

and seem to indicate that even the best maintenance efforts may require an occasional re-calibration back to the “basics.”

NAMP Program Knowledge and Compliance

- Trends show diminishing knowledge of 4790.2H requirements, which translates into poor execution of the basics of aviation maintenance (e.g. tool control, hazmat control, QA oversight, and other programs). A strong QA (best of the best) will go a long way to positively influence the entire maintenance effort.

Manning vs. Utilization - Manning is improving, but how personnel are used remains a concern, especially problems attributed to inexperience. This issue is systemic because jobs assigned within a maintenance department often are based on personal career path or artificially imposed rotation schedules, rather than using the “right person in the right job.” This approach further exacerbates perceived or actual experience shortfalls. Commands should focus efforts to assign people to jobs that

capitalize on individual strengths and command needs. The successful organizations we see follow these procedures. They have found out how to turn dealt cards into a winning hand.

Safety Resource Awareness - Resources for safety programs and requirements are low among maintainers. A variety of available programs and services (e.g. websites, GCC training, HFACS courses, HFAC Extension in the OPNAV 3750.6, surveys, presentations, MMP, and MCAS) are under-used and leads to the loss of valuable information that could be used to build an effective maintenance effort.

On a positive note, my teams have seen commands begin to assign maintenance ground-safety personnel as a primary responsibility. This step improves the effectiveness of the program, makes maintainers understand the process, and increases the information flow among maintenance personnel and with the command ASO.

Cdr. Stephens is the maintenance officer at the Naval Safety Center.

The Value of a Safety Center Survey

By ATCS(AW) Wallace Williams

I read an astonishing comment in a CO’s endorsement from his squadron’s most recent Class C ground mishap. What caught my eye was the CO listed himself as a supervisory causal factor, because he had allowed his maintenance department to accept an unsafe practice in the way they hoisted FLIR pods.

The squadron technicians did not use the proper support equipment that readily was available. Instead, they had adopted a practice common in the Hornet community—manually lifting a 390-pound FLIR pod without SE.

The mishap involved a dropped pod that was damaged, BCMed and replaced for \$56,000. Until this asset is repaired, the squadron will have to move the remaining pods more frequently from aircraft to aircraft, causing additional work and increasing the possibility of another damaged asset.

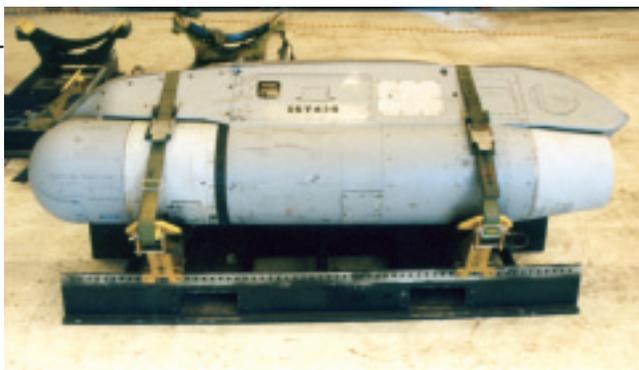
Maintenance managers cannot allow unauthorized procedures to creep into routines. The term “accepted practices” is overheard in

many communities and is a prime example of cultural mindsets that exist when an activity allows supervisors to use shortcuts. It takes dedicated leadership to overcome these practices, but we have to do it.

Senior Chief Williams is a maintenance analyst at the Naval Safety Center.

The senior chief told me a survey team had visited the mishap squadron shortly before this mishap. They had noticed maintainers using improper hoist procedures at that command and many others. The team took time to point out this problem during each command’s debrief. One of the major contributors to maintenance mishaps is Sailors deviating from procedures. These shortcuts never are part of the solu-

tion. For a story similar to this incident, you should read “A FLIR-Pod Fumble” in the summer 2002 issue.—Ed.



How Much Did I Just BCM?

By PRCS(AW) Joe Revard and Brenda Hughes

NavAirSysCom 010810Z Apr 99 directed all I-level maintenance activities to turn in failed AN/AVS-6 and AN/AVS-9 NVG image-intensifier tubes. An affordable-readiness initiative funded by NavAir in FY98 attempted to improve the test procedures for these items.

The Night Vision Systems Fleet Support Team (NVS FST) at Naval Surface Warfare Center, Crane Division, now has test equipment capable of screening these image tubes to minimize unnecessary and costly disposal. This effort will meet the requirements for photometric and visual specifications.

New image tubes cost between \$3,200 and \$4,600, and data has shown approximately 30 percent of these items are disposed of incorrectly. This occurs because I-level activities have capability to test only at the system level, instead of the image-tube level. This 30 percent loss also includes in-warranty tubes that should have been reported under the Quality Deficiency Report (QDR) program, which would have given the user an "A" condition replacement.

I-level activities must send non-RFI image-intensifier tubes NSNs 5855-01-151-4191, 5855-01-380-5096 or 5855-01-423-1497 (SM&R coded PAGZA) to the Commander, Code 805B, Naval Surface Warfare Center, using TAC N925 [full address appears next column].

NVS FST will screen and return all RFI image tubes with NSN 5855-01-380-5096 (OMNI III) or

5855-01-423-1497(OMNI IV). If these items are in warranty, NVS FST will return them to the manufacturer for repair or replacement and then will return them to the originating command. NVS FST will retain all image tubes with NSN 5855-01-151-4191 (OMNI II).

Operational OMNI II tubes that are suitable for other-than-aviation users will be sold, and those funds will pay for tube screening. Calibration equipment already has been procured from sales of these tubes, and more calibration sites will be set up for ANV-20/20 test sets.

The total savings since the inception of this program is \$480,100. The fleet has turned in fewer tubes this year, but we hope they will continue to turn in image tubes to the NVS FST.

Senior Chief Revard is a maintenance analyst at the Naval Safety Center. Brenda Hughes is a team leader for the Night Vision Systems Fleet Support Team.



For more info...

Return intensifier tubes to the following address:

UIC: N00164
 Commander
 Code 805B, BLDG 3291
 NavSurfWarCenDiv
 300 Highway 361
 Crane, Ind. 47522-5001
 M/F: Project A/R

NVS FST points of contact for image-tube disposal are: Cathy Quinn, NVS FST DAPML, 812-854-2164 (DSN 482), e-mail Quinn_c@crane.navy.mil; Dennis Alsman, NVS FST Engineer, 812-854-4385 (DSN 482), e-mail Alsman_d@crane.navy.mil; or Carie Johann, NVS FST Logistics, 812-854-5756 (DSN 482), e-mail Johann_c@crane.navy.mil.

The original message—NavAirSysCom 010810Z Apr 99—can be found on the NVS FST web site: <https://pma202.navair.navy.mil>.

