



DEPARTMENT OF THE ARMY

ASF Olathe
Building 221 Suite 1
New Century, KS 66031

REPLY TO
ATTENTION OF

AFRC-AKY-AOK

10 March 2021

MEMORANDUM FOR RECORD

SUBJECT: Pre-Accident Plan Exercise

1. Scenario: During a NVG ATM flight Aircraft 12-08885 had a combining transmission chip detector caution. Flight crew executed a precautionary landing at Mule DZ. Flight crew called back to operations and explained the situation and that a crewmember would remove and inspect chip detector, and determine if they would need maintenance support or be able to self-recover the aircraft. After inspection, the chip detector did not have an accumulation of ferrous material. Maintenance determined that the aircraft could be started, and if there was no further illumination of a combining transmission chip detector caution, flown back to KIXD. Upon run-up, there was no indication of a chip and aircraft was recovered back to home base.

2. Personnel: Overseeing/participating in the event was DAC Edward Lambert, and DAC Bric Lewis. The flight crew was DAC Edward Lambert, CW2 Jacob Meyers, and DAC Brett Hopkins. Flight surgeon, LTC Hall, determined DNIF and toxicology was not required. DAC Richard Sherman (ASF Maintenance Supervisor) made determination for chip detector inspection and subsequent MOC and RTB. CW4 Jeremy Collins (B Co. Safety Officer) and CW2 William Lafreniere (D Co. Safety officer) were notified, and decided no further action from B Co, or D Co would be needed. Operations officer (DAC Doyle Riley and DAC Carol Simpson), coordinated notification, quarantined records, and follow up action with the flight crews records. Provost Marshal and PAO were not notified due to the extent of the exercise and recovery back to home station.

2. Actions: Upon notification of the incident it was determined that primary crash alarm (911) was not needed since no aircraft damage or crewmember injury took place. Pre-Accident plan was executed at that point with activation of the secondary alarm system which was the notification process of chain of command and major players. Upon notification of the maintenance supervisor, the decision was made to pull the chip detector and inspect it, then ground run the aircraft, to insure no further maintenance actions would be necessary and recovery back to home base was possible. Determination was made that the PAO and Provost Marshal were not needed due to the fact that the incident would be handled by maintenance. At that point it was determined that this was an exercise and ENDEX was announced for the involvement of the aircraft. AAR was performed and corrections made to locally produced forms to update contact information and other findings during the AAR.

3. Findings:

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a. Personnel: Three personnel that were not previously part of a Pre-Accident Plan exercise were involved. The rest of the personnel involved were full time support staff, it would be beneficial to have more involvement from personnel that are not full time. Most of the major players were readily available in operations, allowing timely decisions to be made. Overall the personnel that executed the plan had a good understanding of what needed to be done and completed in order to effectively ensure that plan was executed properly.

b. Communication: It was determined that having the crew member calling ops to execute the pre-accident plan on speakerphone allowed most of the major players to all be simultaneously notified, reducing notification time and misinformation. It was identified that the internet phone system was malfunctioning, requiring crew member to try to contact operations multiple times. A cell phone number roster on the pubs bag would have allowed the crewmember to contact operations if unable to contact them on the landline. It being an exercise was not discussed prior to execution, but was communicated as a simulated event throughout all phases. This insured that the exercise was not elevated past the required level of notification.

4. Corrective Actions: Contact information on the contact card connected to the pubs bags has been updated due to recent personnel changes. Next execution of a Pre-Accident Plan exercise will be conducted when fewer full time support personnel are here, i.e. when a TPU soldier is Airboss during an NVG ATM.

5. POC is the undersigned at (719) 516-0097 or john.l.hollingsworth.civ@mail.mil.

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