

The theme of this issue is to induce “all hands” to report incidents by submitting Anymouse Reports. This is one answer to getting the word out on safety.



# Anymouse's Anniversary

*September 1955*

With this issue Anymouse celebrates his second anniversary of duty with the Aviation Safety Center. Born some eight years ago in VR-31, the original idea of submitting anonymous reports is credited to LCDR Trygve A. Holl, USN, safety officer of that squadron.

Since reporting to the Aviation Safety Center in 1953, Anymouse and his many cousins scattered throughout naval aviation have busied themselves most encouragingly. Officially, the word Anymouse designates a form available to Navy and Marine Corps personnel for reporting, anonymously, near-accidents or incidents which might have led to aircraft accidents of a more serious nature. These hairy tales, submitted by nameless airmen, provided a means for pilots and crewmen to gain valuable knowledge from the experience of others.

## Many Reports Received

How has Anymouse prospered? “Any” can grin proudly over just a few statistics: To date there have been over 400 of these candid confessions which usually begin with “There I was...,” and which invariably close

with a fervent “never again!” note of wisdom. Involved in the accounts have been some 36 different model aircraft; an impressive number of air stations and facilities, not to overlook a generous coverage of carriers.

In particular aircraft, the F9F leads in the number of reports (59) with the F2H Banshee a close second with 40 reports. In close order thereafter are represented the SNB and the AD.

Some of the reports gripe about inadequacies of certain components or procedures. Others blushing admit personal mistakes and analyze their actions in close situations.

Many reported maintenance discrepancies which caused hair-raising moments. All displayed individual



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initiative and professional consideration in taking time to submit an Anymouse Report. The value in lives saved and damage to property prevented can only be guessed from the occasional reports received of positive saves resulting from Anymouse information.

One pilot expressed it this way. "This Anymouse business is all right as never before could a man admit he had a close one, yet not hurt his career and at the same time help to save lives and aircraft. Long live Anymouse!"

### Anymouse in Action

In troubleshooting, Anymouse reports have proved their worth. Because of the nature of the reports, many saves are not credited to the Anymouse system. But

Anymouse reports have been received covering a great variety of situations. Some of these, and the number of each type incident are:

Turbulent weather and thunderstorms	25
Material failure and maintenance	59
Inadvertent operation of cockpit controls	30
Takeoff situations	47
Near wheels-up landings	11
Near mid-air collisions	18
Communication difficulties	31
Taxiing	17
Flameouts, airstarts and dead-stick landings	13
Oxygen experience and systems	17
Preflight laxity	21
Carrier takeoffs and landings	16

*Share your experience . . . send in an Anymouse report. Blanks are available in all NAS and CV operations offices, ready rooms and line shacks. If you don't have a form, just write it on any stationery and address to*

*U.S. Naval Aviation Safety Center  
U.S. Naval Air Station  
Norfolk 11, Virginia*

some of his work has been acknowledged specifically. For instance an omission of certain instructions in the pilot's flight handbook of a jet fighter was noted. The

report got official attention and action was promptly taken to correct the deficiency.

One Anymouse reported an undesirable feature of the control stick in a particular model aircraft. This was also given official attention for consideration in redesigning the stick. Then came an Anymouse report on a hazardous runup condition existing at a naval air station. The CO of the station was advised and immediate action eliminated the hazard.

In another instance, a report of a small flash explosion in an oxygen mask interested an officer in BuAer and through his efforts a thorough investigation was made. The incident had happened before and was being blamed on poor maintenance. The real trouble was discovered in the cockpit microphone receptacle. It had been modified by the contractor and allowed the plug and receptacle to be connected wrong. A field change was issued as an interim to the contractor's engineering change.

All reports received have not been printed as yet, though many have been published in *The Approach* and other reports issued by NASC. However all reports received are analyzed for use in research studies and many requiring action are handled through personal phone calls, letters or become the subject of an article or research project. Tentative plans have been made to publish the majority of the Anymouse reports in a series of digests beginning in the near future.

### Others Use System

The value of Anymouse reporting has been recognized by both the United States Air Force and several of its commands, as well as certain commercial airlines who have adopted similar systems of incident reporting.

Anymouse blanks are available on every carrier and air station. Reports can be submitted by personal letter or memorandum as well. If the supply of forms in your squadron or base is running low, send a formal or informal request for more copies to the Naval Aviation Safety Center, NAS, Norfolk, Virginia.

As one poetic Anymouse said, "Cut the 'axe' out of accident with the 'in' it's an incident. The difference is an Anymouse. Send us yours. It's worth your life."

To Anymouse, that sage of the skyways whose hard-earned wisdom has been a positive contribution to safety in naval aviation, birthday greetings. Well done, and happy landings without incident!

But if you should have an Anymouse type experience, just take a pencil and SUBMIT AN ANYMOUSE, and save a life! ◀