

of corrosion with less effect on the area around it. We have had good results feathering the paint with the orange disc. The use of these discs cuts the prep time in half as you are dealing with an area of bare metal smaller than a dime. The bristle disc also removes more of the corrosion from around screws and rivets—corrosion that a flap brush would leave. This fact results in fewer repeat discrepancies.” AM3 Joy Timpog said, “The discs really helped out when working discrepancies found in the flap wells and under the slats. The time allotted for a wing spread on the ship is minimal, and we really have to hustle. What used to take us four to five hours with a flap brush is now one-and-a-half to two hours.”

AMCS Jay Shannon, the QA senior chief, is an advocate of bristle discs and has been instrumental in its evaluation. He tested the discs at VAQ-129, when assigned to COMVAQWING. They used the discs to prep the landing-gear area, around the center-section wing in the wheelwell area, to comply with AFB 548. The job took only two hours, or about half the time of a flap brush.

The bristle disc requires an air source of 90 to 110 pounds per square inch, a high-speed pneumatic die grinder rated from 22,000 to 25,000 rpm (not the 3,200 rpm with most available grinders), and a mandrel assembly. You have to operate the grinder at its maximum rated speed, but you only need to apply a small amount of pressure to strip a surface. If you apply too much pressure, the bristles will fold, and the tool won't work. You'll avoid the “valleys” that form with flap brushes and abrasive wheels.

Safety and health are big concerns. The radial bristle disc generates dust particles that may contain chromates from primers, so you must wear eye and respiratory protection when using the tool.

You will need a little training on using the discs. Naval Air Technical Data and Engineering Service Command (NATEC) martial technologist (MT) representatives at most Navy and Marine Corps activities provide hands-on training for this, too, as well as all other corrosion-related materials and processes.

No other commercial off-the-shelf bristle discs meet NAVAIR's specifications. Although many types of discs are available on the open market, the only authorized discs are manufactured by the 3M Corporation: Orange discs (for light surface corro-

Flight, Flight-Related, and Ground Class A Mishaps 03/17/2004 to 05/31/2004

Aircraft	Command	Date	Fatalities
FA-18C	VFA-82	03/24/2004	0
Aircraft struck water. Pilot ejected and was rescued.			
FA-18C	VFA-15	03/26/2004	0
Aircraft crashed on takeoff roll. Pilot ejected safely—minor injury.			
FA-18A	VFA-203	03/29/2004	0
Pilot ejected during low-level flight. Hornet struck ground and was destroyed.			
F-14D	VF-31	03/29/2004	0
Tomcat diverted to NAS with fuel-transfer problems. Crew ejected safely. Aircraft was lost at sea.			
AH-1W	COMMARFORPAC	03/30/2004	0
AH-1W	HMLA-775	03/30/2004	0
Two Cobras collided at a forward arming-refueling point (FARP). Minor injuries.			
FA-18A	VMFA-112	04/21/2004	1
Hornet's pilot ceased audio transmissions during flight and failed to return to base.			
CH-46E	HMM-266	04/26/2004	0
Hard landing during brownout. Rotor blades struck terrain, but helo remained upright.			
FA-18C	VFA-82	05/28/2004	0
During a PMCF, the FLIR pod separated from the Hornet and fell into the sea.			

Class B Mishaps 03/17/2004 to 05/31/2004

Aircraft	Command	Date
FA-18E	VFA-115	03/23/2004
No. 2 elevator was lowered and folded wings struck the ship.		
C-2A	NAS NORTH ISLAND	03/27/2004
Aircraft was taxied for respot. It lost brakes and steering, striking an oil truck.		
MH-53E	HC-4	03/29/2004
Bad weather damaged two aircraft on a ship.		
F-5E	VFC-13	03/31/2004
Aircraft on post-maintenance test flight ran off runway during roll out. No injuries.		
EA-6B	VAQ-137	04/01/2004
Bird struck Prowler on a low-level training flight and was ingested down the port engine.		
FA-18A	VMFA-142	04/05/2004
Starboard leading-edge flap departed the aircraft during maneuvering flight.		
UH-1N	HMLA-167	04/20/2004
Helo had a single-engine failure in flight, resulting in a hard landing.		
P-3C	VP-9	04/28/2004
Hard landing after an abort for an unsafe gear up and flap asymmetry problem.		
T-45C	VT-9	05/09/2004
Nose strut assembly damaged from arresting gear.		
T-6A	COMTRAWING-6	05/18/2004
Propeller struck a chock during taxi.		
S-3B	VS-31	05/29/2004
Aerial-refueling store inadvertently jettisoned.		