

what to do next. A little brainstorming and out-of-the-box thinking led us to believe that perhaps one of the primary bleed-air-pressure regulating and shutoff valves might have malfunctioned. Maybe the valve was not regulating bleed-air pressure correctly. This analysis led to an alarming discovery.

Any FA-18 technician knows that different lot Hornets often use different part numbers for the same or similar system. In the case of the bleed-air system, lot-13-and-above Hornets operate at different pressure than lot-12-and-below do.

Upon removing the port and starboard primary bleed-air-pressure regulators (PBARs), we discovered that the starboard PBAR had a part number of 3214394-7 and the port PBAR had a part number of 3214394-1-2. Without even realizing the error, we had reordered the same part numbers for both PBARs! The part number for the port side was correct for our lot-10 Hornets, but the starboard side was a high-lot PBAR. We didn't even know which part number was wrong until we received the new starboard PBAR and the AMEs showed us in the publication that P/N 3214394-7 was incorrect for our squadron's aircraft.

The F-18 aircraft can be very lot-sensitive on certain items, and usable-on codes must be verified when ordering parts. Somehow we had installed the wrong part during a previous maintenance action on the PBARs. We returned the incorrect PBAR, installed the correct part-number valve, did a leak check, and completed an operational check during a low-power turn. The discrepancy did not return.

Looking back on the situation, we did some research and traced the problem to maintenance completed just before cruise. Although, at first glance, the previous discrepancies seemed unrelated to the final outcome. The bottom line is the wrong part number had been ordered and installed on the aircraft, and no one had ever bothered to check the usable-on code to verify its lot compatibility. Inattention to detail cost the squadron 161.4 man-hours, and kept an otherwise full-mission-capable aircraft down for about a week.

The shop and the maintenance department learned a valuable lesson: Take time to check the usable-on codes, and teach junior Sailors how to use the pubs. Specifically, we need to show them what to look for when ordering parts. And most of all, pay attention to those small details that can prevent a major waste of time, money, and even the possibility of the loss of the aircraft or aircrew. ✦

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## Flight, Flight-Related, and Ground Class A Mishaps 12/14/2006 to 02/25/2007

Date	Type Aircraft	Command
01/26/2007	MH-60S	HSC-23

Aircraft entered water during plane-guard operations. Four fatalities.

### Class B Mishaps

Date	Type Aircraft	Command
12/16/2006	FA-18C	VMFA-251
Aircraft aborted takeoff because of engine FOD.		
01/06/2007	AH-1W	HMLA-367
During prelaunch procedures, aircraft had main-rotor overspeed on deck.		
01/11/2007	SH-60F	HS-3
While enroute to ship, two helos collided in flight. No injuries.		
01/17/2007	FA-18C	VFA-97
Hornet's left horizontal stabilizer departed aircraft.		
02/05/2007	FA-18F	VFA-106 Det A
Engine FODed after a basket slap during FRS in-flight refueling sortie.		
02/08/2007	FA-18E	VFA-143
Tailhook struck turtleback during carrier bolter making tailhook unusable.		
02/11/2007	P-3C	VP-92
The No. 1 aircraft engine ingested FOD during maintenance turn.		



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