

TRI-ANNUAL MALFUNCTION BOARD
26-27 FEB 97
MINUTES

CW4 Mahon opened the board with administrative notes and took up the collection for the social to be held at FBOC on 26 Feb 97.

CW4 Mahon advised the group that the C-17 meeting will be held at 1300 hours at the SOTB C-17 conference room on 27 Feb 97.

CW4 Mahon also advised the group that rigging manuals, malfunction board minutes and malfunction analyses would no longer be published on paper and will be distributed through the NET address.

Mr. Don Stump gave an update on the review process of AR 750-32 and AR 59-4 (AFR 1310). The regulations are currently being staffed through the joint services and expects responses and release/publication in approximately 90 days.

WO1 Haskins, 82d Airborne Division, briefed the status of the Rigger Ball and advised that 510 personnel had paid and there were no empty seats for additional responses.

CW4 Mahon advised CW4 Neises that the QM School was asking his unit to sponsor the next Rigger Ball at Fort Benning, GA during the Jun 98 timeframe. Mr. Neises advised that it was possible and he would get back after he discussed with his command.

MSGT Wagner raised several issues with the malfunction reports received via FAX and the quality of information some reports contained. He also reinforced the fact that the board results would be on the internet and the rigging manuals would also be available on CDs and the internet.

As a result of a requirement resulting from the fielding of MIRPS, a requirement to monitor usage became known. CW4 Mahon advised users of MIRPS of this requirement and advised that the usage would have to be submitted on the Monthly Airdrop Summary Report in the REMARKS column. This is a TECOM requirement to reinforce the reliability/confidence statistical factors.

SMSGT Cannon from AMC advised the group that he would be PCSing to Europe this summer and SMSGT Kennedy would be his replacement. He further advised the USAF personnel that MSGT Wagner, USAQMC&S and SMSGT Kennedy were the two personnel to be used for USAF airdrop issues and coordination between the services.

SMSGT Cannon also indicated an urgent need for the extraction parachute jettison device. This is an ongoing effort and both Natick and CASCOM are working this issue. He further stated that the 500 foot airdrop capability must use a towplate system thereby enhancing accuracy and reliability.

CW4 Mahon briefed current issues on the C-130J and current modifications to same. He also briefed the current test schedule and potential delays in delivery dates and testing.

CW3 Kendell, ATCOM, briefed the current plan to PCS to Natick this summer and that with the move, there should not be any interruptions of service as responsibilities shift from ATCOM to Soldier Systems Command.

A USAF member announced the need for a loadmaster to support Natick's liaison position with the following POC for further information: SMSGT Hudes, DSN 944-3006.

CW3 Snoddy provided the group with his E-mail address (tsnoddy@natick.amed02.army.mil) and an update on the following tests:

- MC1-1C (further testing varying conditions to attempt to simulate causes of canopy/control line damages).
- MIRPS (IPT meeting 25 Feb 97 concluded that confidence/reliability objectives were met and appropriate materials were replaced to eliminate areas of concern and that ATCOM should aggressively pursue awarding a contract to get the program back on line).
- Miscellaneous issues included centerline length for G-11B/C, G-12E: G-12E bag retention strap and G11 contingency parachute repack cycle. Mr. Harper advised the only exception to any policy was directed towards NCAD where there is a climate controlled storage facility.

CW4 Mahon then opened the floor for discussion of the C-17 and the areas of concern of utilizing this aircraft without having procedures for modification of air items, rigging procedures for line bags and a requirement to use non-standard air items. CW4 Mahon also discussed the fact the procedures currently being used by Charleston based C-17 aircrews of jettisoning airdrop loads as a standard was a questionable practice. MAJ Griffin, 82d ABN Div advised that this practice was unacceptable and until all issues are resolved his unit would no longer JA/ATT this aircraft. SMSGT Cannon, AMC, advised that he would put out a message to aircrew units halting airdrop using the current procedures until something formal with correct authority is published. This particular item will be briefed to command levels and everyone concerned should expect to hear more in the immediate future.

CW3 Snoddy reviewed procedures to airdrop from the C-17 and identified several discrepancies and made this information to the forum.

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