

CROSSFEED

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TOOL CONTROL

Consumables Are Tools

By AFCM(AW) Lynne Connor

What is a tool? What is a consumable? Are the consumables you're using "tools?" You can rest assured they are, meaning they need to be tracked.

I notice some commands still use rags—a consumable—that come out of a burlap bag, instead of the industrial, square, red rags that are machine washable and reusable. Procurement and accountability procedures between the two are as different as day and night.

The industrial rags always are tracked with a tool tag and usually are issued in quantities of five, 10, or greater, depending on need or local-command policy. Squadrons apply little control over a common bale of rags [see *the story, "A Rag With a Mind of Its Own" on page 18.—Ed*] They usually are free for the taking from the workcenter, with little emphasis on how many you grab and with no certainty of proper disposal. Because of this lack of concern, that sixth or seventh rag may be left in the aircraft, perhaps in a bilge area or even in an engine-bay compartment.

Also of concern are acid brushes and surgical-prep blades. It's bothersome because wire brushes, which are a similar item, usually are marked on the handle with organizational code, workcenter code, and a number. Why can't we properly label and identify the acid brushes and blades? These items

unknowingly can be left in an aircraft—perhaps yours—and no one will know they're missing. With no accountability, how would a supervisor, maintenance chief, or aviator even suspect possible FOD?

No detailed instructions exist for etching acid brushes. The NAMP requires maintainers to ensure consumable materials not included on the tool container inventory, such as safety wire, electrical tape, and acid brushes, are accounted for when each task is done. Who hasn't found a consumable item left behind in an aircraft, on a maintenance check-stand, or among the contents of the morning FOD walkdown?

The MCN and JCN should be included as part of the shop-tool-container logbook as outlined in the NAMP. This step is required and may save much time otherwise spent looking for a tool, perhaps that acid brush. A tip here: Put the workload report in the tool-checkout logbook where it readily will be available when signing out all tools, even an acid brush.

The Navy has spent years to develop tool-control strategies, which work when people follow them. This program can save many wasted hours spent searching for tools—consumable or otherwise. More importantly, the program saves lives.

Master Chief Connor is a maintenance analyst at the Naval Safety Center.



For more info...

OpNavInst 4790.2H, Volume 5, Chapter 13 outlines the requirements and responsibilities for the tool-control program. Chapter 13, Paragraph 13.4b(10) gives detailed information on the documentation of the MCN and JCN as part of the tool-container logbook.

SUPPORT EQUIPMENT

Eager to Help

By AMCS(AW) Carl Whatley

This story takes place on the flight deck. The first launch of the day was an early go for the E-2 squadron. The flight-deck maintainers were on deck an hour before the go, and the aircrew would walk just 15 minutes later. This was standard procedure, but it was not enough time to prevent a big mistake.

A flight-deck maintenance chief noticed an NC-2 power unit—commonly called a deuce—parked on the starboard side of the aircraft and in front of the starboard propeller. He radioed flight-deck control to get the deuce moved and then went about his job. Ten minutes later, he realized the deuce hadn't been moved, and it almost was time for the aircrew to begin their preflight. With his frustration mounting, the flight-deck maintenance chief waved down a yellowshirt and asked him to move the deuce. Eager to help, the Sailor replied, "Sure chief, I can move it!" The yellowshirt walked over to the NC-2, got on it, started it up, and drove away from the aircraft.

Approximately 30 seconds later, the chief heard the sound of the deuce coming back. He turned toward the sound of the approaching deuce and was astonished to see it head toward an aircraft. The driver did not stop in time and crashed into the aft main-landing gear door on the starboard, outboard side of an E-2, which now was manned.

A medical emergency was called away, and a flight-deck medical team rushed to the scene to administer first aid. The yellowshirt was injured only slightly, with bruises to the chest. The E-2 wasn't damaged [*good old Grumman Ironworks.—Ed.*] and launched on time. An investigation found the yellowshirt was not licensed to operate that piece of gear.

It may sound simple, but, if you're not qualified to operate a piece of support equipment, don't! A can-do spirit always is appreciated, but don't let haste jeopardize your life or the lives of those around you, or lead to equipment damage.

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

TECH LIBRARY

IRAC Incorporations: Are We Doing Them Right?

By AZC Brenda Graboski

Central technical publications librarians (CTPLs) are an important part of any organization. One of their assignments is to make sure interim rapid action changes (IRACs) are incorporated accurately. I encourage your CTPL and your dispersed technical-publications librarian to take the time to read NavAir 00-25-100, *Technical Manual Program*. Work package 006 00 of this manual breaks down every procedure to simplest terms and gives the phone numbers and addresses for technical-publications specialists (TPSs) around the world. These experts can be contacted for assistance with any library question.

When incorporating a type A or B IRAC, which is explained in WP 007 00, insert the message directly behind the title page and mark the affected pages with a note to tell users an IRAC exists. The specific area of text changed is marked with a vertical line that extends far enough to indicate affected paragraphs. For double-column material, mark the center margin for the inner paragraph and the outer margin for the outer paragraph. For single-column material, the mark must be on the side opposite that of the binder. These marks and the IRAC number should be in pencil. The message date-time group should not be marked.

It also is important to mark your CD-ROMs by sticking an adhesive label on the case that