



DEBRIEFING

Flight Safety is Everybody's Business

Dotting the Ts and Crossing the Is – Improper Paperwork/Maintenance Procedures

One of the Directorate's newest employees, Sergeant Mike Brown, has flown into action. Working in our technical cell, Sergeant Brown (DFS 2-5-2-2 Aviation Technician) will be looking to highlight occurrences within the maintenance community. Of course this is not solely his responsibility; it is the responsibility of everyone in the aviation community. So if you see something that you believe needs more attention please contact Sergeant Brown via intranet e-mail or via external e-mail at brown.mb2@forces.gc.ca or via telephone at 613-992-5217. The following flight safety occurrence caught his attention.

(5 April 2005, Occurrence #120840)

Upon being tasked to carry out a test flight on a CH-146 *Griffon* the technician reviewed the previously closed CF 349s (Aircraft Unservicability Records). It was noted that a number of items requiring "independent checks" had not been performed and so this flight safety occurrence report was filed.

This necessitated an extensive audit of the CF 343 (Aircraft/Engine Second Level Inspection Record) 600-hour and 3000-hour/5-year inspection records as well as all the supporting CF 349s. The following list contains the improper paperwork/ maintenance procedures identified:

1. The 25hrs/30 day inspection carried out in a support work entry.
2. The weight and balance verification was signed by an unauthorized technician.
3. The same technician' signature appeared in the "inspected by" and the "independent" blocks of the CF 343 Inspection Record.
4. A technician performed work in the fuselage area during an inspection and then completed and signed the Aircraft Quality Control Audit.
5. The CF 343 Inspection Record was missing an "independent" signature. The technician who completed the task failed to sign the "IND" block.
6. Technician's signature missing from the list of personnel (CF 343 cover sheet) who performed work on the aircraft.
7. Tail rotor removed but no paperwork generated to identify the work done.
8. A "C Release" qualified technician signed the CF 343 Inspection Record as being complete but did not notice problem 3,4,5,6, and 7 identified above.



9. A CF 349 was generated which stated "servicing set to be audited by AMCRO" but it was signed in error and deleted. The technician explained that he had done this because there was no an "A level" technician available to sign and that the pilot was ready to perform the ground run.
10. The post inspection ground run identified a problem with the automatic fuel control unit (AFCU). As a result two CF 349 entries as well as numerous support work entries were made. The AFCU was then replaced but 3 "independent" signatures were missed.
11. Upon completion of the post inspection ground run it was unclear if the aircraft was serviceable due to the non-descript entry: "post inspection G/R carried out".
12. The aircraft was signed as "C Released" for a test flight without confirming that all the proper "independent" checks were performed.
13. Once the occurrence was raised a CF 349 should have been generated but no entry was made.

In conclusion, there were numerous people involved and numerous errors made in both the paperwork and the procedures. These mistakes were not made by apprentices but by experienced individuals of different ranks. Although the change of the AFCU (item 10 above) led to the filing of the occurrence it was the audit of the entire inspection process that proved that closer scrutiny/supervision is required by all technicians and supervisors with regards to the performance of maintenance tasks and the requisite paperwork.

Some of the individuals involved in this incident underwent refresher AMCRO training while others were briefed on proper maintenance procedures.

So how do **you** avoid this sort of occurrence? Check out the *Maintainer's Readiness Checklist* that appeared in the August 2005 *Debriefing* at:

http://airforce.dwan.dnd.ca/dfs/PDF/DFS_NEWSLETT/ER/Debriefing_aug05_e.pdf