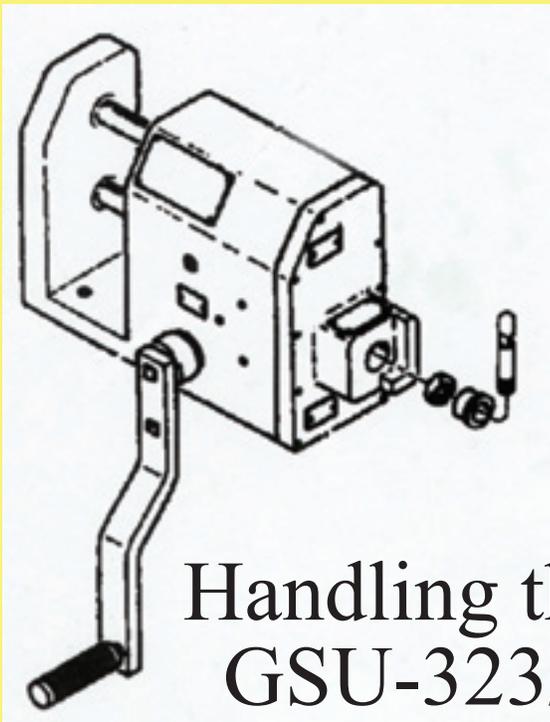


Survey Spotlight



Handling the GSU-323/E Buddy-Store Dolly

By ASC(AW/SW) Joseph Funderburk

In the spring issue of *Mech*, AM3 Gregory Riebel reported a problem with the winch assembly on a buddy-store dolly. This follow-up story is necessary to provide users with additional information to prevent them from being injured and to identify upcoming changes to this equipment. This problem also has been noted on several safety surveys.

Petty Officer Riebel wrote about poor design, improper pre-op checks, and insufficient training. The initial design of the winch handle used a spring-and-ball lock mechanism to secure the handle in place. The winch handle was not sturdy enough to withstand the constant demands of flight operations, would fail and injure people, or would become a FOD hazard. Support Equipment Change 5462 was issued Jan. 31, 1999, to fix early problems. This document instructed

all commands to modify existing dollies with Velcro straps that secure the handle in place. These straps are not shown or addressed in technical manual AG-ARSHD-OMP-000 or in the illustrated parts breakdown, meaning commands must use the SEC to manufacture new straps. Interim rapid action change No. 1 was issued Sept. 12, 2002, for 28-day cards in the MRC deck AG-ARSHD-MRC-000 (part number 3223AS500-1). It was issued to inspect the Velcro straps for frayed condition, cuts, and overall integrity. A visit to a pierside carrier revealed four of six dollies needed new Velcro straps and winch assemblies. The photo in Petty Officer Riebel's story shows a worn inner hub.

The item manager is Mr. Steimkey, and he said the new dolly—part number 3637-AS600—has a redesigned assembly, with a quick-release lock pin. He also explained this new dolly slowly will be phased into the fleet, and the original dolly will continue in service for a long time. We strongly recommend any command that owns or repairs the ARS handling dolly to do a one-time inspection of the straps and winch assemblies.

Maintainers need to get familiar with all publications, IRACs and SECs related to the dolly. Following the correct maintenance procedures and conducting a thorough pre-op check on all support equipment will help to prevent mishaps and serious injury. 

Chief Funderburk is a maintenance analyst at the Naval Safety Center.

For more info...



Technical manual AG-ARSHD-OMP-000 Organizational and Intermediate Maintenance with IPB, 1 May 1994, Chg 1, 30 Dec 96, provides detailed information on the buddy-store dolly.

SEC 5462 gives information on the addition of a Velcro retaining strap for the winch handle.

Interim rapid action change No. 1 (161312Z Sep 02) to AG-ARSHD-POM-000, *Pre-operational Checklist ARS Handling Dolly*, required commands to inspect the Velcro straps.

AG-ARSHD-MRC-000 is the periodic maintenance requirements manual for the ARS handling dolly.

CROSSFEED

Cdr. Al Stephens
Head, Aviation Maintenance
and Material Division
allen.stephens@navy.mil

AMCS(AW) Steven Novak
Editorial Coordinator
steven.novak@navy.mil

PARALOFT

What Did You Say?

By PRCS(AW) Joe Revard

When you hear cathode-ray tube, magnetic-receiver unit, relay-optics assembly, up-look reticule, upper helmet-vehicle interface, and a camera, it sounds like the ATs really are going to be busy. But in the not-too-distant future, PRs will be elbow-deep in the new, joint helmet-mounted, cueing-system helmet. It features the technology listed above.

This revolutionary helmet has a display system that projects cueing symbology for navigation, weapons and targeting onto the visor assembly. All of this equipment comes packaged in a helmet that weighs just 4.1 pounds.

When NavAir dash 13 manuals are updated, they will include a new manual: NA 13-1-6.7-5, which will cover the maintenance procedures for this new helmet. The helmet initially will be worn by FA-18 pilots.

A new helmet test set also will be issued, and it will help to fit pilots, maintain the helmet, and repair equipment from this new item of aircrew personal protective equipment. We will feature more information in later issues.

Senior Chief Revard was a maintenance analyst at the Naval Safety Center. He recently transferred to the fleet reserve.



MAINTENANCE MANAGEMENT

Class C Mishap Summary

By AMCS(AW) Steve Novak

From Feb. 19, 2003, to May 22, 2003, the Navy had 37 Class C's that involved 42 aircraft. The damage total was \$1,973,415.

- A T-2 ingested an aircrew member's wallet during engine run-up before takeoff. The starboard engine was FODed after the first stop of a cross-country flight. The mishap pilot had unlatched the

nose cone just forward of the engine intake and hung up his flight gear. He elected to do his pre-flight walk-around without his flight gear because of the high temperatures. Once finished, he began to don his flight suit while talking to a transient line-crew member. His normal habit was to remove his wallet from his flight suit's left thigh pocket, don his G-suit, place the wallet in a G-suit pocket, and then put on the rest of his flight gear. This time, however,