

BRAVO ZULU

AE1 Randall Ackley

HM-14

While deployed to Bahrain with HM-14 Det 1, Petty Officer Ackley made an incredible discovery. After many days of trouble shooting and changing components on an MH-53E rotor-brake system, he diligently started to open one panel after another, looking at individual aircraft wire bundles. His effort paid off when he found degraded Kapton wiring in a harness that holds several wires for the rotor-brake and blade-fold systems.

Petty Officer Ackley's find resolved the problems with the aircraft and also revealed a deeper discrepancy. After researching maintenance diagrams and schematics, he discovered a rotor brake could engage at high-rotor rpm when certain wires within the same bundle touched. His efforts led the command to release a hazard report to alert the fleet about this potential—one of many dangers related to Kapton wiring.



AM1 Richard Weatherly

HC-8

While doing a pre-cruise aircraft material condition inspection on Bayraider 63, Petty Officer Weatherly discovered a problem. A rigid line between the utility hydraulic reservoir and the utility hydraulic pump had chafed against the airframe in the aft pylon area.

Given the severity of his find, the squadron submitted a hazrep and did a one-time inspection of all squadron aircraft. That search led to similar discrepancies on Bayraider 25.

In an unrelated incident, Petty Officer Weatherly inspected the forward rotor head on Bayraider 00 and found the horizontal hinge pin on the forward yellow blade had shifted within the rotor-hub assembly, damaging the hub.



AT3 Timothy Anderson

HSL-51 Det 11

While washing an aircraft at NAF Atsugi, Petty Officer Anderson discovered excessive play in a tail-rotor, drive-shaft viscous damper on Warlord 11—the Seventh Fleet's UH-3H. He immediately notified a QAR, who determined the viscous damper was out of limits—40 thousandths of an inch, to be exact. Petty Officer Anderson was not required to check this part during the wash job; however, he did while the drive-shaft cowling for the tail rotor was open.

One week later and immediately before a night launch, Petty Officer Anderson noticed a hydraulic leak on a dark deck. He told the pilots of the problem and summoned a QAR, who determined that the auxiliary, hydraulic, servo pump had failed. At the rate the pump was leaking, an in-flight emergency would have occurred within five minutes of takeoff. His keen attention to detail prevented a serious problem.



AE3 Gary Thompson and AE3 Brian Fansler

VS-30

During Operation Southern Watch, Diamond 700 was downed for direct-lift control. The DLC problem stumped the AEs until they thoroughly researched the gripe and did a step-by-step maintenance review of the entire system. They found the book was the problem.

Petty Officers Thompson and Fansler discovered an error in the wiring diagram for the AOA system. Their quick but thorough troubleshooting prevented the indefinite loss of an aircraft in a critical phase of operations.

AN Lawrence Niedermayer

VFA-195

The Air Force invited Airman Niedermayer to help brake check an F-15. During this check, he noticed smoke and hydraulic fluid coming from one of the engine-bay panels. He also found a fuel leak from the aft portion of the engine.

The airman notified a tech sergeant, who then opened a panel to check the hydraulic leak. The AMAD had caught fire, and the flames were starting to spread. Airman Niedermayer quickly signaled the "lazy eight" fire signal to the pilot, then ran for a nearby Halon bottle, passing it to the crew chief.

Upon returning with the second bottle, Airman Niedermayer saw the pilot still was in the jet. He quickly got the pilot's attention and frantically signaled for him to get out of the aircraft.

For more information, read the story, "Navy Man Helps Save an Eagle" in this issue.—Ed.



Sgt. Anthony Angell and LCpl. Wesley Trawick

HMLA-369

These Marines removed an access panel to the turret-control amplifier and discovered a severely gouged and damaged forward, lateral, cyclic-control tube. In an effort to determine the nature of the problem, they partly reinstalled the panel and found a cannon plug had caused the damage. They then notified Quality Assurance.

A QAR and airframes rep determined a flaw existed in procedures for installing the forward, starboard, AAR-47 sensor. That part was installed as part of revision A to airframes change 230. The faulty step allowed the cannon plug to touch the gunner's cyclic-control tube, which caused a severe chafe and deep gouge. The command submitted an EI and HMR, detailing Sgt. Angell and LCpl. Trawick's find. Their effort prompted a fleetwide change to the installation procedures.



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don't have to keep it in stock anymore—it can be looked at digitally or paper copies immediately can be requisitioned.”

Ruth and his 13-member editing and conversion team use two methods to post publications to the website: They scan the original paper documents, converting them to an electronic format before posting, or they receive the documents in an electronic format directly from the program offices. “We work closely with data managers throughout NavAir,” said Ruth, who explained that more than 3,000 publications are in the update cycle. When those updates are completed, they send them to NATEC for posting.

William Carey is the Central Technical Publications Librarian Program Manager for Sikorsky Support System, Inc. at Naval Air Station Meridian, Miss. He manages over 7,900 publications using the NATEC website on a daily basis. “The NATEC website provides me current information regarding the latest

changes and IRACs to all my manuals,” said Carey. “It informs me when our manuals become digital and are placed on the NATEC website, making it convenient to order manuals or publications from the Naval Logistic Library.”

Carey is one of many users of the NATEC site, which already has set up 25,000 accounts and averages 40,000 to 50,000 log-ins per month. “We’ve filled more than 105,000 POD G requisitions since early 2000,” said Ruth. “We’re here to serve the warfighter,” Ruth continued. “[*They have*] the right to expect the best guidance, counsel, advice, and support regarding any naval-aviation technology, and this is one way to give [*them*] that support.”

Renee Hatcher and Vicky Falcón work in the NavAir public affairs office.

For more information about the Naval Air Systems Command, supported programs, or to review press releases, visit their website at www.navair.navy.mil.—Ed.

BRAVO ZULU

AD2 Gabriel Gonzalez

VAW-113

Petty Officer Gonzalez was helping with a high-power turn on an E-2C that was needed to troubleshoot an engine discrepancy. The safety chain was in place, and the aircraft was ready to begin a high power.

During the turn, a ship's Sailor ignored the safety chain, walked into the propeller wash, and was blown down by the blast. AD2 Gonzalez immediately grabbed the Sailor and kept him from being blown overboard or into the catwalk, which could have caused serious injury.



AO2(AW) Hector Avendano and AM3(AW) Yuri Lyalin

VAQ-131

During an engine cross-bleed start, Petty Officers Avendano and Lyalin watched as an airman on the catwalk walked beneath the exhaust of their EA-6B. They instantly recognized the danger to anyone around the engines at that power setting. Before they could act, the pilot brought one engine to high power, and the unsuspecting airman climbed up from the catwalk below. To avert a problem, AO2 Avendano grabbed the airman.

The young Sailor continued to walk toward the exhaust, and, before Avendano could grab him a second time, the airman was swept off his feet and fell over the deck edge toward the safety netting. Petty Officers Avendano and Lyalin grabbed the Sailor's leg, but they could not hold him. The Sailor fell overboard, floating for seven hours before a SAR team found him.

Read the whole story in the April-June issue of Fathom.—Ed.

