

# NAVAIR RESCUE REPORT

An Update for Navy Aircraft Firefighters  
and Aircraft Handlers



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## Commercial Belly Bands

-VS-

## Locally Manufactured

A recent joint message (261602Z AUG 02) from COMNAVAIRSYSCOM PMA-260 and PMA-251 has approved the use of commercial belly bands as an alternative to locally manufacturing belly bands from E-28 arresting gear tape providing they meet the following requirements:

- Design and fabrication IAW ASME B30.9
- Minimum rated working load shall be 40,000 Lbs vertical hitch, or 80,000 lbs basket hitch
- Minimum webbing width shall be 8 inches

The approval does not preclude the continued local manufacture and use of bellybands IAW NAVAIR drawing 1359AS700. Allowances for either commercially purchased belly bands, or locally manufactured belly bands shall remain as stated in NAVAIR 00-80R-19 and NAVAIR 00-80R-20. Once in use, commercially procured belly bands shall follow general maintenance practices identified in NA-17-1-114.

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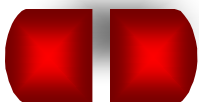
## **Navy Protective Clothing Board**

The Navy Protective Clothing Board (NCPB), Formally the Shipboard Protective Clothing Board, recently convened and discussed improvements to the current flight deck uniform. Specific items of concern were the flight deck trouser, jersey, gloves, boots, and improvements to the Mk-1 float coat.

The blue flight deck trousers are available through Prime Vendor at DSC-P and information for ordering is as follows:

<b>P/N</b>	<b>NSN</b>	<b>P/N</b>	<b>NSN</b>
STYLE #89 (28 SHORT)	4210-01-500-6964	STYLE #89 (36 XLONG)	4210-01-500-7301
STYLE #89 (28 REGULAR)	4210-01-500-6984	STYLE #89 (38 SHORT)	4210-01-500-7304
STYLE #89 (28 LONG)	4210-01-500-6986	STYLE #89 (38 REGULAR)	4210-01-500-7313
STYLE #89 (28 XLONG)	4210-01-500-6989	STYLE #89 (38 LONG)	4210-01-500-7315
STYLE #89 (30 SHORT)	4210-01-500-6991	STYLE #89 (38 XLONG)	4210-01-500-7319
STYLE #89 (30 REGULAR)	4210-01-500-6994	STYLE #89 (40 SHORT)	4210-01-500-7324
STYLE #89 (30 LONG)	4210-01-500-6999	STYLE #89 (42 REGULAR)	4210-01-500-7328
STYLE #89 (30 XLONG)	4210-01-500-7002	STYLE #89 (42 LONG)	4210-01-500-7332
STYLE #89 (32 SHORT)	4210-01-500-7253	STYLE #89 (42 XLONG)	4210-01-500 7336
STYLE #89 (32 REGULAR)	4210-01-500-7256		
STYLE #89 (32 LONG)	4210-01-500-7263		
STYLE #89 (32 XLONG)	4210-01-500-7267		
STYLE #89 (34 SHORT)	4210-01-500-7270		
STYLE #89 (34 REGULAR)	4210-01-500-7274		
STYLE #89 (34 LONG)	4210-01-500-7278		
STYLE #89 (34 XLONG)	4210-01-500-7286		
STYLE #89 (36 SHORT)	4210-01-500-7290		
STYLE #89 (36 REGULAR)	4210-01-500-7291		
STYLE #89 (36 LONG)	4210-01-500-7297		

Cost of the flight deck trouser is \$49.28 each. Khaki trousers are being researched and information on their availability is expected soon.



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## **MK-1 Float Coat**

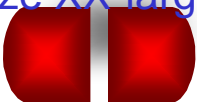
NPCB discussion on MK-1 Float Coat discrepancies.

1. The expansion flap on the back of the float coat gets caught on aircraft etc. This has been sent to the manufacturer for resolution.

2. Auto-inflator pill needs to be replaced VERY frequently. NAVSEA is investigating fleet concerns for more stringent PMS requirements. There are currently two inflator assemblies authorized in the fleet. The "CONAX" inflator assembly (FLU 12/P) is the most expensive and has circuitry and a small detonation charge that inflates the assembly when submerged in water. This unit is presently purchased through DLA, however it is being re-cataloged an explosive and transitioned to the 1377 2E COG. Once complete, the unit is expected to have a 5 year shelf life, and will be available through NAWC at no cost to the fleet user. The assembly will be handled similar to other explosives in its class, and may require special handling until issued. More information will follow as it becomes available.



3. Float Coat is not available in XX-large. NCTRF has sent a request to the manufacturer for implementing a size XX-large.



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4. No current PMS for the MK-1. PMS for the float coat is being revised by NAVSEA.

5. Oral inflation tube on new bladder is a FOD hazard, cap can come off. Do we need the cap? NAVSEA Interim solution is to Duct tape the cap retainer strap and ring into place while the manufacturer evaluates a better cap system. The cap is required to protect the inflator tube from debris, and is used when de-flating the float coat by inverting and pressing inside the inflator tube.

### Flight Deck Jersey

The current flight deck jersey has major quality issues, from failing at the seams to falling apart in the laundry. High quality replacement jerseys made with FR Cotton are being investigated, and multiple sources/manufacturers have been located. Estimated cost of an improved FR jersey is \$20-25 each. Navy Clothing and Textile Research Facility (NCTRF) has begun evaluating FR alternatives to the current FD Jersey, and shipboard testing is expected soon.

\*\*\*Ships should continue to submit Quality Deficiency Reports (QDR's) on failed flight deck clothing and parts through their ships supply system, and forward a copy to PMA-251F3. Documentation is the only evidence that a deficiency exists\*\*\*



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## Flight Deck Boots

Standard issue flight deck boots and 3 commercial items under evaluation onboard USS ROOSEVELT. This testing is expected to expand to the USS NIMITZ soon. Ships should ensure evaluation forms are promptly submitted once the testing period is completed.

## Flight Deck Gloves

Current flight deck gloves are not available in standard sizes, offer little warmth, and hinder the users performance. NCTRF will research a higher performing glove for flight deck use with input from TYCOMS and end users on desired materials, style and performance.

**Did you know?** A recent message from NAVAIRSYSCOM PMA-251F3 (101636Z OCT 02) approves repairs on proximity fire fighting clothing as an option to replacement? The repairs must be conducted IAW NFPA 1976 Standard (2000 edition) and the original manufacturer specifications, and only by an authorized repair facility approved by the original garment manufacturer. This applies to articles that meet NFPA 1976 Standard (2000 Edition) only. Proximity suits purchased previously which do not meet the 2000 edition standard, shall be replaced through attrition.



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**NATOPS ARFF Manuals.** All four ARFF manuals are now being delivered to commands in both hard copy and CD ROM versions this month. Please take the time to review all four ARFF manuals and send NATOPS Change Recommendations to NAVAIRSYSCOM PMA-251F3. We are anticipating the next NATOPS review to be held in Norfolk, Va. Apr 2003.

\*\*Anyone can submit a NATOPS Change Recommendation form. Follow the instructions in the appropriate manual for details on how to submit recommendations, or contact PMA-251F3 to Email or FAX your Change Recommendations.



With the holiday season upon us, we would like to take a moment and thank the many folks who will be away from their families this season for the sacrifices they are making to ensure our freedom. From all of us at PMA-251 we wish everyone a

*Merry Christmas*

*and a*

*Happy New Year!*



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Questions from the fleet. *“Is “Super Blast Off” authorized to be used on the flight deck as a cleaner?”*

YES! The list of approved flight deck cleaners is listed below.

<u>Company</u>	<u>Product</u>	<u>NSN</u>
ASHLAND SPECIALITY CHEMICAL	EDGE H.D.	6850-01-376-1201/1202
ALLIEDENTERPRISES	TASK FORCE	6850-01-376-1201/1202
B AND B TRITECH INC.	B AND B 88NA	6850-01-376-1201/1202
BEACH CHEMICAL and PAPER	FORMULA 909	6850-01-376-1201/1202
CALIEN Sales	FAST CLEAN	7930-01-362-3238
ELSCO Int.	SUPER BLAST OFF	7930-01-364-7375 7930-01-381-3353

Questions from the fleet *“Our flight deck jerseys fall apart after one wash, is there something we can do about it?”*

YES! Any item that fails after minimal use should be reported to the appropriate supply channel utilizing a Quality Deficiency Report (QDR). Although most ships echo this same concern, only a few have completed the proper documentation to notify the supply centers of failing units. When submitting a QDR, ensure you document the information from the garment label on the QDR so the specific batch and manufacturer can be traced.





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The 2002 ALLEN G. OGDEN Award competition announcement will be released in late December, or early January 2003. The competition judging is expected to be in Quantico, Va. from 22-23 April 2003. Expect minor changes to the package rules and layout from last year as the program is currently being reviewed. For more information log onto: [www.navmarfpa.com](http://www.navmarfpa.com).

AVIATION BOATSWAIN'S MATE ASSOCIATION



PATUXENT RIVER CHAPTER

**The 2003 ABMA Symposium** will be held at the water front Holiday Inn Select, Solomons, Maryland, July 28<sup>th</sup> through August 2<sup>nd</sup>, 2003. BEQ/BOQ space in the Patuxent River area is very limited. The Holiday Inn Select hotel rate for active military is \$66.00 per night single, and \$76.00 per night double (subject to change based on prevailing GSA guidelines). Solomons Campground is directly across Maryland 4 from the hotel. Camper and RV rates are \$35.00 per night, or \$159.00 per week (Full hook-ups). For more information log onto the ABMA website at : <http://www.abma-usn.org> and look for keyword "Symposium". You can also email the Pax River chapter at [paxriverabma@hotmail.com](mailto:paxriverabma@hotmail.com).

This newsletter is published quarterly by PMA-251F3. We are always looking for fleet news around the world to include in our newsletter. Send in your comments, questions or suggestions to LT Scott Dancer, Bldg. 2272, Suite 348, NAVAIRSYSCOM, 47123 Buse Rd. Unit IPT, Patuxent River, Md. 20670-1547, or call 301-757-6998, DSN 757-6998, Fax 301-757-6800 or email [dancersr@navair.navy.mil](mailto:dancersr@navair.navy.mil). The next issue deadline will be the end of the current quarter.

