

Flightfa

Safety

BRIEFINGS

DISTRIBUTION STATEMENT A
Approved for Public Release
Distribution Unlimited

Flightfax

ARMY AVIATION
RISK-MANAGEMENT
INFORMATION

BG James E. Simmons -- Commander and Director of Army Safety

COL John Warren -- Deputy Commander

John Hooks -- Chief of Media and Marketing

LTC Scott G. Ciluffo -- Publishing Supervisor

Judy Wilson -- Managing Editor

Danny Clemmons -- Graphics

Sjarrel Forehand -- Distribution

e-mail - flightfax@safetycenter.army.mil

<http://safety.army.mil>



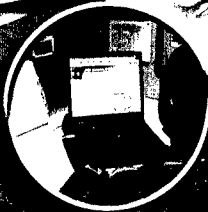
U.S. ARMY SAFETY CENTER



Page 4



Page 7



Page 15

CONTENTS

DASAF's corner	3
What does your passenger brief contain?.....	4-5
FORSCOM ARMS Surveys.....	6
POV accident changes aviator's life.....	7
Updated accident classifications.....	8
Know all your limitations and software anomalies.....	9
Let's talk torque wrenches	10
In-Flight medical equipment AWRs	11
News and Notes	12
HEMTT Tanker fuel line elbow	13
Mishaps	14
Haven't gotten around to filling out forms?	15

POV FATALITIES through 30 November

FY02

24

FY01

14

3-yr Avg

17

Flightfax is published by the US Army Safety Center, Building 4905, Fifth Avenue, Fort Rucker, Alabama 36362-5363. Questions about the editorial issues addressed in Flightfax should be directed to the editor at DSN 558-9855, commercial at 255-255-9855. Distribution questions should be directed to Marketing at 255-255-9855.



DASAF's CORNER

from the Director of Army Safety



Safety is Readiness First Priority

While some of us were fortunate enough to enjoy the holiday season with family and friends, many of our fellow soldiers continued to hold the torch high and execute real-world missions around the globe. Wherever you were, I hope yours was a safe one. Even with all its hustle and bustle, the holiday season isn't just a time of joy and celebration, it is also a time of somber reflection and a time to contemplate future challenges.

The year 2001 will not soon be forgotten. The indescribable horrific acts of cowardice that wrought violence, destruction, and pain on thousands of innocent people are burned into our memories forever. On September 11th, our hearts broke. But the attacks on our homeland rallied our spirit as Americans, and solidified our determination to do whatever was required to eradicate terrorism and make the world a safer place for all who value freedom and security. The year 2001 marked the beginning of a new kind of war—against a new asymmetric enemy. The challenges ahead of us are many.

As an Army, readiness to respond to whatever missions we are asked to do is priority one. In January of each year, we habitually put the final touches on OPORDS and training plans that have been working since the early fall. We continue to refine and begin to execute METL training, attend schools, conduct combat training center (CTC) rotations, and Reserve Component Annual Training (AT) events—all in an effort to further hone our warfighting skills and improve our readiness. I submit to you, however, that before the first aircraft can pull pitch, the first tank roll out of the motor pool, or the first parachute canopy can inflate, we must ensure we have fully integrated risk management into our plans. Incorporating risk management into every facet of an operation significantly enhances readiness by reducing accidental losses. The loss of a soldier or damage to any piece of Army equipment seriously impacts our readiness, and ultimately our ability to fight and win this war on terrorism.

The fact that we lost 169 soldiers in accidents during FY01 clearly reinforces that we are part of an inherently dangerous profession, where soldiers willingly put themselves in harm's way every day to

protect our freedom.

At some level, we are all leaders. And as leaders, we have a responsibility to identify hazards that could potentially cause our fellow soldiers to be hurt or killed. A leader's ability to concentrate finite resources at the critical place and time to destroy the enemy is crucial to battlefield success. Similarly, our ability as leaders to recognize hazards, and put controls in place to reduce risk, is paramount to winning the war against accidents, and preserving resources for warfighting on the battlefield. While eliminating all risk may be impractical, technically and tactically competent leaders making informed decisions at the appropriate level will significantly enhance the Army's readiness.

For a unit to successfully fight as a cohesive combat force, leaders must take the time to ensure safety and risk management are integral parts of all plans and missions. Effective leaders will not allow their subordinates to cut corners, take unnecessary risks, or ignore potential hazards. True leaders will apply the same risk management standard of an informed decision at the appropriate level to both combat and training missions.

Command involves accountability. It's hard enough knowing that you will potentially lose soldiers to enemy fire, but the thought of losing soldiers needlessly because of inattention, indiscipline, or the failure to mitigate risks to the lowest level possible ought to be every leader's worst nightmare.

I challenge each of you to continue to inculcate solid risk management in all that you do, both on and off duty, in garrison and in the field. Our soldiers are counting on you to lead the way. Remember, safety and readiness go hand-in-hand.

Fly Safe!
BG Simmons

20020509 047



What does your passenger brief contain?

*And, by the way,—
are you conducting them?*

Some crewmembers aren't taking the time to brief their passengers in accordance with their aircraft checklist! Some are only giving the passenger brief lip service! Are these fair statements? Before you shoot the messenger, first take a look at how your unit is doing business. Are you taking the time to complete the required brief? Do you cut the brief short because of time? You've flown this VIP before, so one brief is enough, right? WRONG! The aide to the VIP says he is too busy to be bothered? What other excuses have you heard or accepted in the past? Ask someone in your unit to conduct a random survey of passengers flown to see just what kind of briefing they have received. You may be surprised at what they tell you. This aviator conducted a very unscientific survey of visitors (i.e. flight surgeons, VIPs, etc.) touring here at the U.S. Army Aeromedical Research Laboratory (USAARL) and I heard a lot of stories. Many thought you use the same procedure for emergency release of the door assembly for both the UH-1 and UH-60 during an egress. Getting this simple procedure wrong could cost them their lives while trying to get out of a burning or sinking aircraft.

Aircraft crewmembers know what to do when they get into their aircraft – where to step, and not to step, what to touch and not touch, when and how to buckle and unbuckle their restraint system, where the fire extinguishers and survival kits are, and how to use them, and that their helmet's chin strap should be secured and their sleeves rolled down. However, it's just as critical that passengers, whether they are civilian or military, know these things.

Remember, passengers aren't as familiar with

the routine or emergency procedures that are second nature to aircrews. Don't ever assume that they know about your aircraft, simply because they are wearing a uniform and maybe even aviator wings. Remember, your passengers don't know what they don't know. This could lead to serious accidents and injury.

Every pilot-in-command, as well as each crewmember is required to ensure that all passengers, military and civilian alike, are briefed on emergency actions prior to flight in accordance with their aircraft operator's manual. Here are some general suggestions that can apply to just about any aircraft passenger briefing.

■ **Flight data.** Brief passengers of intended route, altitude, time enroute, and weather.

■ **Approaching and departing the aircraft.** Explain proper direction to approach and depart the aircraft to avoid rotor blades, propellers, and exhaust heat. Also go over proper entry and exit procedures.

■ **Seating.** When passengers occupy seats in the area of aircraft controls, caution them against unintentional or inadvertent interference with the controls, both during flight, and when entering or leaving the aircraft.

■ **Smoking.** Remind passengers that smoking is prohibited on board or within 50 feet of any aircraft.

■ **Emergency entrances, exits, and equipment.** Identify location and demonstrate operation of jettisonable doors and windows, escape hatches, cabin doors, cargo ramps, cutout/kickout panels, first-aid kits, troop alarms, jump lights, and emergency escape equipment (axes, etc.).

■ **Safety belts and should harnesses.**

Make sure passengers are familiar with use and operation of this equipment and the requirement to use it.

■ **Helmets.** If passengers are equipped with helmets, remind them to keep the chinstrap secured and the nape strap tight.

■ **Overwater flight.** If flight will be conducted over water, familiarize passengers with flotation equipment, the location and general use of all life-support equipment, and methods of emergency egress in water.

■ **Survival equipment.** Point out location and explain general use of survival equipment such as flares, rafts, radios, etc.

■ **Fire extinguishers.** Point out their location and explain how to use fire extinguishers, with special emphasis on occupant safety (people first, equipment last.)

■ **Clothing.** Brief passengers that shirtsleeves must be rolled down during the entire flight. Be sure that all passengers without helmets wear earplugs or other hearing protection.

■ **Protective masks.** If toxic chemicals are carried inside the aircraft, make sure all passengers have protective masks readily available.

■ **Refueling.** Ensure passengers off-load and remain at least 50 feet from the aircraft during refueling.

■ **Equipment security.** Caution passengers not to throw anything from the aircraft at any time, in flight or on the ground. In addition, remind them to secure all equipment inside the aircraft to prevent it from becoming a missile in the cabin during a crash, and outside the aircraft to prevent it from being sucked into rotor systems, engine intakes or being blown into people/equipment.

■ **Emergency landing position.** Explain and demonstrate proper body position: Bend forward at the waist with feet planted firmly on the floor. Rest chest on knees and hold the position by enfolding and locking arms around and behind thighs.

■ **Off-loading.** Instruct passengers that under normal conditions they should wait until they receive word/signal from a crewmember. In an emergency, they should off-load and move away from the aircraft, to a pre-briefed position. (During a fire, egress should be immediate; no fire, wait until the blades stop turning.)

There is no excuse for cutting short, amending or omitting the passenger brief... your operator's manual requires it. It would be tragic to have someone unable to free themselves, after an accident, from your aircraft because you didn't brief them on how to use the emergency exits. What if they didn't know how to get you out, use the fire extinguisher, to fight a fire or use your survival radio to get help? **Proper passenger briefs each and every time! Just do it!** ✈️

—CW5 Scott Johnson, US Army Aeromedical Research Laboratory, DSN 558-6960
(334) 255-6960, scott.johnson@amedd-emh1.army.mil



FORSCOM ARMS Surveys 1QFY02 Review

What we look for, what we find

Command Factors:

Two deficiencies are recorded frequently. First, Commanders fail to list safety duties for staff offices, subordinate commanders, leaders and individuals. In units that have retained the commander's accident prevention plan, (CAPP) duties are usually listed; however, the statement that safety duties are an individual responsibility is often overlooked. Second is the failure to train the safety staff. Both the Aviation Safety Officer, (ASO) and the Alternate or safety NCO, require training. A formal aviation safety officer's course is the standard for the ASO. NCOs and alternates are often locally trained.

■ **Safety Administration:** The most common deficiency found concerns the safety awards program which the ASO must manage. In most units, individual safety awards, safe driver's awards, impact safety awards and unit safety awards programs should be active and operational. The findings vary from overlooking an applicable area, to having no functional safety awards program. We also commonly find that the ASO has not assisted in the preparation, rehearsal, and review of the pre-accident plan.

■ **Safety Surveys:** The two most common findings in this area are incomplete surveys and failing to enter deficiencies on the unit hazard log. Several good survey tools are used in the field, including our own FORSCOM commander's guide, the 13th edition guide, and the regional accident prevention survey (RAPS) checklists. The error occurs when an area applicable to the unit is not reviewed. The result is an incomplete survey. Not entering deficiencies on the unit's hazard log is another common problem. That error starts a downward spiral from which it is hard to recover. If the issues are not noted, the council will not act, corrections might be missed and problems can repeat.

■ **Safety council:** The failure of the council to review and document survey results and findings, and to offer corrective recommendations is the most common error. The council minutes should include action officers and suspenses to open items. Overlooking action officers

or suspenses are common findings.

■ **Safety meetings and training:** Frequently the training make-up is the most glaring issue in the training arena. We have also found programs that neither include a plan for the topics to be covered in the current year, nor show a record of those discussed the previous year.

■ **Reports and Investigations of Hangar, Aircraft and Shops:** We seldom find grave problems in these areas. No systemic errors are apparent.

■ Safety Related

Programs: Most OSHA programs are reviewed by the ARMS inspection; Hearing Conservation, Fire Prevention, Hazard Communications, Hazardous Waste, Foreign Object Damage (FOD), Drivers Training, and Personal Protection Equipment (PPE) are the programs evaluated in this area. Hearing conservation is the most frequent deficiency noted. Hearing conservation

poses a particular problem in Army Reserve and National Guard aviation units; both cover hearing conservation for fulltime employees and flight-crews, but routinely overlook the exposed part-time soldiers. Another frequent deficiency is Hazard Communications. "Right to know" training is generally provided; however, hazard reviews (driven annually or with the induction of new hazards) are overlooked.

■ Standard Operating Procedures (SOP):

We look for the requirements of AR 385-95 to be addressed in the general SOP or the Safety Management section of the SOP. While the SOP sub-area is generally not a problem, one frequent oversight is the requirement for the ASO's to describe procedures for review of monitored safety programs.

We look forward to future updates in Flightfax. Our new Division Chief, COL Carl Merkt, is extremely focused on Aviation Safety, and looks forward to being in the field. If you have a suggestion for ARMS improvement, drop him a line at Carl.Merkt@forscom.Army.mil ✉

—CW5 Jim Donadini, ASO, Team One FORSCOM ARMS,
donadinijames@forscom.army.mil





POV accident changes aviator's life

Eleven years ago on a cold December night, I received a phone call that brought me to my knees, made me realize how fragile the course of life is and changed my family forever. My mother's voice on the phone sounded like that of another. She was barely able to get the words out as she tearfully told me of the horrible accident. Her mother and her only sister had been blindsided on an open stretch of freeway. Neither had been wearing seatbelts and life would never be the same.

Granny was not seriously injured, but my only aunt; my mentor, a single, beautiful, successful 38-year old woman was in a coma, and doctors did not expect her to pull through. She was on the side of the

impact, and had been thrown forward into the windshield. The damage to her brain was severe. An established trainer of thoroughbred horses, she had always been independent, strong, loving and determined.

It was three years after the accident before her eyes opened and a totally new life began for her. What a different world she had to face, confined to a wheel chair with tubes throughout her body, unable to walk, talk, or even feed herself. In one brief moment, the combination of fatigue, an impaired driver, and failing to wear seatbelts, resulted in the destruction of so many dreams and of so much happiness.


The series of events that so dramatically altered my aunt's life and my entire family's

outlook cannot be changed. Opportunities and choices we consider as just a part of everyday life are no longer possible for my aunt. The outcome of this accident could have been completely different, perhaps just a few cuts and bruises, if my aunt and grandmother had worn their seatbelts.

Today my aunt is communicating through a voice-related computer. She can momentarily stand with mechanical assistance only through her determination and commitment. It was ten years after the accident, before she was fed her first non-liquid meal.

My family's passions for education on proper seatbelt usage, and the prevention of drinking and driving, have continuously grown. I feel that our efforts have made a difference, but there is so much more to be done.

All of us must be assertive, make an effort to keep individuals from drinking and driving, and educate everyone on the importance of seatbelt safety. If the effort results in a change of just one life it is worthwhile. We as aviators abide by pre-flight checklists for safety and survival. Why do we feel that similar precautions are optional on the ground?

I never expected something this tragic to happen to someone that I love so dearly, but in a split second, it did... and it could happen to you. You can make a difference. 

—(The author is a Medical Evacuation Officer.)

Updated rules on accident classifications

As of 1 Oct 2001, AR 385-40, *Accident Reporting and Records*, is clarified with minor changes to definitions of accident classifications.

Accident Class

A

An Army accident in which the resulting total cost of property damage is \$1,000,000 or more; an Army aircraft or missile is destroyed, missing, or abandoned; or an injury and/or occupational illness results in a fatality or permanent total disability.

B

An Army accident in which the resulting total cost of property damage is \$200,000 or more, but less than \$1,000,000; an injury and/or occupational illness results in permanent partial disability, or when three or more personnel are hospitalized as inpatients as the result of a single occurrence.

C

An Army accident in which the resulting total cost of property damage is \$20,000 or more, but less than \$200,000; a nonfatal injury that causes any loss of time from work beyond the day or shift on which it occurred; or a nonfatal occupational illness that causes loss of time from work or disability at any time.

D

An Army accident in which the resulting total cost of property damage is \$2,000 or more but less than \$20,000.

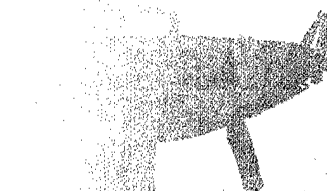
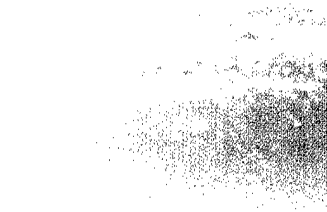
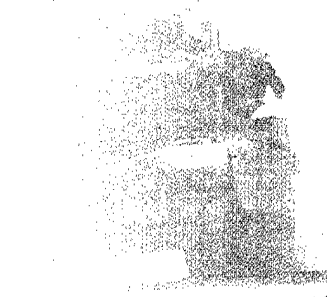
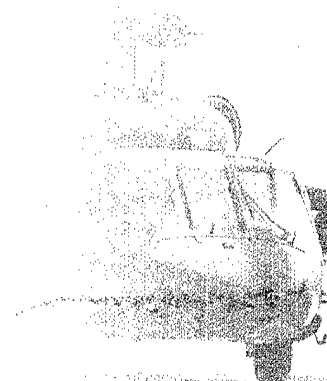
E

An Army aviation incident in which the resulting damage cost and injury severity do not meet the criteria for a Class A-D accident (\$2,000 or more damage; lost time/restricted activity case). A Class E aviation incident is recordable when the mission (either operational or maintenance) is interrupted or not completed.

F

Foreign Object Damage (FOD) aviation incident (Also known as Class F)

—Fran Weaver, US Army Safety Center, DSN 558-1141 (334) 255-1141, weaverf@safetycenter.army.mil



Know All Your Limitations and Software Anomalies



For those of us who fly software configured aircraft, knowing the limitations and anomalies for the version of software, is as important as knowing the limits in Chapter 5 of your -10, and can lead to mishaps if these software limitations are not adhered to. A recent accident investigation revealed that pilots may not always understand all their limitations—especially those who recently transitioned from the OH-58D(I) to the OH-58(R).

In the OH-58D, limitations are covered in TM 1-1520-248-10 for both the OH-58D(I) and the OH-58D(R). Additionally, an Interim Statement of Airworthiness Qualification (ISAQ) also applies to both aircraft. Finally, depending on what version of software and Control and Display System configuration your aircraft is equipped with, there may be an additional Airworthiness Release (AWR) for your aircraft. If your aircraft is equipped with any special equipment, there may be additional AWRs for that particular equipment installation, whether it is temporary or permanent. All of these additional documents add further limitations or restrictions to the way you must operate your aircraft.

For instance, the ISAQ is what currently restricts the OH-58D to a 5200 lb maximum gross weight, even though the -10 limit is 5500 lbs. In this case, there is a conflict between the -10 and the ISAQ, so the ISAQ applies. The ISAQ contains many additional Notes, Cautions and Warnings that must also be observed.


Been tasked to conduct a shipboard mission? Flying in the vicinity of land-based or Navy ships may induce malfunctions or anomalies in certain aircraft systems. Going to the gunnery range? Better review the limits and restrictions associated with ICS Y-cords, AIM-1 DLR lasers, 2.75 inch rocket firing, Hellfire and Stinger operations. Got version 7.0 software installed? Do you know all the

anomalies of this version of software? Do you really understand what they mean? For instance, the acceleration cue on the hover page is “noted” that it does not work properly/is unusable in 7.0 software. Many pilots interpret this as meaning the entire hover page is unusable, so they don’t use the hover page, when in fact all the other functions on the hover page are fully operational.

Has your unit just transitioned to the R model with CDS 3 and B.0.1 software? If so, make sure you understand your aircraft is equipped with a different engine and a different version of CDS and software, and the anomalies with previous versions of software do not apply to your current aircraft. In this case, if there is a conflict with the -10, the ISAQ and the AWR, the AWR shall prevail.

Are you using the approved automated performance planning software for the R3 engine? Did you download the AWR that goes with the software? If your unit is equipped with CDS 4 and digital software, there is a separate AWR for your configuration too... and you guessed it, there are different software limitations and anomalies for this version as well.

Going to a Combat Maneuver Training Center and equipping your aircraft with MILES-AGES II and SMODIM (Smart Onboard Data Interface Modem) equipment? Again make sure you read and understand the limitations and restrictions for installation of special mission equipment.

ISAQs and AWRs supplement the operator’s manual and are “limits” of your aircraft. Do you fully understand your limits? When you take your annual -10 test, is it a generic test, or is it a -10 test associated with the actual version of the aircraft you fly with all the ISAQ and AWRs related to that version? 

—Major Mike Cumbie, Chief, Scout-Attack, US Army Safety Center, DSN 558-3754 (334) 255-3754, cumbier@safetycenter.army.mil

Tools—Let's talk torque wrenches

Keeping torque wrenches up to snuff is a tough job. Your general aircraft maintenance manual, TM 1-1500-204-23-9, has some info on taking care of them. Even more info can be found in TM 9-243, Use and Care of Hand Tools and Measuring Tools. Plus, keep these points in mind.

- Not all torque wrenches are alike. Some torque wrenches may look the same, but they can be quite different.

- If a maintenance task requires torque in inch-pounds, don't grab a foot-pounds wrench. Eyeball the wrench markings to pick the correct tool.

- Remember that the high and low readings of a torque wrench scale will not be as accurate as the readings in between, so use a wrench where the torque you need falls in the middle two-thirds of the scale.

- Before you torque, clean all parts involved with dry cleaning solvent. Clean the threads of the fastener, the mating surfaces and the head of the wrench.

- Lubricate a bolt only when your TM tells you to lube it. Oily threads reduce run-up friction and allow overtorque.

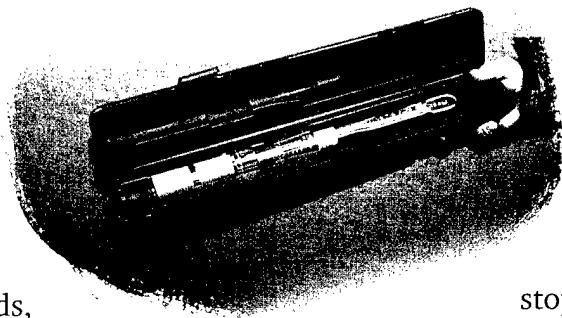
- Torque the nut, not the bolt, unless your TM tells you differently; and when the torque is reached, STOP.

- Getting an accurate torque means going slow and steady until you reach the required

torque. Herky-jerky motions make for bad readings. If you think a reading is bad, back the nut off with a standard wrench and retorque. Never use a torque wrench for loosening. That'll damage its calibration.

- Seizures ruin readings. During the last few turns, just before you reach the torque you want, you might hear a popping sound. It means the fastener has stopped turning momentarily. So back off the fastener with a standard wrench and retorque.

- A torque wrench is not a hammer, so don't use it like one. Likewise, don't toss or drop the wrench. Rough treatment KO's calibration. (Editor's note: If you drop a torque wrench, the calibration may need adjusting. Tell your tool room so it can be turned into TMDE.)




- When you finish a job, check the manufacturer's manual that came with the torque wrench. It should tell you what setting to use for storing the wrench.

- If you have a bending-beam torque wrench, just stop turning and remove the wrench. The pointer should return to zero. Be careful, though; the pointer is not protected. If you bend or damage it, it won't maintain calibration and the next guy won't be able to use the wrench. It must be turned into your local TMDE shop for calibration and repair.

- Micrometer and other torque wrenches can be set at zero before storage unless your tool room SOP says differently.

- Setting the reading to zero takes pressure off the spring while it's not in use. If you leave the pressure on, the calibrated spring will stretch, weaken, collapse or lose tension. That can ruin its accuracy.

- Finally, store each wrench in its own box. Never throw one into a tool box with other tools. You'll damage it every time. Questions about TMDE calibration? Check with your local TMDE coordinator. 

—PS Magazine No. 586

In-Flight Medical Electronic equipment gets AWR approval

Notification of Airworthiness Release (AWR) and medical certification of in-flight medical electronic equipment.

The following medical equipment has been approved for use aboard UH-60A MEDEVAC Helicopters by the U.S. Army Aviation and Missile Command (AMCOM), and the U.S. Army Medical Research and Materiel Command (MRMC) as a result of the Airworthiness Certification Evaluation (ACE) completed at the U.S. Army Aeromedical Research Laboratory (USAARL) in accordance with AR 70-62 and AR 40-61:

- The Physio Control Lifepak 10-59PMI, NSN 6515-01-480-9614
- Lifepak 10-62PMI, NSN 6515-01-481-0245
- Defibrillator/Monitor, the DNI-Nevada Patient Simulator
- Alaris MedSystem III Infusion Pump 2863B or 2865B
- BCI 3303GR, NSN 6515-01-489-6155,
- Pulse Oximeter
- Impact 754 Ventilator
- Impact Portable Aspirator Model 325M,
- Impact Portable Suction System Model 326/326M,
- Unitron Portable Power System, 60 Hertz (Hz) Converter Adapter Plate
- Propaq 106EL/206EL Vital Signs Monitors.

For additional information on the Airworthiness Release (AWR) issued by AMCOM for UH-60A MEDEVAC Helicopters, equipped with the above medical carry-on



equipment and the medical certification memorandum approved by

MRMC, visit USAARL website (www.USAARL.army.mil). The USAARL POCs for ACE are Dr. Khalid Barazanji, (334) 255-6888, DSN 558-6888, khalid.barazanji@se.amedd.army.mil; or CW3 David Talarczyk, (334) 255-6909, DSN 558-6909, david.talarczyk@se.amedd.army.mil.

—RAFAEL C. MONTAGNO, LTC, MS, Director, MEPD (334) 255-1166/1170
rafael.montagno@se.amedd.army.mil

NEWS & notes

SI/FI Conference

The Directorate of Evaluation and Standardization (DES) Utility and Cargo branches recently hosted a conference for Standardization/Flight Instructors (SI/FI) at Fort Rucker. 125 attendees from as far away as Korea came together to share information, training techniques and updates with other experts in the SI/FI community. Attendees got updated on Aeromedical training, ambiguous areas of non-rated crewmember standardization

issues, and Aircrew Training Program Management.

Hopes are to make this an annual event. Many requested more classes on individual aircrew training folder (IATF) management and record keeping, and incorporation of the altitude chamber with the Aeromedical training. Other future topics may include NVG tours and classes, written evaluation development, standing operating procedure (SOP) development, fundamentals of instruction, and Army regulations. ✈

—SFC Robert Cashin, DES, DSN
558-1780 (334) 255-1780,
cashinr@rucker.army.mil

Attention MEDEVAC Commanders and Standardization Officers

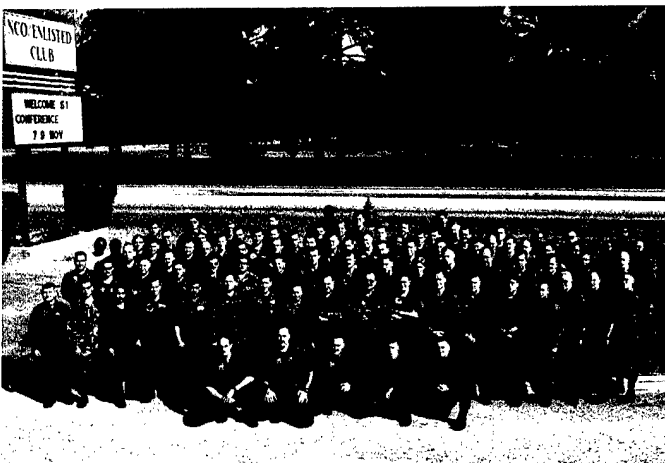
Senior leaders within the Medical Service Corps agree, now more than ever, on the importance of representation for Aeromedical Evacuation in Army Aviation Standardization.

Operational requirements continue to increase for active and reserve component MEDEVAC units without a commensurate increase in resources. In light of recent events, and a possible commitment to homeland security, Aeromedical evacuation assets are stretched to their limits.

As a result, and in the interest of safety and standardization, the

Medical Service Corps Advisor position at the Directorate of Evaluation and Standardization (DES) is now filled; CPT Kenneth S. Helgren is now the MSC Advisor at DES. CPT Helgren is available to you, the MEDEVAC Commander to assist, research or answer any standardization related questions or issues you or your Standardization Officers have.

Questions or comments can be addressed to CPT Helgren at the Directorate of Evaluation and Standardization, Building #4503, Room 119, Kingsman Street, Fort Rucker, AL 36362. His phone numbers are (334) 255-1446, DSN: 558-1446, FAX: 255-2770. email; kenneth.helgren@us.army.mil. Look for CPT Helgren at the 2002 Army Medical Evacuation Conference in February. ✈




NOTICE: HEMTT Tanker—Fuel Line Elbow

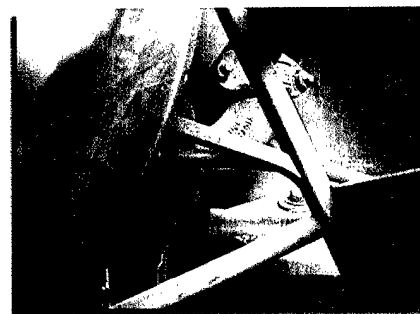
One problem we are seeing that continues to surface on FORSCOM Aviation Resource Management Survey (ARMS) is the HEMTT Tanker (M978) fuel line elbow being in contact with the V5 valve. There is a compliance problem with TACOM Safety of Use Message (SOM) 94-07, partly because an illustration was not provided. Since then, the Army Petroleum Center has obtained a TACOM illustration on how to solve the deficiency.

The key to the solution is cutting off the bolts at the jam nut, and use metal bands (2 each) to support the pup joint. (See illustration.) If the bolts have already been cut off and

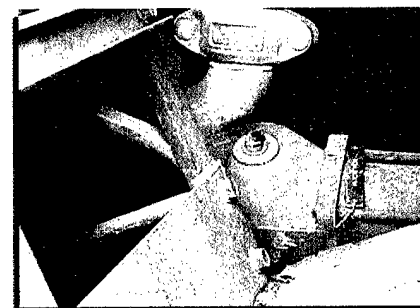
you do not use the metal bands, over time the fuel line elbow will drop onto the coupler, or onto the valve itself. This will start chaffing until a groove is worn into the elbow. This can eventually cause a hole to be worn in the fuel line elbow, causing a fuel leak and potential fire.

Help us get the word out. Regardless of unit type, non-compliance increases the risk of a leak which becomes an environmental and a safety issue. Have your maintenance and POL folks ensure compliance with TACOM SOM 94-07. 

—Jim Lupori, US Army Petroleum Center, DSN 771-6445 (717) 770-6445, jlupori@usapc-emh1.army.mil



Use bands to support pup joint.



An accident waiting to happen.

Cotton or not?

Required items: ID tags, serviceable flight gloves, cotton underwear." How many times a year do we as aviators hear a version of this sentence in a pre-mission crew brief? The truth is, most of us probably read through it without really giving much thought to being caught in a flash fire.

If you ever have the opportunity to speak to someone that has lived through such an experience, it will change your outlook! I was stationed with a fellow aviator who was shot down in Somalia. As he recalled his experience, he showed us the injuries he had received, even with the proper clothing items.

You might say "I purchase all of my uniform requirements at the Military Clothing Sales facility, so I'm good, right?" The answer is—maybe yes, maybe no.

I recently discovered that I could no longer

get 100 percent cotton boot socks. I tried for black, green, even white. As I checked further, I was told that cotton socks could not be ordered. Apparently the introduction of synthetics had nosed out 100 percent cotton clothing items.

This situation has carried over to brown tee shirts and underwear sold by Military Clothing stores. While some are 100 percent cotton, some are 50/50 blends.

I have been informed that most clothing sales stores are aware of our requirements and are working to phase out the blends. Fort Rucker, Fort Campbell and Fort Stewart have placed special orders for 100 percent cotton black boot socks. (Now, if we could just get the one-piece flight suits!)

This may seem like a trivial issue to you—unless you know someone who has been caught in a fire. Wearing 100 percent cotton next to your skin can make all the difference to your survival. Please take time to check the labels.

—Merle D. Goodall, Fort Campbell, KY 42223 (270) 798-2746

ACCIDENT BRIEFS

Information based on preliminary reports of aircraft accidents

AH-64

Class C

A model

■ While on final approach to landing with a simulated engine failure, a student pilot oversped the good engine. Engine torque on the operating engine reached 128% for approximately one second, 2 percent above the limit. The IP took the controls and increased collective to load the rotor system and control the overspeed. The IP landed the aircraft without further incident.

■ During simulated single engine failure, the No.2 engine exceeded torque limits.

Class E

A model

■ During day RL progression training, crew was conducting HIT check when Master Caution and Shaft Driven Compressor (SDC) segment light illuminated. Crew immediately completed a hard shutdown without further incident. Investigation revealed failure of the SDC pressure switch. SDC pressure switch was replaced.

CH-47

Class C

D model

■ Instructor pilot simulated single engine failure by pulling No. 1 engine offline. The PI on the controls adjusted torque between 100-110%. As aircraft approached base leg altitude, PI increased thrust to arrest descent. Torque increased to

140-150 %. (Limit is 123 %.) IP immediately reduced thrust below maximum and aircraft was landed without further incident.

Class E

D model

■ During hover flight, Master Caution flickered followed by a left rectifier segment light. The aircraft returned to the parking area and was shutdown without further incident. Maintenance found moisture in the master caution panel. Master caution panel was replaced and aircraft was returned to service.

OH-58

Class B

D-R model

■ During NOE flight, while repositioning to an OP, aircraft struck a tree. Hard landing resulted in substantial damage to three of the main rotor blades, the landing gear, the mast turret assembly, and the fuselage.

Class C

A model

■ During engine start, TOT peaked at 1000 degrees Celsius. Aircraft was shutdown without further incident.

D-I model

■ During engine start, engine temperature peaked at 1079 Celsius. Aircraft was shutdown without further incident, engine being replaced.

■ During test flight in minus 14 degree Celsius weather, crew had difficulty with the computer and desk unit (CADU)

causing the battery to become weak. Aircraft was shutdown to allow CADU battery charge. After minor delay, the maintenance pilot (MP) elected to run-up the aircraft to check the CADU function. During the run-up procedure, the MP noticed that the throttle was stiff. The engine began to accelerate abnormally and the turbine gas temperature (TGT) rose through 200 degrees Celsius. The MP executed an emergency shutdown by turning the fuel handle valve off. Engine continued to accelerate until the MP used both hands to close the throttle. All TGT strips were illuminated, and Engine Monitor page showed TGT at 1047 degrees Celsius for 3 seconds. There was no residual fire. The accident board determined that the aircraft's prolonged exposure to the cold temperatures allowed moisture on the throttle cable and fuel control to freeze, rendering the throttle difficult to move.

D-R model

■ IP was demonstrating manual throttle operations from the left seat. At the termination of the approach, IP switched from manual throttle to auto. Engine subsequently overtorqued to 143% for 6 seconds and mast torque reached 142% for 4 seconds. Aircraft was landed without further incident.

RC-12

Class E

N model

■ During taxi for run-up checks, aircrew experi-

enced difficulty steering and noticed the tire on the nose wheel was flat. Aircraft was shutdown without further incident. Maintenance replaced nose wheel tire.

UH-1

Class E

H model

■ Aircraft's transponder malfunctioned during cruise flight. Aircraft landed without further incident. Maintenance replaced transponder control head, and released aircraft for flight.

UH-60

Class C

A model

■ During OGE rescue hoist operations in mountainous terrain using night vision goggles, aircraft drifted aft and downward. Left aft portion of main rotor blade came in contact with trees. Major damage to all four tip caps of the main rotor system, as well as one of the leading edge nickel abrasion strips. Debris was also thrown into the tail rotor system, damaging three tip caps on tail rotor paddles. The aircraft was landed without further incident.

K model

■ During approach to elevated site, aircraft's main rotor blade struck terrain. Damage to all four main rotor blade tip caps.

L model

■ Aircraft contacted tree during approach to landing strip. Stabilator damaged.

Haven't gotten around to filling out all those forms?

You know you need to tackle that issue that's been nagging at you. Wouldn't it be great if you could just take care of it on the computer?

If you've been held back by the dread of filling out DA Form 2028 or Product Quality Deficiency Reports (SF 368), help has arrived! A new Army electronic deficiency reporting system has just been put in place. Here's where to send them.

QDR Points of Contact

AMCOM

E-mail: cfo@redstone.army.mil
FAX: DSN 746-4904/Commercial 256-876-4904
Phone DSN 788-6665/Commercial 256-876-6665

CECOM

E-mail: cfo@cecom2.monmouth.army.mil
FAX: DSN 992-1413/Commercial 732-532-1413
Phone: DSN 992-3808/Commercial 732-532-3808

SSCOM

E-mail: hormsbee@Natick-amedd2.army.mil
FAX: DSN 256-5286/
Commercial 508-233-5286
Phone: DSN 256-5043/
Commercial 508-233-5043

TACOM-ACALA

E-mail: qawqdrs@ria-emh2.army.mil
FAX: DSN 793-6653/
Commercial 309-782-6653
Phone: DSN 793-6764/
Commercial 309-782-6764

TACOM-Warren

E-mail: tacomdrs@octagon.tacom.army.mil
FAX: DSN 786-6637/Commercial 810-574-6637
Phone: DSN 786-5422/Commercial 810-574-5422

DA Form 2028


The DA Form 2028 can go several ways:

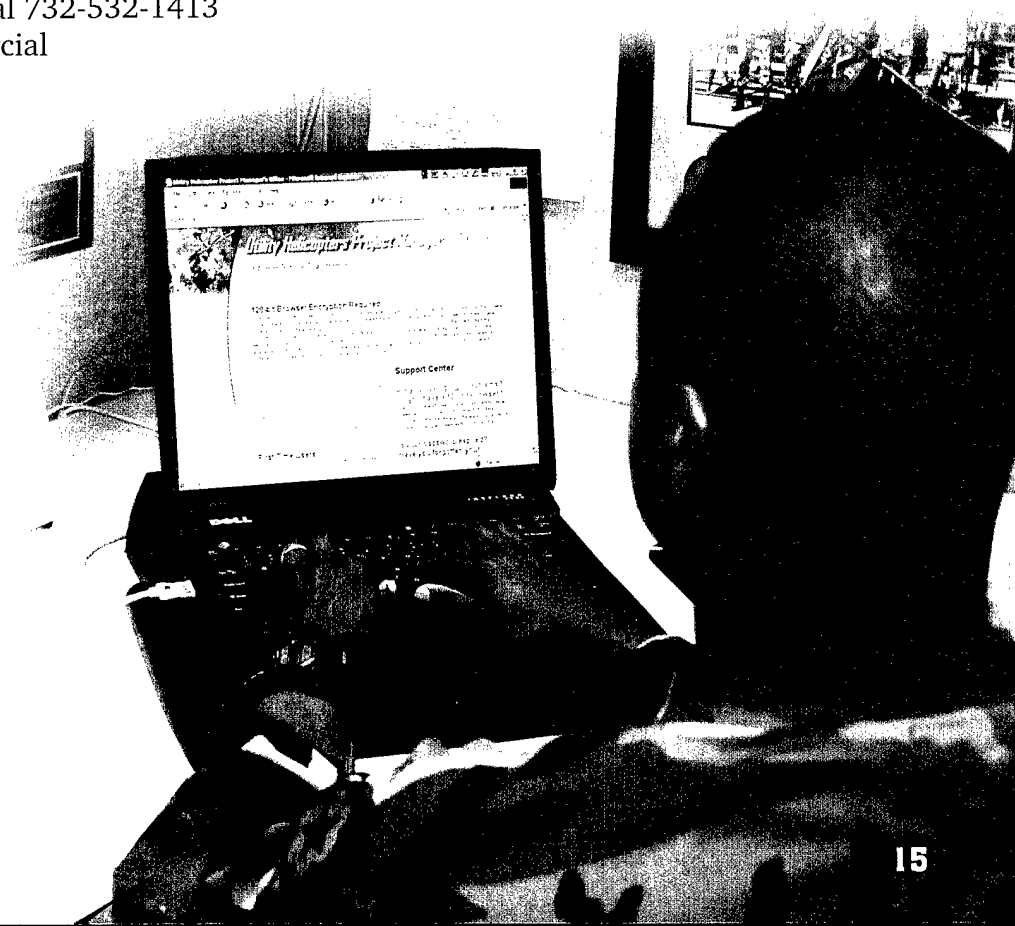
Snail Mail:

Commander, AMCOM (US Army Aviation and Missile Command)
AMSAM-MMC-LS-LP, B-5301, Room 1128
Redstone Arsenal, AL 35898-5230

E-Mail: ls-lp@redstone.army.mil

FAX: DSN 788-6546/Commercial 256-842-6546
Web Access: www.uhpo.redstone.army.mil

The point of contact is Dale A. Lowe. . He can be reached at DSN-746-7758/Commercial 256-876-8858. 



High Flight

*Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings*

*Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—
Wheeled and soared and swung
High in the sunlit silence. Hovering there,*

*I've chased the shouting wind along, and flung
My eager craft through footless halls of air*

*Up, up the long delirious burning blue
I've topped the windswept heights with easy grace*

*Where never lark, or even eagle flew,
And, while with silent, lifting mind I've trod*

*The high untrespassed sanctity of space,
Put out my hand, and touched the face of God*

—Pilot Officer John G. Magee, 1941