Web-Enabled Safety System (WESS)

online reporting tool for DoD Aviation Hazards and Mishaps

Lesson Three (v2)
Aviation Mishap Reporting Process
24 Sep 2010
Aviation Mishap Board Members

The aircraft controlling custodian or the designated appointing authority shall appoint AMB members by name and in writing.

On all Class A Mishap Investigations, appoint the senior member from commands not involved in the mishap - preferably from outside the expected endorsing chain. The senior member will be a Naval Aviator or Naval Flight Officer (A commander or lieutenant colonel or above), a graduate of the ASO or Aviation Command Course, or have other suitable training or qualifications acceptable to the aircraft controlling custodian.
Aviation Mishap Board Members

On other mishaps the senior member may be from the reporting custodian and of any rank senior to the Pilot-in-Command and Mission Commander.

(Appendix 2A of OPNAV 3750.6R contains a sample appointing letter.)
Aviation Mishap Board Members

Minimum AMB membership shall consist of four officers drawn from the command's standing board: an ASO (ASO course graduate), a flight surgeon, an officer well-qualified in aircraft maintenance, and an officer well-qualified in aircraft operations.

The senior member of each AMB shall be a Naval Aviator or Naval Flight Officer. The senior member of a Class A mishap board has releasing authority for Mishap Data Reports and SIRs.
Aviation Mishap/Hazard Entry
Search Accounts by UIC, First Name or Last Name and Click Search Button

Wiley, Paul LCDR

Senior Member: Hab, Abraham CAPT
Aircraft Operations: Herr, Benjamin CDR
Aircraft Maintenance: Stratton, Briggs CDR
Aviation Safety: Seales, Herman LCDR
Flight Surgeon: Summers, Kelvin LCDR
Click on each entry screen folder and subfolder to input data. After all data is entered click on Validation.

List the rank, name, and command of all the AMB members regardless of their degree of participation in the mishap investigation.

Save at the bottom of each entry screen after inputting data.
Although WESS initially populates these fields with the user’s personal information, it is editable. List DSN, and commercial phone numbers as well as email address for the **senior member or the member designated as point of contact** to answer telephone/email inquiries.
REPORTING ACTIVITY UIC. Provide UIC of the reporting activity (use squadron or DET UIC, do NOT use ship UIC. If reporting activity is a detachment or composite squadron, provide UIC of parent squadron).
Clicking ‘Yes’ to any of these will bring additional fields for amplifying data.
If the mishap occurred aboard a ship or airfield, give the name of the ship or airfield and location on the ship or airfield.
Include weather data at time and altitude of mishap: i.e., deck or runway winds, in-flight visibility.
Military and Federal courts recognize that information given under promises of confidentiality and findings, conclusions, and recommendations of the AMB and endorsers are protected from release under Executive Privilege.

Any information, which would not have been discovered but for information provided under a promise of confidentiality, is privileged.
Prepare a narrative that reports, in detail, the events leading up to the mishap, the sequence of events during the mishap, the causes of the mishap and why the mishap occurred. Write this narrative for those outside the endorsing chain so they may quickly understand what happened and the lessons learned.

Event Narrative: At 0725 local time a fire destroyed NP-6D Orion parked in front of Hangar 5. Against maintenance protocol, the night maintenance crew had left an unattended battery charger hooked up to one of the aircraft batteries over the weekend. Unfortunately the trickle charge setting had been changed to fast charge which overcharged the Thermal cutoff switch and caused a thermal runaway effect within.

Introduction: Initially thought to be a faulty connection between the power amplifier and the new phased array, a fire which destroyed a NP-3D on 31 Jan 10 was most probably caused by improper battery charging involving an unattended charger left charging over a weekend.

Mishap Flight Brief: No mention of the battery charger was passed to the duty maintenance officer, nor was it mentioned in the passdown log. Unfortunately the tool room also had let the missing charger slip their notice Friday afternoon, 29 Jan. No smoke from the fire was detected by duty officer who spent most of Saturday evening playing Xbox and catching up on the Approach article.

Privileged Event Narrative

Privileged Introduction

Privileged Mishap Flight Brief
List all aircraft or UAVs involved in the DEA by (1) model/series (e.g., SH-60F), (2) bureau number, (3) modex/side number, (4) reporting custodian (this aircraft or UAV), using UIC (this aircraft or UAV) or activity name.
Click to Add Involved Personnel data into data fields
Click to upload evidence files, then hit submit button after browsing for file.
Evidence

- phased array
- maintenance tome
Click to add lines of evidence

Click to designate evidence as privileged

Click to remove lines of evidence
Include Mishap Analysis here, click here to designate as Privileged
Privileged Mishap Analysis

Aeromedical Analysis (AA)

If contributing human factors are suspected, there are personnel injuries, or pertinent medical findings, or there are attempts to eject, bailout, or otherwise emergency egress, submit an AA.

- The AA is the privileged report by the AMB flight surgeon that addresses mishap causes, conclusions and recommendations. As an enclosure to the SIR, the AA documents the aeromedical conditions the flight surgeon has determined to be pertinent to the mishap. These conditions include all human factors contributing to the mishap, injury, or other damage. It shall include all aircrew, maintenance, facilities, and supervisory factors.

- There may be aeromedical conditions present, which did not contribute to the mishap. List these in the designated subsection of the AA's conclusions.
Click to add Factor Folders, click on folder to bring up data fields to populate, then hit Save.

To delete Factor Folders click here, then hit Save.
AN E.I. REVEALED LANDING GEAR SYSTEM WAS FULLY OPERATIONAL AT THE TIME OF THE MISHAP AND POST-MISHAP INVESTIGATION AND PHOTOGRAPHS INDICATE THE LANDING GEAR HANDLE IN THE UP POSITION. MISHAP PILOT HAD ONLY FOUR HOURS SLEEP (PC-307) PRIOR TO THE FLIGHT. THE COMMAND DID NOT HAVE AN ADEQUATE DUTY OFFICER INSTRUCTION AND THE DUTY OFFICER CALLED THE PILOT TO ANSWER SCHEDULING QUESTIONS THEREBY, NOT ALLOWING HIM THE REST REQUIRED BY OPNAVINST 3710.7 (SV-001). BASED ON THE ABOVE ANALYSIS THE AMB CONCLUDES THE MISHAP PILOT FAILED TO LOWER THE LANDING GEAR BECAUSE HE LACKED ADEQUATE REST AND WAS DISTRACTED BY A RADIO CALL.

PILOT AT CONTROLS FAILED TO LOWER THE LANDING GEAR

THE PILOT STATED A RADIO CALL INTERRUPTED HIS LANDING CHECKS (AE-102, PC-106), BUT HE THOUGHT HE LOWERED THE GEAR.
Click to add Endorsing Chain members
Click to add Routing Chain members
Save Overall Report in the Report Actions drawdown menu
After clicking Validate, you will get a list of validation errors which when clicked on, will take you to the appropriate section to correct any mistakes or omissions. You will have to click Validate after every correction. Once there are no more validation errors, click Submit report from Report Actions menu.