



Quinzani and others from AIR 4.4.5.3 travel around the world, setting up training at various squadrons around the fleet. The team takes a hands-on approach to teaching Sailors and Marines the proper way to thoroughly look for, find, fix, and report wiring problems. The WAIT training generally takes two days; the first day, Quinzani and the command's CDIs and QARs assess the installation and condition of the wiring on squadron aircraft. The wiring assessment team looks for common trends such as chafing and corrosion, photographs these problem areas, and incorporates this information into a brief given on day two. Day two is a half day classroom session on the problems, causes and remedies of common wiring issues. Part of the time is spent focusing on the previous day's assessment of the squadron's own aircraft. For the rest of the day, class adjourns to the hangar where the assessors and maintainers get their hands dirty practicing the new inspection techniques.

The NA 01-1A-505 (or -505 for short), Joint Service General Wiring Maintenance Manual, is the cornerstone for wiring and fiber-optic maintenance. All platform-specific aircraft wiring manuals refer back to it for general/common tasks. Back in 2002, NAVAIR tasked the aging aircraft IPT (AAIPT) to update the manual, which hadn't been revised in approximately 15 years.

The AAIPPT coordinated the effort with the wiring systems branch (AIR 4.4.5.3), design interface and maintenance planning (AIR 6.7) and the Naval Air Technical Data and Engineering Service Command (NATEC)

(AIR 6.8) which resulted in reducing the 31-volume Navy (as well as seven-volume Air Force manual) -505 to four joint volumes. The result is a practical document for all maintenance-specialty rates to refer to when researching information on the proper way to maintain aircraft-wiring systems. With more than 1,000,000 maintenance man-hours (MMH) spent on wiring maintenance annually in the Navy, the AAIPPT expects the

## Flight, Flight-Related, and Ground Class A and B Mishaps 09/20/2007 to 12/16/2007

### Class A Mishaps

Date	Type Aircraft	Command
09/24/2007	MH-60S	HSC-25 SEA COMP
Aircraft crashed into FENA reservoir. Three personnel rescued and one fatality.		
09/27/2007	T-45A	VT-21
Aircrew ejected from aircraft during RTB to home field.		
10/01/2007	T-45A	VT-21
Goshawk impacted ground in landing pattern. Aircrew ejected safely.		
10/11/2007	FA-18A	VFA-87
Hornet crashed into water. Pilot ejected successfully. Aircraft destroyed.		
11/01/2007	T-45A	VT-22
Aircraft had engine failure immediately after takeoff and struck the ground.		
11/06/2007	MV-22B	VMMT-204
Aircraft had nacelle fire on short final to LZ. Damage/injuries TBD.		
11/09/2007	HH-60H	HS-2
Helo struck water while in transit to carrier.		
11/27/2007	AV-8B	VMA-513
Harrier crashed during night air-to-surface training. Pilot ejected safely.		

### Class B Mishaps

Date	Type Aircraft	Command
10/01/2007	FA-18E	VFA-105
Gun bay door blew open on takeoff. Left engine fodded. No injuries.		
10/02/2007	E-6B	VQ-4 SHORE
Upon landing, damage was discovered on port and starboard inboard flaps.		
10/08/2007	AV-8B	HMM-261
During aerial refueling, tanker refueling aircraft stuck the canopy refueling.		
10/10/2007	E-6B	VQ-4 SEA
Aircraft landed and blew all four tires on starboard side, damaging flaps and landing gear.		
10/30/2007	T-45C	VT-9
Goshawk had a bird strike after takeoff. Aircraft damaged. No injuries.		
11/09/2007	FA-18C	VFA-195
CATM-88 departed aircraft on landing and was lost at sea.		
12/03/2007	FA-18A	VMFA-232
CATM-88 departed aircraft after arrestment. No injury.		
12/08/2007	CH-53E	HMH-361
Crew chief dragged under right mainmount during ground taxi.		
12/12/2007	AV-8B	VMA-214
Unmanned and parked aircraft rolled and struck light cart during maintenance.		



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