



Almost Killed by a Practice Bomb

Mech, Spring 2002

I'm an ordie, and I'm especially interested in Petty Officer Love's story. We have used BDU-33s for years without incident, after replacing that poorly designed and dangerous firing pin with the Australian "Aust Mk2" (NSN 1325-66-089-6889). This device is similar to the type pin used in the BDU-48. It actually is better because the new pin requires the cartridge to override a rubber grommet to fire the Mk4 spotting charge.

Sergeant Rob Powell

Royal New Zealand Air Force

Thank you for this information. I have passed it on to our weapons safety analysts for review—Ed.

Humpty Dumpty Had a Great Fall

Mech, Fall 2002

I read this story with interest. I'm the maintenance manager for a P-3 site at Corpus Christi, Texas. OSHA recently has been looking at the aviation community, and they have been hitting us hard, especially in the fall-protection area. OSHA was concerned with the way we install and remove intake covers and various plugs, which mirrored the method described in Chief Roblyer's story.

Using the items in the accompanying photos, we solved our problems. They can be installed from a lower height, can be removed by pulling on a lanyard, and are made from reinforced vinyl and replaceable foam inserts. They're built by Bruce's Custom Covers—the company website is www.aircraftcovers.com and phone numbers are (408)738-3959 and 1-800-777-6405. The intake plug is part number LP3-100 (\$296.80 for four) and oil cooler plug is LP3-110 (\$207.00 for four).

David Stewart

Maintenance Manager, Raytheon Aerospace LLC
Corpus Christi Air Branch

Phone: 361-698-6904

E-mail: dstewart@raellc.com

Your letter may help to solve a nagging problem that has hurt Sailors at least four times in the last few years. Fleet maintainers always are looking for items

that make their job easier, safer, cleaner or better, and they might contact you about these new products.—Ed.

Another Wheel Bearing Incident

I don't want to overdo it, but these photos are from LCdr. Robert "Mighty" Quinn of VFA-83. He said no photos exist of the bearings because they were "dissolved to mush." Every maintainer must do their utmost to prevent this repeat problem. Check the bearing part numbers before you build a wheel assembly.

ATCS (AW/SW) David Clark

Naval Safety Center



The wrong bearing caused this brake damage...



and this axle damage.

