

BOMB RACK (BRU-30 SERIES) ACTIVE
 AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

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NOTE: OPEN problems denoted by asterisk (*) following problem number.

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PROBLEM NO: 10706 CLOSED

END ITEM	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
:	BOMB EJECTOR RACK	1534AS5000	1095	01-300-1671	
	RACK, BOMB EJECTOR	J013400-503	1095	01-125-8943	
	RACK, BOMB EJECTOR	J013400-525	1095	01-278-9395	
	BOMB RACK EJECTOR	J013400-527	1095	01-324-8752	
	RACK, BOMB EJECTOR	J013400-531	1095	01-300-1671	

EI CNTRL NO:

PROB BRIEF : BRU-32; SAFETY HANDLE AND RETAINING NUT MISSING

PROBLEM : BRU-32/A Bomb Rack ejector handle and retaining nut loose/missing.
DESCRIPTION

PREVENTIVE : Ensure all maintenance procedures are strictly followed and the bomb
ACTION rack is in the RFI status prior to fleet issue.

CORRECTIVE : Technical Manual AW-382AC-750-000 provides appropriate installation
ACTION instruction for the safety handle and retaining nut. These instructions recommend the retaining nut be secured with Primer MIL-S-22473 Grade T Form R and Sealant MIL-S-46163 Type II Grade N. These procedures will preclude future occurrences of this type.

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VFA-106	CODR	V09679-01-0019	03APR01	CLOSED
	NAS FALLON	HMR/TFOA	N60495-01-0026	02APR01	CLOSED
	VMFA-134	HMR	M09365-01-0003	01FEB01	CLOSED
	VMFA(AW)-224	HMR/TFOA	M09439-01-0007	26JAN01	CLOSED
	VFA-125	CODR	R09485-00-0004	25JAN00	CLOSED *
	VMFA-212	HMR/TFOA	M09434-99-0010	19MAY99	CLOSED *
	VFA-125	CODR	R09485-97-0073	01AUG97	CLOSED *
	NSATS PAX RIVER	CODR/EIR	N39783-97-0103	30JUN97	CLOSED *
	VFA-81	CODR	V09221-96-0035	11AUG96	CLOSED *
	VFA-81	HMR/TFOA	V09221-96-0033	19JUL96	CLOSED *
	NAS PATUXENT RIVER	CODR	N0428A-95-0059	17OCT95	CLOSED *
	VMFA-451	HMR/TFOA	M09238-94-0016	15JUN94	CLOSED *
	NATC PAX RIVER	EMR/TFOA	N00421-88-0182	07APR88	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

ACTION : VFA-106 CODR V09679-01-0019 03APR01 CLOSED

END ITEM	PART/DOC. NO.	FSC	NIIN	NALC
:	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			
	S/N: RLG0039			
FAILED PART:	D013468-503	5340	01-303-3983	
	NOMEN: HANDLE, SAFETY SELECTOR			

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PROBLEM NO: 10706

(Continued)

DESCRIPTION:

During preflight inspection, the ground crew discovered that the ground safety handle was missing from the BRU-32 on station five. The aircraft had last flown on 30 March, 2001. The BRU-32 was turned over to NAS Oceana AIMD for repair and return to ready for issue status. CFA response was not required.

ACTION TAKEN:

09APR01: During the review of the reported incident, RTSC Indianapolis concurred with the reports submittal for tracking purposes only. VFA-106's participation in AWCAP is greatly appreciated. Closing action.

ACTION SUMMARY	:	ACTIVITY/CODE RTSC INDIANAPOLIS/CNPCOO	ASSIGNMENT CLOSE PROBLEM	DUE DATE 09APR01	STATUS COMPLETE
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REFERENCES	:	IDENTIFICATION VFA-106 MESSAGE 030804ZAPR01 RTSC INDIANAPOLIS/CNPCOO CFA REVIEW 09APR01	REFERENCE BRIEF PROBLEM REPORTED PROBLEM CLOSING
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ACTION	:	NAS FALLON	HMR/TFOA N60495-01-0026	02APR01	CLOSED
END ITEM	:	PART/DOC. NO. 1534AS5000 NOMEN: BOMB EJECTOR RACK S/N: UNK	FSC 1095	NIIN 01-300-1671	NALC
FAILED PART:		D013468-503 NOMEN: HANDLE, SAFETY SELECTOR	5340	01-303-3983	

DESCRIPTION:

During a flight training mission over B-17 range, the safety handle separated from a BRU-32 bomb rack mounted on station six. The handle was not recovered and is unavailable for investigation. There was no damage to the aircraft.

ACTION TAKEN:

06APR01: During the review of the reported incident, RTSC Indianapolis concurred with the reports submittal for tracking purposes only. NAS Fallon's participation in AWCAP is greatly appreciated. Closing action.

ACTION SUMMARY	:	ACTIVITY/CODE RTSC INDIANAPOLIS/CNPCOO	ASSIGNMENT CLOSE PROBLEM	DUE DATE 06APR01	STATUS COMPLETE
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PROBLEM NO: 10706

(Continued)

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAS FALLON MESSAGE 02APR01	PROBLEM REPORTED
	RTSC INDIANAPOLIS/CNPCOO CFA REVIEW 06APR01	PROBLEM CLOSING

ACTION : VMFA-134 HMR M09365-01-0003 01FEB01 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			
	S/N: UNK			
FAILED PART:	1534AS246	5340	01-132-0127	
	NOMEN: HANDLE, DOOR			

DESCRIPTION:

The ground safety handle was found to be missing from a BRU-32 during a flight safety inspection by the ground crew. Item was not recovered. CFA response was not requested.

ACTION TAKEN:

05FEB01: During the review of the reported incident, RTSC Indianapolis concurred with the report submittal for tracking purposes only. VMFA-134's participation in AWCAP is greatly appreciated. Closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	RTSC INDIANAPOLIS/CNPCOO	CLOSE PROBLEM		COMPLETE 05FEB01

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VMFA-134 MESSAGE - EI WEBSITE 01FEB01	PROBLEM REPORTED
	RTSC INDIANAPOLIS/CNPCOO CFA REVIEW 05FEB01	PROBLEM CLOSING

ACTION : VMFA(AW)-224 HMR/TFOA M09439-01-0007 26JAN01 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	J013400-531	1095	01-300-1671	
	NOMEN: RACK, BOMB EJECTOR			
	S/N: UNK			
FAILED PART:	D013468-503	5340	01-303-3983	
	NOMEN: HANDLE, SAFETY SELECTOR			

DESCRIPTION:

During post flight inspection the ground safety handle found was discovered to be missing from a BRU-32 bomb rack. CFA response was not requested.

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PROBLEM NO: 10706

(Continued)

ACTION TAKEN:

29JAN01: During the review of the reported incident, RTSC Indianapolis concurred with the reports submittal for tracking purposes only. VMFA(AW)-224's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCOO	CLOSE PROBLEM		COMPLETE 29JAN01

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VMFA(AW)-224 MESSAGE 261500ZJAN01	REPORTED PROBLEM
		RTSC INDIANAPOLIS/CNPCOO CFA REVIEW 29JAN01	PROBLEM CLOSING

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PROBLEM NO: 16408 CLOSED

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	BOMB RACK EJECTOR	J014000-533	1095	01-335-0648	

EI CNTRL NO:

PROB BRIEF : BRU-33; ROCKET CONNECTOR COVER MISSING

PROBLEM : Rocket connector cover discovered missing from bomb rack.
DESCRIPTION

PREVENTIVE : Not determined.
ACTION

CORRECTIVE : Under investigation.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	NSATS PAX RIVER	CODR/EIR	N39783-97-0006	05NOV97	CLOSED
ACTION :	NSATS PAX RIVER	CODR/EIR	N39783-97-0006	05NOV97	CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	J014000-533	1095	01-335-0648	
	NOMEN: BOMB RACK EJECTOR			
	S/N: QXC639			
FAILED PART:	J014000-533	1095	01-335-0648	
	NOMEN: BOMB RACK EJECTOR			

DESCRIPTION:

During postflight inspection, the ground maintenance crew discovered the rocket connector cover was missing from the inboard side of BRU-33A/A (S/N QXC-639) on aircraft station 9. Further investigation revealed there was no damage to the aircraft. The suspect bomb rack was being retained at NSATS PAX River QA Department pending a response from the CFA.

ACTION TAKEN:

24NOV97: The CFA reported the discrepant parts and photographs of BRU-33A/A (S/N QXC-639) were hand carried to HTSC Indianapolis for further analysis. Upon completion of the investigation, all concerned will be provided the results.
19SEP01: Findings: Failure analysis indicated covers failed due to fatigue failure near inner edge of holes for installation screws due to following sequence of events: Brittle failure of anodic coating of cover near screw and cover interface. High stress concentrations in cover where anodic coating failed. Crack initiation at high stress concentration site. Crack propagation due to severe flexure caused by airborne turbulence. Final overload exceeding strength of

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PROBLEM NO: 16408

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remaining material.

Conclusion: Covers experienced fatigue failures due to failure of anodic coating and high stress concentrations. Aluminum material lacks sufficient strength in stress areas.

Recommendations: Design of rocket connector cover be changed to incorporate a coating better suited to this application than anodizing and increase thickness of aluminum plate material. NSATS Patuxent River's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		HTSC INDIANAPOLIS/CNPBJK	INVESTIGATE PROBLEM		COMPLETE 19SEP01

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		NSATS PAX RIVER MESSAGE 050917ZNOV97	PROBLEM REPORTED
		HTSC INDIANAPOLIS/CNPBJK MESSAGE 241237ZNOV97	PROBLEM INITIAL RESPONSE
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 191535ZSEP01	PROBLEM CLOSING

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PROBLEM NO: 16439

CLOSED

END ITEM	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
:	EJECTOR BOMB RACK	1534AS100	1095	01-324-8752	
	BOMB EJECTOR RACK	1534AS5000	1095	01-300-1671	
	BOMB RACK EJECTOR	J013400-527	1095	01-324-8752	
	RACK, BOMB EJECTOR	J013400-531	1095	01-300-1671	

EI CNTRL NO: 99-0018

PROB BRIEF : BRU-32; HUNG STORE

PROBLEM : Conduit was loose or not connected causing the rack to fail.
DESCRIPTION

PREVENTIVE : Ensure maintenance is properly performed prior to placing into Ready
ACTION For Issue status.

CORRECTIVE : Return rack to AIMD for repair.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VF-143	CODR	V09281-01-0017	09JUN01	CLOSED
	VF-143	CODR	V09281-01-0018	09JUN01	CLOSED
	VF-14	CODR/EIR	V09084-00-0023	29OCT00	CLOSED
	VFA-192	CODR	R09076-99-0055	21SEP99	CLOSED
	VFA-15	CODR/EIR	V09015-99-0043	31MAY99	CLOSED
	VMFA-112	CODR	M08954-98-0004	13MAR98	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

ACTION : VF-143 CODR V09281-01-0017 09JUN01 CLOSED

END ITEM	PART/DOC. NO.	FSC	NIIN	NALC
:	1534AS100	1095	01-324-8752	
	NOMEN: EJECTOR BOMB RACK			
	S/N: UNK			
FAILED PART:	1534AS100	1095	01-324-8752	
	NOMEN: EJECTOR BOMB RACK			

DESCRIPTION:

An aircraft was loaded with ordnance and launched on an air-to-ground sortie. The aircraft was recovered with one MK-82 hung on station four. When downloaded, it was revealed that both CCU-45 cartridges were expended. A post flight inspection of the BRU-32 revealed that the piston assembly (P/N C013430-1) was missing from the bomb rack. It was noted that the weapons rail and the BRU-32 were received from NAS Oceana AIMD in ready for issue condition on 8 May 2001. CFA response was requested.

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PROBLEM NO: 16439

(Continued)

ACTION TAKEN:

15JUN01: VF-143 was advised that installation of release piston assembly can only be verified visually. CRALTS test and aircraft release and control tests do not ensure that the release piston assembly is installed. Proper installation of release piston assembly must be verified subsequent to normal maintenance evolutions. VF-143's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCOO	CLOSE PROBLEM	COMPLETE 15JUN01	

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VF-143 MESSAGE 090703ZJUN01	PROBLEM REPORTED
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 151959ZJUN01	PROBLEM CLOSING

ACTION	:	VF-143	CODR	V09281-01-0018	09JUN01	CLOSED	
		END ITEM	:	PART/DOC. NO.	FSC	NIIN	NALC
				1534AS100	1095	01-324-8752	
				NOMEN: EJECTOR BOMB RACK			
				S/N: UNK			
		FAILED PART:		1534AS100	1095	01-324-8752	
				NOMEN: EJECTOR BOMB RACK			

DESCRIPTION:

An aircraft was loaded with ordnance and then launch on an air-to-ground sortie. The aircraft was recovered with one MK-82 hung on station four. When downloaded, it was revealed that both CCU-45 cartridges were expended. A post flight inspection of the BRU-32 revealed that the piston assembly (P/N C013430-1) was missing from the bomb rack. It was noted that the weapons rail and the BRU-32 were received from NAS Oceana AIMD in ready for issue condition on 30 May 2001. CFA response requested.

ACTION TAKEN:

15JUN01: VF-143 was advised that installation of release piston assembly can only be verified visually. CRALTS test and aircraft release and control tests do not ensure that the release piston assembly is installed. Proper installation of release piston assembly must be verified subsequent to normal maintenance evolutions. VF-143's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCOO	CLOSE PROBLEM	COMPLETE 15JUN01	

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PROBLEM NO: 16439

(Continued)

DESCRIPTION:

GBU-31(JDAM) munition (BLU-109A/B thermally protected bomb, with KMU-558/B guidance section kit, FMU-152/B fuse, Mk 122 arming safety switch) loaded on F/A-18 BUNO 164973 (station three) in accordance with F-18 stores loading manual. Weapon and fuse preflight verified correct settings, configuration and loading. Non-turbulent flight conditions (30,000 ft altitude, 546 knots), straight and level release in cruise configuration. Release and chase aircraft reported good release. Chase aircraft followed weapon and reported guidance appeared normal for an accurate impact on target. Delivery and chase aircraft reported weapon did not detonate. Post flight investigation and review of CVRS tape revealed correct delivery and impact information entered into aircraft systems, in-range delivery of weapon and one X'ed-out J109 with a a hung and unlocked indication on Digital Display Indicator stores format following weapons release. Post flight weapons release and control checks were performed with no discrepancies noted. Station three bomb rack removed and replaced. Suspect BRU-32A/A failure. CFA response requested. Bomb rack turned into CV-63 AIMD for further testing.

ACTION TAKEN:

07OCT99: Ship rack to RTSC Indianapolis for Engineering Investigation. EI control number RTSC-XARM-0023-9S.
28OCT99: Rack shipped to RTSC under TCN R03363-9299-4803.
10SEP01: Findings: EBF circuits of BRU-32 serial number SJH002 were tested and found to be acceptable. However, the first resistance check read approximately 30 ohms between EBF connector J3 center conductor pin and ground. This resistance is believed to have been caused by corrosion on the center pin. After subsequent readings were taken with and without hooks closed, resistance readings were acceptable. The S1 switch operated normally. Another finding is one shield contact in EBF connector J3 was missing. Whether this contact bent over and shorted the center conductor to ground could not be determined. It is possible for a shield contact to bend over (break) and short the center conductor pin to ground. Broken contacts may eventually fall out of EBF connector J3 upon store release. General rack appearance exhibited corrosion in many other areas. The 30-inch hook pin was extremely dirty and showed signs of corrosion. Wedge retaining system was out of adjustment, which could cause problems getting hooks to close.
Conclusions: EBF signal could have been lost due to corrosion on center conductor pin of EBF connector J3 or shield contact shorting center conductor pin to ground.
Recommendations: BRU-32 technical manual AW-382AC-750-000 will be revised to require a specific inspection of EBF connector J3 at the 210-Day inspection. VFA-192's participation in AWCAP is greatly appreciated. Closing action.

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PROBLEM NO: 16439

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ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	RTSC	INVESTIGATE		COMPLETE 10SEP01
	INDIANAPOLIS/CNPCOO			

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VFA-192 MESSAGE 210900ZSEP99	PROBLEM REPORTED
	RTSC INDIANAPOLIS/CNPCOO MESSAGE	INITIAL RESPONSE
	071607Z OCT99	
	USS KITTY HAWK (CV-63) MESSAGE	SHIPMENT OF AIRCRAFT
	280358Z OCT99	ARMAMENT EQUIPMENT
	RTSC INDIANAPOLIS/CNPCOO MESSAGE	PROBLEM CLOSING
	102013Z SEP01	

ACTION :	VFA-15	CODR/EIR V09015-99-0043	31MAY99	CLOSED
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	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	J013400-531	1095	01-300-1671	
	NOMEN: RACK, BOMB EJECTOR			
	S/N: RLG0299			
FAILED PART:	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			

DESCRIPTION:

During weapons delivery, pilot attempted delivery, felt the Cartridge Actuated Devices fire and noted cockpit indications of weapons release. Weapon was not visible due to darkness. Upon recovery, weapon was verified hung on station eight. Ground crew noted the CCU-45 cartridges had fired and the forward suspension hooks were open, the aft hooks remained locked. Ground crew had difficulty manually releasing the BRU-32 to download the weapon. After downloading, the hooks were closed and an unsuccessful attempt was made to open them. The aft hooks remained locked. Engineering investigation requested. BRU-32 turned in to USS Theodore Roosevelt AIMD.

ACTION TAKEN:

07JUN99: Request shipment of exhibit, to RTSC Indianapolis. Upon receipt of the exhibit, Indianapolis will conduct an Engineering Investigation and advise all concerned of the results.
24SEP01: Findings: Investigation revealed that failure of hook to open was caused by broken hook release lever, part number 1534AS435. Hook release lever was cracked into two pieces. Failed part was sent to component analysis laboratory for evaluation. Results were as follows: Numerous pinholes and cavities of various sizes were observed throughout part. Two large cavities were observed near corner of part. Microstructure nearest to fracture surface was found to consist of an unusually large amount of secondary particles. Examination of fracture surfaces using a scanning electron

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PROBLEM NO: 16439

(Continued)

microscope indicated no evidence of failure due to fatigue or corrosion.
Conclusions: Failure of aft hook to open was caused by fracture of hook release lever. Fracture was caused by defective hook release lever casting. No other failures of hook release lever have been reported. This discrepancy is considered an isolated event.
Recommendations: CFA will monitor for future occurrences. VFA-15's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCOO	INVESTIGATE PROBLEM		COMPLETE 24SEP01

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VFA-15 MESSAGE 311459ZMAY99	PROBLEM REPORTED
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 071519ZJUN99	INITIAL RESPONSE
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 242149ZSEP01	CLOSING RESPONSE

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PROBLEM NO: 16834 CLOSED

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	EJECTOR BOMB RACK	1534AS100	1095	01-324-8752	
	BOMB EJECTOR RACK	1534AS5000	1095	01-300-1671	

EI CNTRL NO:

PROB BRIEF : BRU-32, BRU-33; BREECH ASSEMBLY WILL NOT LOOSEN FROM EJECTOR ASSEMBLY

PROBLEM : Breech Sleeve would not loosen from ejector assembly.
DESCRIPTION

PREVENTIVE : Inspect cartridge chamber assembly for rounded nuts and/or damaged
ACTION threads prior to installation.

CORRECTIVE : Replace damaged hardware.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VFA-22	CODR	R09561-01-0011	27APR01	CLOSED
	VF-213	CODR	R09934-99-0021	24SEP99	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

ACTION : VFA-22 CODR R09561-01-0011 27APR01 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			
	S/N: QGR211			
FAILED PART:	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			

DESCRIPTION:

During the removal of a BRU-32A/A, it was discovered that the breech housing bolt had backed out catching on the inside of the SUU-63 wing pylon preventing removal. The maintenance crew proceeded to cut the bolt to enable removal of the BRU-32A/A. The BRU-32A/A was then turned over to NAS Lemoore AIMD for repair and return to ready for issue status. CFA response was not required.

ACTION TAKEN:

02MAY01: During the review of the reported incident, RTSC Indianapolis concurred with this report being submitted for tracking purposes only. VFA-22's participation in AWCAP is greatly appreciated. Closing action.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
	RTSC	CLOSE PROBLEM		COMPLETE 02MAY01
	INDIANAPOLIS/CNPCOO			

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PROBLEM NO: 16834

(Continued) |

REFERENCES : IDENTIFICATION

VFA-22 MESSAGE 271515ZAPR01
RTSC INDIANAPOLIS/CNPCCO CFA REVIEW
02MAY01

REFERENCE BRIEF

PROBLEM REPORTED
PROBLEM CLOSING

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PROBLEM NO: 16850

CLOSED

END ITEM	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
:	EJECTOR BOMB RACK	1534AS100	1095	01-324-8752	
	BOMB EJECTOR RACK	1534AS5000	1095	01-300-1671	
	RACK, BOMB EJECTOR	J013400-513	1095	01-152-7087	
	BOMB RACK EJECTOR	J013400-527	1095	01-324-8752	

EI CNTRL NO: 00-0026

PROB BRIEF : BRU-32; DEFECTIVE FILTER ASSY

PROBLEM : BRU-32 rack had no lock or ident. Upon initial test with CRALTS,
DESCRIPTION BRU-32 passed. BRU-32 was reinstalled on different aircraft and rack failed for same discrepancy.

PREVENTIVE : Not determined at this time.
ACTION

CORRECTIVE : Failures were caused by known problems with CEF actuators. Fleet
ACTION intermediate maintenance activities should remove and replace all BRU-32 actuators manufactured by CEF Industries

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VFA-83	CODR	V09223-00-0020	25AUG00	CLOSED
	USS WASHINGTON (CVN-73)	EIR	V21412-00-0086	16AUG00	CLOSED
	USS WASHINGTON (CVN-73)	EIR	V21412-00-0084	21JUL00	CLOSED
	USS WASHINGTON (CVN-73)	CODR	V21412-00-0077	11JUL00	CLOSED
ACTION :	VFA-83	CODR	V09223-00-0020	25AUG00	CLOSED

END ITEM	PART/DOC. NO.	FSC	NIIN	NALC
:	J013400-513	1095	01-152-7087	
	NOMEN: RACK, BOMB EJECTOR			
	S/N: RSG00306			
FAILED PART:	1534AS251	5915	01-128-9239	
	NOMEN: FILTER ASSEMBLY			

DESCRIPTION:
BRU-32 failed to drive either to lock or unlock position on aircraft. BRU-32 then passed CRALTS test at AIMD three times. Rack was next reinstalled on aircraft with identical results, failed to drive either to lock or unlock position.

ACTION TAKEN:
03SEP00: Interim response provided to report originator.
17SEP01: Findings: Four exhibit bomb racks were for EI. Findings

**BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16850

(Continued)

ACTION TAKEN:

17AUG00: Control number RTSC-XARM-0002-0S is assigned EI request. Refer to this control number and on all related correspondence. Request arrange shipment of EI exhibit to Raytheon Systems Company. Ensure DD Form 1348-1 and all supporting documentation are provided. Conspicuously mark all sides of shipping containers EI and CFA control no RTSC-XARM-0002-0S. Advise Raytheon as to mode and date of shipment and related shipping document numbers by message.

07MAR01: Findings: Three BRU-32 bomb racks were received for EI (serial numbers MCN833, NI0016, and MCN583). All three bomb racks were initially tested on CRALTS. None of the racks would run through the test. CRALTS gave a message of "ISOLATION FAILURE" for each one. The three racks were then tested on the AWM-94. Racks serial numbers MCN583 and NI0016 failed test 500/105 "J1-A shorted to ground with hooks open". This is the store sensing switch line S3 and S4. Rack serial number MCN833 failed for forward arming unit. NSWC crane CRALTS engineer then loaded a new version of the CRALTS software into the CRALTS and reported that CRALTS initially does a quick check for shorted pins. The new software goes further into the test and is able to give a better diagnostic message of the failures. The three racks were then retested with the new software and all three racks ran completely through the CRALTS test. Test results showed failures in all three racks. Rack serial number MCN833 failed CRALTS for forward arming unit. Failure was isolated to the filter harness. Numbers on the filter harness indicate it was manufactured in 1984. Sixteen years of service is considered a normal service life for the filter harness. Rack serial number NI0016 failed CRALTS for "STORE SENSE LINE PIN "A" SHORTED TO GROUND WITH HOOKS OPEN". Switches S3 and S4 ground this line when the hooks are closed and provide ground for the actuator to operate. Resistance from J1 pin "A" to ground with hooks open measured 171 ohms with a multimeter. It should have indicated an open circuit. Further troubleshooting isolated the low resistance to the linear actuator. In this case the actuator was manufactured by CEF. G. Rack serial number MCN585 failed CRALTS for an isolation failure on J1 pin "J" (forward firing pin). Resistance from J1 pin "J" to ground read 1.7 ohms with a multimeter. When the rack was disassembled, the red wire in P1 pin "J" (the internal connector) was discovered sticking out of the connector rather than crimped to a pin inside the connector. When measured with a multimeter, resistance of P1 pin "J" to ground indicated a short inside the internal connector.

Conclusions: Failures were caused by a combination inadequate CRALTS software to test the discrepant racks, known problems with CEF actuators, and failures in the bomb racks under test.

Recommendations: Issue support equipment change to the CRALTS (Expected release date 31 March 2001). A process is in place to replace the CEF actuators. CFA will continue to investigate filter

**BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16850

(Continued)

Findings: Exhibit was tested on CRALTS and AWM-94. Rack tested OK on both test sets. Rack has a linear actuator manufactured by CEF Industries. Recent investigation into problems with linear actuators, revealed part numbers 1534AS251 and 1534AS394 manufactured by CEF may provide intermittent operation.
 Conclusions: Failures were caused by known problems with CEF actuators.

Recommendations: Fleet intermediate maintenance activities remove and replace all BRU-32 actuators manufactured by CEF Industries, Inc. CVN-73's participation in AWCAP is greatly appreciated. Closing action.

ACTION SUMMARY	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
		RTSC	INVESTIGATE	COMPLETE	09MAR01
		INDIANAPOLIS/CNPCOO			

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		USS WASHINGTON (CVN-73) MESSAGE 211703ZJUL00	PROBLEM REPORTED
		USS WASHINGTON (CVN-73) MESSAGE 101401ZAUG00	INITIAL RESPONSE
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 171720ZAUG00	SHIPPING INSTRUCTIONS
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 091603ZMAR01	PROBLEM CLOSING

ACTION	:	USS WASHINGTON (CVN-73)	CDR	V21412-00-0077	11JUL00	CLOSED
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		PART/DOC. NO.	FSC	NIIN	NALC
END ITEM	:	1534AS100	1095	01-324-8752	
		NOMEN: EJECTOR BOMB RACK			
		S/N: UNKNOWN			
FAILED PART:		1534AS251	5915	01-128-9239	
		NOMEN: FILTER ASSEMBLY			

DESCRIPTION:

USS George Washington AIMD received eleven bomb racks from supported CVW-17 squadrons with failed filter assemblies. Initial I-Level test and check of bomb racks with CRALTS test set revealed failed filter assemblies. All racks serviceable after replacement of filters.

ACTION TAKEN:

13JUL00: Initial response to report.
 12SEP01: Findings: CRALTS test set would not initially test any of the three bomb racks. New software was then loaded into the CRALTS test set. CRALTS then successfully completed testing all three bomb racks with the following results: Bomb rack serial number MCN833 was

**BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16850

(Continued)

tested on CRALTS and AWM-94. Both test sets indicated a bad forward arming unit. Investigation revealed an open circuit in the filter between pin A (lower case) of connector J1 and the arming unit. In addition, pin C of filter connector J1 was pushed back. Marking on the filter indicated a manufacture date of 1984. A service life of sixteen years is considered acceptable for the filter assembly. Bomb rack serial number NI0016 failed CRALTS test for store sense line J1 pin a shorted to ground with hooks open. Resistance measurement with a multimeter of pin A to ground measured 171 ohms with hooks open. Resistance should have shown an open circuit. Rack had "Bad EMI Filter" written on side. Further fault isolation revealed source of short was in electronic actuator part number 1534AS394 manufactured by CEF Industries. On bomb rack serial number MCN585, it was noted that push pin to operate lock-unlock lever was jammed. Bomb rack was disassembled and a linkage adjustment was made to free lock-unlock lever. Bomb rack was then tested with CRALTS. CRALTS indicated an isolation failure on connector J1 pin J (forward firing pin) to ground. A multimeter was then used to confirm failure. Pin J measured 1.5 ohms to ground. Disassembly of bomb rack revealed red wire connected to P1 was pulled out. Further fault isolation determined that failure was caused by internal short in connector P1. This rack shows a lot of wear. Manufacture date on rack is 7-83. It appears EMI filter may be as old as rack.

Conclusions: Failure of racks resulted from various causes. Factors are CRALTS software, electronics actuators, and age and condition of some rack components. CRALTS software is being updated, and steps have been taken to purge electronic actuators from the navy supply system. CVN-73's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCOO	INVESTIGATE		COMPLETE 12SEP01
REFERENCES	:	IDENTIFICATION		REFERENCE BRIEF	
		USS WASHINGTON (CVN-73) MESSAGE 111701ZJUL00		PROBLEM REPORTED	
		RTSC INDIANAPOLIS EMAIL RESPONSE 13JUL00		INITIAL RESPONSE	
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 121547ZSEP01		CLOSING RESPONSE	

30-NOV-01

BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16851 CLOSED

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	BOMB EJECTOR RACK	1534AS5000	1095	01-300-1671	
	BOMB RACK EJECTOR	J013400-527	1095	01-324-8752	

EI CNTRL NO:

PROB BRIEF : BRU-32; INADVERTENT JETTISON ON GROUND

PROBLEM : During routine release check, store was inadvertently jettisoned.
DESCRIPTION

PREVENTIVE : Strict adherence to all safety and handling procedures will preclude
ACTION future occurrences this type.

CORRECTIVE : None determined. Human error.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VMFA(AW)-225	EMR	M09232-01-0003	19JAN01	CLOSED
	VMFA-115	EMR	M09234-00-0015	06JUL00	CLOSED *
	VFA-82	EMR	V09122-00-0016	24MAY00	CLOSED *
	NWTS CHINA LAKE	EMR	N39787-00-0001	11JAN00	CLOSED *
	NSATS PAX RIVER	EMR	N39783-99-0135	30NOV99	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

ACTION : VMFA(AW)-225 EMR M09232-01-0003 19JAN01 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			
	S/N: UNK			
FAILED PART:	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			

DESCRIPTION:

During a ground maintenance release and control check, an ordnance technician inadvertently jettisoned two external fuel tanks. The aircraft had returned from flight two hours prior and remained armed on the flightline. After completing other assigned tasks, the ordnance crew proceeded to perform MIL-STD-1760 checks on stations two and eight. The ordnance crew supervisor had failed to ensure that the cartridges were removed prior to commencing with checks. External power was applied and crew supervisor connected the test set adapter to the forward BRU-32 bomb rack breech of station number two. The ordnance technician in the cockpit received a signal from the crew supervisor to press and release the emergency jettison switch. The CCU-45/B impulse cartridges still installed in stations

**BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16851

(Continued)

three and seven fired and jettisoned both external fuel tanks. The damage was limited to the external fuel tanks. The four expended CCU-45/B impulse cartridges were turned in to MALS eleven ordnance. The accident was attributed to personnel error. The maintenance crew leader failed to ensure that all cartridges were removed prior to commencing with the jettison checks as outlined in the release and control checklist. The maintenance crew leader/team leader's certification was revoked. This incident was a classic example of how routine procedures can build complacency and why checklists are mandatory. There were no injuries and damage was limited to the fuel tanks. CFA response was not requested.

ACTION TAKEN:

22JAN01: During the review of the reported incident, RTSC Indianapolis concurred with this report being submitted for tracking purposes only. The problem was not with the BRU-32, but was caused by the failure of ordnance maintenance personnel to properly follow release and control checklist. VMFA(AW)-225's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCCO	CLOSE PROBLEM		COMPLETE 22JAN01
REFERENCES	:	IDENTIFICATION		REFERENCE BRIEF	
		VMFA(AW)-225 MESSAGE 191002ZJAN01		PROBLEM REPORTED	
		RTSC INDIANAPOLIS/CNPCCO CFA REVIEW 22JAN01		PROBLEM CLOSING	

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BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 17003 CLOSED

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	WEAPONS RAIL	1618AS100-1	1095	01-233-0062	

EI CNTRL NO:

PROB BRIEF : WPN RAIL; HOIST CABLE DAMAGED DURING MAINTENANCE

PROBLEM : During up-cycle hoisting operation, cable was damaged beyond repair.
DESCRIPTION

PREVENTIVE : Ensure proper alignment prior to latch pin installation.
ACTION

CORRECTIVE : Replace cable as needed.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VF-154	CODR	R09678-01-0025	17SEP01	CLOSED

ACTION :	VF-154	CODR	R09678-01-0025	17SEP01	CLOSED
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	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	1618AS100-1	1095	01-233-0062	
	NOMEN: WEAPONS RAIL			
	S/N: 00072			
SUB-ASSY :	1-001000-1			
	NOMEN: DRIVE SET ASSY, FORWARD			
	S/N: UNK			
FAILED PART:	1-001170-2	4010	01-238-2332	
	NOMEN: WIRE ROPE ASSEMBLY			

DESCRIPTION:

Maintenanceman was working on aircraft system faults. Technician rolled down weapons rail for troubleshooting purposes. Upon completion of his work, maintenanceman rolled up weapons rail and engaged locks. Upon further investigation, it was discovered that the locking pins had gone through left forward hoisting cable and would not roll up or down from aircraft. Weapons rail was removed and turned over to USS Kitty Hawk (CV-63) AIMD. Repair must be completed by depot level activity. CFA response requested for disposition instructions.

ACTION TAKEN:

22SEP01: Depending on the manufacturer of the drive set (Western Gear or Talley), some weapons rail hoist cables are I-level repair and some are depot repair. Refer to the weapons rail technical manual NAVAIR 11-75A-66, WP011, table one, and figures two, three, four, and five. If the drive set is a Talley unit (figures three &

BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 17003

(Continued)

four), the cable part numbers are 1388153-1 and 1388120-1 with SM&R code PAGZZ (I-level). These parts are available in supply. If the drive set is a Western Gear unit (figure five), the cable part numbers are 1-001170-1 and 1-001170-2 with SM&R code PADZZ (depot-level). These parts are zero-balance in supply.

24SEP01: Kitty Hawk AIMD Ordnance confirmed that the failed cable (P/N 1-001170-2) was part of cable drive set made by Western Gear (P/N 1-001000-1).

25SEP01: Failed cables (PA/NO 1-001170-2) on cable drive sets made by Western Gear (PA/NO) are not I-level repairable. Recommend USS Kitty Hawk AIMD discrepant Weapons Rail to Supply as BUM of fleet capabilities and request replacement Weapons Rail. Forward discrepant Weapons Rail to depot for repair. VF-154's participation in AWCAP is greatly appreciated. Closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY	RTSC INDIANAPOLIS/CNPCOO	INVESTIGATE REPORT	COMPLETE 25SEP01

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VF-154 MESSAGE 171200ZSEP01	PROBLEM REPORTED
	RTSC INDIANAPOLIS/CNPCOO EMAIL LETTER 22SEP01	INQUIRY FOR ADDITIONAL INFORMATION
	VF-154 EMAIL LETTER 24SEP01	SUPPLEMENTAL INFORMATION
	RTSC INDIANAPOLIS/CNPCOO MESSAGE 251345ZSEP01	PROBLEM CLOSING

30-NOV-01

BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880496 CLOSURE STATUS: CLOSED

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	BOMB EJECTOR RACK	1534AS5000	1095	01-300-1671	
	RACK, BOMB EJECTOR	J013400-503	1095	01-125-8943	

EI CNTRL NO: 01-0031

PROB BRIEF : BRU-32; WOULD NOT UNLOCK BRU-33 FOR DOWNLOADING

PROBLEM : BRU-32 would not unlock to release the BRU-33.
DESCRIPTION

PREVENTIVE : Assure the ground safety handle is fully rotated to the "unlocked"
ACTION position.

CORRECTIVE : Review of the AWCAP tracking system revealed no similar failures of
ACTION this type have been reported. Therefore, this reported problem is considered an isolated incident.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	NAVAIR/4181F3	APPROVE CLOSURE REQ	COMPLETE	10MAY88

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAC INDIANAPOLIS HP LTR 661 27OCT87	CLOSURE REQUEST
	NAVAIR HP LTR 3738 30AUG88	CLOSURE APPROVAL

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VMFA(AW)-121	CODR/EIR	M09257-01-0007	24APR01	CLOSED
	VFA-125	PQDR I	R09485-81-0112	01NOV81	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

ACTION : VMFA(AW)-121 CODR/EIR M09257-01-0007 24APR01 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			
	S/N: RSG-0194			
FAILED PART:	1534AS5000	1095	01-300-1671	
	NOMEN: BOMB EJECTOR RACK			

DESCRIPTION:

An aircraft flew 2.5 hours with two LAU-10's loaded on a CVER. The aircraft returned from the flight without discrepancy. When the ground crew attempted to deconfigure the aircraft, the BRU-32A/A failed to release the BRU-33A/A with handle in the unlock position. The BRU-32/BRU-33 configuration was removed from the aircraft still joined and turned over to MALS-11 Ordnance. An Engineering Investigation was requested.

**BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 880496

(Continued)

ACTION TAKEN:

30APR01: RTSC Indianapolis planned to conduct an on-site Engineering Investigation on 17 May 2001.

06JUN01: RTSC Indianapolis reported results of EI conducted at MALS-11 on 16-17 May.

Findings were as follows:

The forward hooks were closed and forward cam indicator was vertical. The aft hooks were mostly or partially open and the aft cam indicator was horizontal. The manual release lever was in the unlock position. The hex drive shaft rotated freely. The linear actuator and override were both non-functional.

After partially disassembling the BRU-32, the wedge retainer rod (P/N 1534AS133) was discovered jammed between the pawl (P/N 1534AS212) and the primary breech. The rivet (P/N MS16535-190) that secures the manual release lever (P/N 1534AS422) to the manual release shaft (P/N 1534AS427) was sheared.

When the jam was cleared, the mechanical operation of the rack was normal. The hooks opened and closed normally and the linkages appeared to be adjusted within adjustment guidelines.

The results of the EI were determined to be inconclusive. The discrepancies noted above did not cause the hooks to fail to open. These discrepancies were the result of attempts to remove the BRU-33 from BRU-32. The BRU-32 may have jammed when installing BRU-33 with the SATS loader. There is a history of similar jams occurring with the SATS loader. Jams can occur when the BRU-33 is forced into the BRU-32 hooks. It was recommended that MALS-11 repair the BRU-32 and return to ready for issue status. VMFA(AW)-121's participation was greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCOO	INVESTIGATE		COMPLETE 06JUN01

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VMFA(AW)-121 MESSAGE 240507ZAPR01	PROBLEM REPORTED
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 301449ZAPR01	INITIAL RESPONSE
		RTSC INDIANAPOLIS/CNPCOO MESSAGE 061525ZJUN01	PROBLEM CLOSING

30-NOV-01

BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880593 CLOSED

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	RACK, BOMB	3036AS100	1095	01-455-0642	
	RACK, BOMB EJECTOR	J014000-501	1095	01-125-8944	

EI CNTRL NO:

PROB BRIEF : BRU-33; BROKEN INNER PISTON

PROBLEM : Ejector inner piston found shattered.
DESCRIPTION

PREVENTIVE : None required.
ACTION

CORRECTIVE : AAC-849 Rev A specifies that outer ejector piston, P/N D014144-1, should be used only with modified inner piston, P/N D013492-503, with 45 degree chafer or new inner piston, P/N D013492-501. Due to few previous reports of inner piston breakage, these are considered isolated events. The CFA will continue to monitor for future occurrences.

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VFA-37	CODR	V09478-00-0032	02OCT00	CLOSED
	VFA-25	CODR	R09637-95-0052	27DEC95	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

ACTION : VFA-37 CODR V09478-00-0032 02OCT00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	3036AS100	1095	01-455-0642	
	NOMEN: RACK, BOMB			
	S/N: UNK			
FAILED PART:	1534AS297	3040	01-147-3535	
	NOMEN: FORWARD INNER EJECTOR PISTON			

DESCRIPTION:

While conducting a post fire inspection on the BRU-33A/A, the ground crew discovered that the forward starboard inner ejector piston had a clean break approximately 3/4 inch from the bottom of the piston. It was verified that all parts were accounted for and the post fire inspection was continued without further discrepancy. It was determined that malfunction was the result of material failure. The item was turned in to NAS Oceana AIMD for repair. CFA response was not required.

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BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880593

(Continued)

ACTION TAKEN:

04OCT00: During review of the reported incident, RTSC Indianapolis concurred with the submittal of the report for tracking purposes and to repair the asset. VFA-37's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCOO	CLOSE PROBLEM		COMPLETE 04OCT00

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VFA-37 MESSAGE 021901ZOCT00	PROBLEM REPORTED
		RTSC INDIANAPOLIS/CNPCOO CFA REVIEW 04OCT00	PROBLEM CLOSING

30-NOV-01

BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880745 CLOSED

END ITEM	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
:	EJECTOR BOMB RACK	1534AS100	1095	01-324-8752	
	BOMB EJECTOR RACK	1534AS5000	1095	01-300-1671	
	RACK, BOMB	3036AS100	1095	01-455-0642	
	RACK, BOMB EJECTOR	J013400-503	1095	01-125-8943	
	BOMB RACK EJECTOR	J013400-527	1095	01-324-8752	

EI CNTRL NO: 99-0010

PROB BRIEF : BRU-32; INADVERTENT RELEASE OF BRU-33

PROBLEM : BRU-33 inadvertently released from aircraft.
DESCRIPTION

PREVENTIVE : None determined.
ACTION

CORRECTIVE : Review of problem revealed the reported failure was aircraft related
ACTION and not bomb rack failure.

ACTION	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	NAVAIR	APPROVE CLOSURE REQ	COMPLETE	12FEB88

REFERENCES	IDENTIFICATION	REFERENCE BRIEF
	NAC INDIANAPOLIS HP LTR 620 12FEB88	CLOSURE REQUEST

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VMFA-122	EMR	M09407-01-0006	01MAR01	CLOSED
	VFA-115	EMR	R09604-00-0047	15OCT00	CLOSED
	VMFA(AW)-225	CODR/EIR	M09232-98-0064	08JUN99	CLOSED *
	VFC-12	EMR/EIR	V52994-99-0025	14APR99	CLOSED *
	VMFA-122	CODR/EMR	M09407-99-0005	03MAR99	CLOSED *
	VFA-113	EMR	R09092-84-0242	01SEP84	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

ACTION : VMFA-122 EMR M09407-01-0006 01MAR01 CLOSED

END ITEM	PART/DOC. NO.	FSC	NIIN	NALC
:	1534AS100	1095	01-324-8752	
	NOMEN: EJECTOR BOMB RACK			
	S/N: MQJ376			
FAILED PART:	1534AS100	1095	01-324-8752	
	NOMEN: EJECTOR BOMB RACK			
END ITEM	3036AS100	1095	01-455-0642	
	NOMEN: RACK, BOMB			
	S/N: UNKNOWN			

**BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 880745

(Continued)

	PART/DOC. NO.	FSC	NIIN	NALC
FAILED PART:	3036AS100	1095	01-455-0642	
	NOMEN: RACK, BOMB			

DESCRIPTION:

Release and control checks performed on subject aircraft on 22 Feb 01 with no discrepancies and loaded with two BRU-33A/A CVERs on stations 2 and 8. Aircraft flew to Twenty-Nine Palms CA in support of CAX 04 FINEX with host squadron on 23 Feb 01. On 25 Feb 01 host squadron ordnance crew performed Release and Control Checks with no discrepancies. Aircraft loaded on 25 Feb 01 and remained loaded/alert status until launch on 27 Feb 01. At approximately 1.9 NM from target, pilot positioned the Master Arm Switch to ARM while in a 90-degree 3- to 5-G right turn. Once Master Arm was in the ARM position, pilot stated that he felt and heard a thunk. All indications still showed normal so he continued on with bombing mission. Pilot stated that he expended two MK-82s from station 2 BRU-33A/A and one MK-82 from station 5 parent rack. Station 8 still displayed a quantity of two MK-82s with a diamond on the stores page. During battle assessment, wingman notified pilot that station 8 BRU-33A/A CVER was missing although the displayed continued to show two MK-82s. During post flight inspection, host squadron ordnance crew found stray voltage when the Master Arm switch was placed in the ARM position in station 8 BRU-32. Aircraft returned to MCAS Beaufort/home squadron on 28 Feb 01. On 1 Mar 01 VMFA-122 ordnance crew replicated discrepancy and found stray voltage in station 8 BRU-32. Ordnance crew unable to replicate false indication on aircraft display.

ACTION TAKEN:

15MAR01: During trouble shooting of SUU-63 (NUD 492), Encoder-Decoder (QYC 00032), and BRU-32 (MQJ 376) stray firing voltage was found in BRU 32. Replaced with a serviceable BRU 32 and Encoder-Decoder and received the same results with SUU-63 (NUD 492). BRU-32 (MQJ 376) and encoder-decoder (QYC 00032) were installed into a different SUU-63 and tested with no discrepancies. SUU-63 (NUD 492) was then taken to MALS-31 ordnance for electrical test via the Common Rack and Launcher Test Set (CRALTS). Pylon showed an open circuit between 61P-W012D pin U and 61J-W093 pin 53. Checked for continuity between pins and could not duplicate discrepancy. Troubleshooters then inspected 61P-W258 relay box due to O-levels discrepancy of stray firing voltage. Found two bent pins in relay and removed/replaced relay. SUU-63 was then retested using the CRALTS with no discrepancies. SUU-63 taken back to the O-level and the same encoder-decoder and BRU-32 were reinstalled. Performed release and control checks again with aircraft and received a discrepancy of no-quantity. Request Engineering Investigation on SUU-63 serial number NUD 492, Encoder-Decoder serial number QYC

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BOMB RACK (BRU-30 SERIES) ACTIVE
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PROBLEM NO: 880745

(Continued)

00032, and BRU-32 serial number MQJ 376. SUU-63, BRU-32, encoder-decoder, and removed relay being maintained on-hand awaiting disposition instructions from CFA.

20MAR01: RTSC Indianapolis requests return BRU-32 serial number MQJ376 to MALS 31 and run electrical test on CRALTS. If bomb rack passes, return rack to ready for issue status. If rack fails, advise CFA via message of failure code(s) and readings. VMFA-122's participation in AWCAP is greatly appreciated. Closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	RTSC	INVESTIGATE		COMPLETE 20MAR01
	INDIANAPOLIS/CNPCOO			

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VMFA-122 MESSAGE 010800ZMAR01	PROBLEM REPORTED
	VMFA-122 MESSAGE 151330ZMAR01	ADDITIONAL INFORMATION
	RTSC INDIANAPOLIS/CNPCOO MESSAGE	PROBLEM CLOSING
	201759ZMAR01	

ACTION :	VFA-115	EMR	R09604-00-0047	15OCT00	CLOSED
	END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
		J013400-527	1095	01-324-8752	
		NOMEN: BOMB RACK EJECTOR			
		S/N: UNK			
	FAILED PART:	J013400-527	1095	01-324-8752	
		NOMEN: BOMB RACK EJECTOR			

DESCRIPTION:

An aircraft that had passed release and control checks the previous evening, was loaded for a training flight and armed by ordnance personnel. While turning the aircraft, the pilot told troubleshooter he had a load-x advisory with no locked indication under station five fuel tank on stores page. The aircraft's engines were shut down and ground ordnance personnel disarmed all stations for a encoder/decoder swap. Two expended primary release cartridges were discovered, but the auxiliary release cartridge had not fired. The breeches and cartridges smelled as if recently fired. The avionics technician troubleshooting the aircraft discovered a short in the fire one line of the right main landing gear wiring harness (P/N 74A760233-9) encoder decoder assembly at pin J of connector 61J-R167 (centerline pylon disconnect) and pin 53 of connector 61A-R016A (J1 of the fuselage encoder decoder). The fire one line read 29.2 vdc. The BRU-32 bomb rack was turned in to USS Abraham Lincoln AIMD for inspection, test, and reissue. It was suspected that a short circuit in fire one line sent 29.2vdc to the primary release cartridges. Aging aircraft wiring and the harsh conditions of carrier aviation can have potentially disastrous results. This was the second

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BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880745

(Continued)

incident in the past 14 months of uncommanded cartridge firings related to wiring harnesses. CFA response was not requested.

ACTION TAKEN:

17OCT00: During the review of the reported incident, RTSC Indianapolis concurred with this report being submitted for tracking purposes only. The problem was not in the BRU-32, but was caused by a faulty aircraft wiring harness injecting a stray voltage. VMFA(AW)-225's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCOO	CLOSE PROBLEM		COMPLETE 17OCT00

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VFA-115 MESSAGE 152135ZOCT00	PROBLEM REPORTED
		RTSC INDIANAPOLIS/CNPCOO CFA REVIEW 17OCT00	PROBLEM CLOSING

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BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880811

CLOSED

END ITEM	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
:	EJECTOR BOMB RACK	1534AS100	1095	01-324-8752	
	BOMB EJECTOR RACK	1534AS5000	1095	01-300-1671	
	RACK, BOMB EJECTOR	J013400-503	1095	01-125-8943	
	RACK, BOMB EJECTOR	J013400-521	1095	01-186-7881	
	BOMB RACK EJECTOR	J013400-527	1095	01-324-8752	
	RACK, BOMB EJECTOR	J013400-531	1095	01-300-1671	

EI CNTRL NO: 99-0017

PROB BRIEF : BRU-32; CARTRIDGE CHAMBER ASSEMBLY LOST IN FLIGHT

PROBLEM : Postflight visual inspection revealed chamber assembly missing.
DESCRIPTION

PREVENTIVE : None required.
ACTION

CORRECTIVE : MCAIR ECP 0242 provided for an addition of a cartridge device.
ACTION

ACTION	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	RTSC INDIANAPOLIS	MESSAGE		COMPLETE 21SEP98

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VFA-106	CODR	V09679-01-0102	12APR01	CLOSED
	VFA-97	CODR	R63923-01-0010	15MAR01	CLOSED
	VMFA-212	CODR	M09434-01-0010	12MAR01	CLOSED
	VMFA(AW)-225	CODR	M09232-00-0043	20SEP00	CLOSED
	VFA-203	CODR	V09030-00-0032	09SEP00	CLOSED
	VFA-27	HMR/TFOA	R65185-00-0005	28FEB00	CLOSED *
	NSATS PAX RIVER	EMR/TFOA	N39783-99-0009	04MAR99	CLOSED *
	VMFA-323	HMR/TFOA	M09235-98-0027	18SEP98	CLOSED *
	NSATS PAX RIVER	CODR	N39783-98-0068	01MAY98	CLOSED *
	VFA-192	CODR	R09076-98-0001	06JAN98	CLOSED *
	VMFA(AW)-224	CODR	M09439-97-0049	23SEP97	CLOSED *
	VMFA(AW)-224	HMR	M09439-97-0024	26AUG97	CLOSED *
	VMFA-235	CODR	M09237-96-0004	25JAN96	CLOSED *
	VMFA(AW)-533	CODR	M09193-95-0006A	12APR95	CLOSED *
	VFA-113	CODR	R09092-95-0014	04APR95	CLOSED *
	VF-101	CODR	V09067-94-0071	21NOV94	CLOSED *
	VF-101	CODR	V09067-94-0072	21NOV94	CLOSED *
	VF-41	EMR	V09774-94-0047	20NOV94	CLOSED *
	VMFA-251	CODR	M09241-94-0033	26AUG94	CLOSED *
	VMFA(AW)-332	HMR/TFOA	M09501-94-0011	09JUN94	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

**BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 880811

(Continued)

SOURCE	TYPE	DOCUMENT NO.	DATE	DR	STATUS
VMFA(AW)-121	EMR	M09257-94-0009	15APR94	CLOSED	*
VMFA-333	EMR/TFOA	M09502-88-0033	25AUG88	CLOSED	*
VMFA-333	EMR/TFOA	M09502-88-0030	10AUG88	CLOSED	*
VMFA-251	EMR/TFOA	M09241-88-0018	24JUN88	CLOSED	*
VFA-82	HMR/TFOA	V09122-88-0037	11JUN88	CLOSED	*
VMFA-451	HMR/TFOA	M09238-88-0018	03JUN88	CLOSED	*
VFA-106 DET FALLON	HMR/TFOA	R46087-88-0015	21MAR88	CLOSED	*
MAWTS-1	EMR/TFOA	M55167-88-0012	20MAR88	CLOSED	*
VMFA-531	HMR	M09190-88-0009	08MAR88	CLOSED	*
VFA-125	EMR/TFOA	R09485-88-0001	06JAN88	CLOSED	*
VFA-125	HMR/TFOA	R09485-87-0085	09DEC87	CLOSED	*
VMFA-122	HMR/TFOA	M09407-87-0034	11SEP87	CLOSED	*
NATC PAX RIVER	HMR/TFOA	N00421-87-0165	30APR87	CLOSED	*
VFA-106	EMR/TFOA	V09679-87-0063	28APR87	CLOSED	*
VFA-195	HMR/TFOA	R09706-87-0040	27APR87	CLOSED	*
VMFA-122	HMR/TFOA	M09407-87-0005	06APR87	CLOSED	*
VFA-195	HMR/TFOA	R09706-87-0015	09MAR87	CLOSED	*
VFA-106	HMR/TFOA	V09679-87-0021	08MAR87	CLOSED	*
VFA-195	HMR/TFOA	R09706-87-0011	26FEB87	CLOSED	*
VFA-113	EMR/TFOA	R09092-87-0009	21JAN87	CLOSED	*
VFA-113	HMR/TFOA	R09092-86-0046	17DEC86	CLOSED	*
VFA-195	HMR	R09706-86-0042	01SEP86	CLOSED	*
VFA-195	HMR	R09706-86-0037	13JUL86	CLOSED	*
VFA-25	HMR/TFOA	R09637-86-0066	10JUN86	CLOSED	*
VMFA-115	HMR	M09234-86-0008A	03MAR86	CLOSED	*
VMFA-531	PQDR I	M09190-85-0013	23APR85	CLOSED	*
VMFA-531	PQDR I	M09190-85-0013A	23APR85	CLOSED	*
VFA-132	EMR	V63935-85-0027	01APR85	CLOSED	*
VFA-132	EMR	V63935-85-0027A	01APR85	CLOSED	*
VFA-131	EIR	R63934-85-0024	10JAN85	CLOSED	*

*** ACTION REPORTED IN PREVIOUS PUBLICATION**

ACTION :	VFA-106	CODR	V09679-01-0102	12APR01	CLOSED	
END ITEM :	PART/DOC. NO.		FSC	NIIN	NALC	
	1534AS100		1095	01-324-8752		
	NOMEN:	EJECTOR BOMB RACK				
	S/N:	UNKNOWN				
FAILED PART:	1534AS310		1095	01-125-8493		
	NOMEN:	CHAMBER ASSY				

DESCRIPTION:

Upon return from a bombing mission the BRU-32 on aircraft station seven was discovered to be missing both breeches, auxiliary cap assemblies, and CCU-45/B cartridges. It was determined that the items fell out during flight. The team leader and Quality Assurance

**BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 880811

(Continued)

Safety Observer had failed to verify that the breeches, the auxiliary cap assemblies, and the retainer mechanisms were positioned correctly and tightened during the post load inspection. Poor communication, the lack of team coordination and failure to comply with post loading procedures contributed to the event. The Items were not recovered. CFA action was not requested.

ACTION TAKEN:

16APR01: During the review of the reported incident, RTSC Indianapolis concurred with this report being submitted for tracking purposes only. The problem was due to human error in failing to comply with established procedures. VFA-106's participation in AWCAP is greatly appreciated. Closing action.

ACTION SUMMARY	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
		RTSC INDIANAPOLIS/CNPCCO	CLOSE PROBLEM	16APR01	COMPLETE

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VFA-106 MESSAGE 121522ZAPR01	PROBLEM REPORTED
		RTSC INDIANAPOLIS/CNPCCO CFA REVIEW 16APR01	PROBLEM CLOSING

ACTION	:	VFA-97	CDR	R63923-01-0010	15MAR01	CLOSED
END ITEM	:	PART/DOC. NO.	FSC	NIIN	NALC	
		1534AS100	1095	01-324-8752		
		NOMEN: EJECTOR BOMB RACK				
		S/N: UNK				
FAILED PART:		1534AS310	1095	01-125-8493		
		NOMEN: CHAMBER ASSY				

DESCRIPTION:

Upon aircraft recovery, ordnance personnel discovered that the BRU-32 on station two was missing both chamber assemblies in addition to the CCU-45 cartridges. It was suspected that the chamber assemblies were not properly tightened and the retainers were not closed. NAS Fallon air traffic control personnel were notified upon discovery. A flight line Foreign Object Damage search was conducted without success. It was determined that the items were lost in flight. CFA response was not requested.

ACTION TAKEN:

21MAR01: During the review of the reported incident, RTSC Indianapolis concurred with this report submittal for tracking purposes only. VFA-97's participation in AWCAP is greatly appreciated. Closing action.

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BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880811

(Continued)

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	RTSC INDIANAPOLIS/CNPCCO	CLOSE PROBLEM		COMPLETE 21MAR01

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VFA-97 MESSAGE 151500ZMAR01	PROBLEM REPORTED
	RTSC INDIANAPOLIS/CNPCCO CFA REVIEW 21MAR01	PROBLEM CLOSING

ACTION :	VMFA-212	CODR	M09434-01-0010	12MAR01	CLOSED
	END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
		1534AS100	1095	01-324-8752	
		NOMEN: EJECTOR BOMB RACK			
		S/N: UNK			
	FAILED PART:	1534AS310	1095	01-125-8493	
		NOMEN: CHAMBER ASSY			

DESCRIPTION:

During a weapons sortie deployment to Kadena AFB, the mishap aircraft was loaded with four MK-20 Rockeye. The aircraft launched, expended all munitions and recovered uneventfully in the aircraft parking area. The Quality Assurance Safety Observer divided his team, then removed the expended cartridges from all stations of each aircraft to complete the deployment expenditure report. Upon completion, the Quality Assurance Safety Observer and one team member installed the required cartridges in the appropriate parent racks to prepare the aircraft for the return to MCAS Iwakuni. The Quality Assurance Safety Observer assisted with the reinstallation of the cartridges in conflict with his supervisory position. During installation on the mishap aircraft the cartridge chamber assembly retainer was not rotated 90 degrees to the horizontal. At some unknown point during the return flight both cartridge chamber assemblies and associated cartridges departed the aircraft. The loss was discovered by the pilot and the ordnance crew during the post flight inspection. An unsuccessful search was conducted at the launch and recovery sites. The flight path of the aircraft was over water for approximately 80% of the return flight. VMFA-211 determined the incident to be a result of inattention and failure to comply with established procedure. The Quality Assurance Safety Observer and the pilot failed to identify the improper positioning of the cartridge chamber assembly retainer during the preflight inspection. CFA response was not requested.

ACTION TAKEN:

13MAR01: During the review of the reported incident, RTSC Indianapolis concurred with this report being submitted for tracking purposes only. The problem was not in the BRU-32, but was caused by

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BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880811

(Continued)

human error, through failure to comply with established procedures. VMFA-212's participation in AWCAP is greatly appreciated. Closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	RTSC	CLOSE PROBLEM		COMPLETE 13MAR01
	INDIANAPOLIS/CNPCOO			

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VMFA-212 MESSAGE 121140ZMAR01	PROBLEM REPORTED
	RTSC INDIANAPOLIS/CNPCOO CFA REVIEW	PROBLEM CLOSING
	13MAR01	

ACTION :	VMFA(AW)-225	CODR	M09232-00-0043	20SEP00	CLOSED
	END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
		1534AS5000	1095	01-300-1671	
		NOMEN: BOMB EJECTOR RACK			
		S/N: RLG140			
	FAILED PART:	1534AS5000	1095	01-300-1671	
		NOMEN: BOMB EJECTOR RACK			

DESCRIPTION:

An aircraft was loaded with 12 BDU-33D/B practice bombs. During preflight checks the Quality assurance Safety Officer noted that the station eight BRU-32 was armed but the breeches were not tightened down. The safety observer directed a marine to tighten the breeches down, but failed to follow-up to ensure task completion. After the aircraft returned, post flight inspection revealed that one of the breeches was missing. It was suspected that failure to follow-up on a directive to ensure correct compliance caused the loss of the breech during flight. It was determined that performing a "safe-for-flight" walk around should be the final step in the loading evolution. CFA response was not requested.

ACTION TAKEN:

26SEP00: During the review of the reported incident, RTSC Indianapolis concurred with the reports submittal for tracking purposes only. VMFA(AW)-225's participation in AWCAP is greatly appreciated. Closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	RTSC	CLOSE PROBLEM		COMPLETE 26SEP00
	INDIANAPOLIS/CNPCOO			

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BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880937 CLOSED

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	EJECTOR BOMB RACK	1534AS100	1095	01-324-8752	
	RACK, BOMB EJECTOR	J013400-521	1095	01-186-7881	

EI CNTRL NO:

PROB BRIEF : BRU-32; FAILED RECEIPT INSPECTION

PROBLEM : BRU-32/A failed release and control system checks due to faulty
DESCRIPTION : override solenoid.

PREVENTIVE : Assure bomb rack has successfully passed all functional checks prior
ACTION : to fleet issue.

CORRECTIVE : Return suspect bomb rack to local "I" Level repair activity for
ACTION : appropriate repairs.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	NAVAIR	APPROVE CLOSURE REQ	COMPLETE	12FEB88

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAC INDIANAPOLIS HP LTR 561 17JUL87	CLOSURE REQUEST
	NAC INDIANAPOLIS HP LTR 613 12FEB88	CLOSURE REQUEST

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	NSATS PAX RIVER	CODR	N39783-00-0039	13DEC00	CLOSED
	MAG-31	EIR	M09384-87-0010	04MAY87	CLOSED *
	VFA-132	PQDR I	V63935-86-0062	16MAR86	CLOSED *
	NAS LEMOORE	PQDR I	N63042-85-0210	17DEC85	CLOSED *

* ACTION REPORTED IN PREVIOUS PUBLICATION

ACTION :	NSATS PAX RIVER	CODR	N39783-00-0039	13DEC00	CLOSED
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	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	1534AS100	1095	01-324-8752	
	NOMEN: EJECTOR BOMB RACK			
	S/N: UNK			
FAILED PART:	1534AS5070-1			

DESCRIPTION:

While performing the 210 day inspection on the BRU-32A/A, the armament technician discovered a two inch long crack in the aft top area of the strongback plate assembly. The starboard plate assembly is assigned the SM&R code PAGGG and a replacement was placed on order for repair and return to a ready for issue condition. CFA response was not requested.

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BOMB RACK (BRU-30 SERIES) ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 880937

(Continued)

ACTION TAKEN:

22DEC00: During the review of the reported incident, RTSC Indianapolis concurred with BRU-32 repair and return to ready for issue status. Report was submitted for tracking purposes only. NSATS Patuxent River's participation in AWCAP is greatly appreciated. Closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		RTSC INDIANAPOLIS/CNPCCO	CLOSE PROBLEM		COMPLETE 22DEC00

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		NSATS PAX RIVER MESSAGE 131834ZDEC00	PROBLEM REPORTED
		RTSC INDIANAPOLIS/CNPCCO CFA REVIEW 22DEC00	PROBLEM CLOSING