the antennas and static dischargers on the two Prowlers outfitted with the gasket showed minimal peripheral corrosion on antenna mounting, static wick bases, and aircraft aluminum surfaces where AvDEC™ gaskets were utilized. Squadron maintainers and NavAir engineers considered the evaluation a success.

HS-7 did a concurrent at-sea demonstration of the AvDEC™ gaskets. The AvDEC™ conductive gasket was used on the upper and lower UHF/VHF antennas, and the team decided to waive the 28-day corrosion inspections of these antennas. Flight clearance was granted, the gaskets were installed, and the squadron embarked aboard the USS *Harry S. Truman*. The aircraft flew a total of 546.5 hours during its deployment.

Mr. Josh Honaker, the H-60 Avionics Engineer, at NADEP Cherry Point NC, stated in his technical report that “Post deployment inspection of the antennas outfitted with the AvDEC™ gasket revealed that they were in immaculate condition, considering the amount of time they were exposed to saltwater without an inspection, or any type of preventive maintenance treatment.” The gasket sealing materials were easily removed with little effort and all antenna mounting surfaces and aircraft structure mounting surfaces that were sealed with AvDEC™ were free from visible corrosion. Honaker added, “AvDEC™ gaskets provided complete base metal protection and the aircraft experienced no notable system discrepancies or degradation to any of the systems that were involved in the evaluation.”

Mr. Honaker recommended the current inspection requirement for the upper and lower UHF/VHF

Flight, Flight-Related, and Ground Class A Mishaps 10/01/2006 to 12/13/2006

Date	Type Aircraft	Command
11/30/2006	FA-18C	VMFAT-101
Hornet crashed after experiencing hydraulic problems.		
12/03/2006	CH-46E	HMM-165
Helo landed in water. Four fatalities.		
12/07/2006	MV-22B	VMMT-204
Aircraft landed on taxiway after experiencing left nacelle fire. No injuries.		
12/11/2006	CH-53E	HMH-465
Aircraft rolled over on its side while landing. One passenger fatality.		

Class B Mishaps

Date	Type Aircraft	Command
10/13/2006	TH-6B	NTPS PAX RIVER
Aircraft crashed during emergency landing.		
10/13/2006	FA-18F	VFA-122
Lighting struck Hornet during return to base.		
10/20/2006	SH-60F	DP COMNAVAIRPAC
Sonar transducer lost at sea while conducting ASW training on SCORE.		
11/07/2006	TAV-8B	VMAT-203
Aircraft nose gear failed to retract. No injuries.		
11/18/2006	FA-18D	VMFA (AW)-242
Left engine fire during PMCF. No injuries.		



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