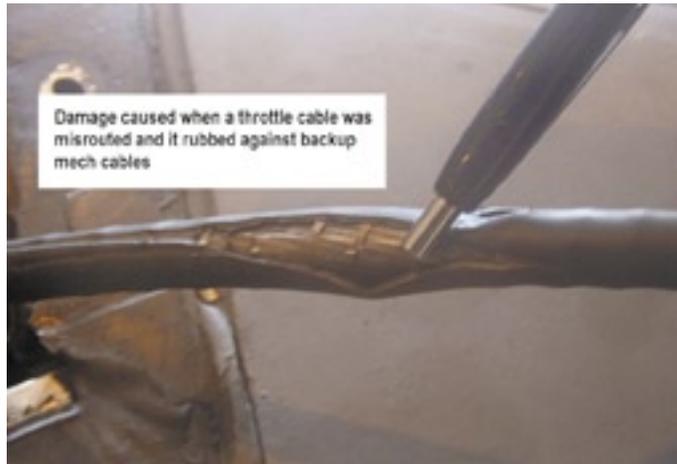


Fortunately, the Boeing representative was able to provide the technical drawings that proved the cable was routed incorrectly. The cable was repaired and re-routed correctly—underneath the horizontal stab cutout, vice through it.

Our quality-assurance division completed a naval aviation maintenance discrepancy report (NAMDRP) on this discovery. As a result, efforts are underway to revise the F18C-D Power Plant and Related Systems Maintenance Publication (A1-F18AC-270-310) to add an illustration showing the correct routing of the middle throttle-cable assembly in panel 34 right.



As part of the original maintenance gram, all AD1 Lindsay had to do was inspect the back-up mechanical flight-control cables in panels 41 R/L. He expanded that inspection into all the other open panels and associated cables, identifying a potentially fatal discrepancy. It was reported via the NAMDRP, thereby notifying other squadrons of this

potential hazard. Also, a publication is being revised to decrease the likelihood of this discrepancy ever occurring again.

Next time you go out to change a tire, do a daily, or CDI the installation of a WRA, don't forget the 18-inch rule because you never know what you might find. ✨

Never Thought I'd Need a Cranial To Push a Broom

It was the middle of a busy workweek at the NAS Oceana paint hangar. Our plan was to stay through the night to finish a paint job on aircraft 303 before day shift came in at 0630. Due to unforeseen circumstances, we didn't get a chance to do so. Allow me to introduce myself—I'm Mr. Unforeseen Circumstance.

Our night-check supervisor, who was the only qualified painter and CDI, was a little under the weather and had to leave. Without a supervisor, we could not start the actual painting, so we decided to at least get the prep work done.

Our assistant supervisor told us to finish cleaning and taping off the aircraft before returning to the shop. After we had completed that job, the assistant supervisor showed up with the duty truck to take us back. I noticed the deck still needed to be swept before we could leave, so I found a broom resting against the wall and commenced to sweep the immediate area around the jet. Working my way from the nose of the aircraft to the tail, I pushed off with my left leg extended in front of me and fell. Because it's a paint hangar, the floor was very slick from overspray.



By AOAN David Maryatt, VFA-136

I hit my head on the corner of the nose-landing-gear door and began to bleed profusely. Unaware of my injury or bleeding, I got up, shook my head, and started walking toward the hangar door, en route to the truck.

A shipmate stopped me and helped with my injury and bleeding. I ended up going to a clinic, where I had to endure having six staples put in my head—not fun!

As I look back on that day, I realize I could have done a few things to prevent this mishap. For starters, if I simply had been wearing a cranial, my injury would have been far less severe. We religiously wear cranials when we climb up and down ladders or when we get on top of an aircraft, but few people consider the low-lying hazards, like weapons pylons, pitot probes, and landing-gear doors when walking around aircraft. Also, if I had taken the time to pay attention to what I was doing, I would have recognized the slick floor and not rushed the job. Next time, I won't assume that a task as simple as sweeping a floor is free from risk. ✨