

Attention Veterans

Did your military service expose you to harmful substances? If you haven't considered it, you should, as you might be eligible for benefits under the PACT Act. To find out more, visit this link: <https://www.publichealth.va.gov/index.asp>

Under the PACT Act, all Veterans who were exposed to toxins or other hazardous materials during their service may be eligible for benefits. To determine your eligibility, consider if you were exposed to toxins or hazards such as burn pits, sand and dust, chemicals, radiation, and other occupational hazards. Learn more about military exposure categories at this link: <https://www.publichealth.va.gov/exposures/health-concerns.asp>

To prove your exposure to toxins during service, follow these steps:

- Research the duties of your MOS to identify any involvement with toxins.
 - Consider the equipment you used and any exposure to cleaning solvents, fuels, fumes, etc.
 - Determine any toxic exposures during your job duties or in your surroundings.
 - Research the health and physical risks associated with your MOS/branch.
- Summarize your findings and submit them to ALPOST284VSO@outlook.com before your appointment for evaluation. Any related documents to validate your findings would be helpful.

Public Health

Exposure Related Health Concerns

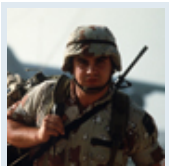
Veterans may be exposed to a wide variety of hazards and potentially harmful substances during military service that may cause health problems.



Agent Orange Related Diseases

[\(/exposures/agentorange/conditions/index.asp\)]((/exposures/agentorange/conditions/index.asp))

Certain cancers and other diseases linked to Agent Orange



Gulf War Veterans' Illnesses

[\(/exposures/gulfwar/index.asp\)]((/exposures/gulfwar/index.asp))

Medical conditions linked to service during the Gulf War Era (Aug. 2, 1990 to present)



Radiation Related Diseases

[\(/exposures/radiation/diseases.asp\)]((/exposures/radiation/diseases.asp))

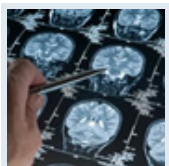
Certain cancers linked to ionizing radiation exposure during military service



Toxic Embedded Fragments

[\(/exposures/toxic_fragments/index.asp\)]((/exposures/toxic_fragments/index.asp))

Shrapnel and other metals that remain in the body after injury



Traumatic Brain Injury

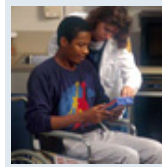
[\(/exposures/traumatic-brain-injury.asp\)]((/exposures/traumatic-brain-injury.asp))

Often caused by explosions among Veterans who served in Iraq and Afghanistan



Cold Injuries [\(/exposures/cold-injuries/index.asp\)]((/exposures/cold-injuries/index.asp))

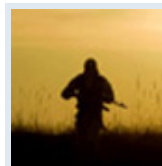
Health problems associated with extremely cold temperatures



Birth Defects

[\(/exposures/agentorange/birth-defects/index.asp\)]((/exposures/agentorange/birth-defects/index.asp))

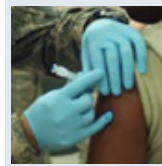
Certain birth defects in Veterans' biological children associated with military service in Vietnam or Korea



Infectious Diseases

[\(/exposures/infectious-diseases/index.asp\)]((/exposures/infectious-diseases/index.asp))

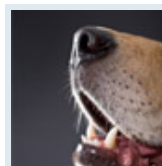
Nine infectious diseases associated with Southwest Asia and Afghanistan military service



Vaccinations & Medications During Service

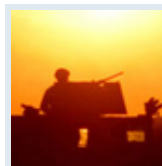
[\(/exposures/vaccinations-medications.asp\)]((/exposures/vaccinations-medications.asp))

Possible health effects of certain military vaccinations and medications



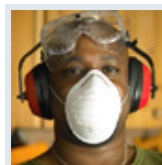
Rabies [\(/exposures/rabies/index.asp\)]((/exposures/rabies/index.asp))

Disease transmitted by bite or saliva from an infected warm-blooded animal



Heat Injuries [\(/exposures/heat-injuries/index.asp\)]((/exposures/heat-injuries/index.asp))

Health problems that could be caused by extremely hot temperatures



Occupational Hazards

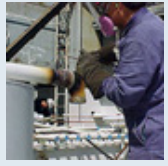
[\(/exposures/categories/occupational-hazards.asp\)]((/exposures/categories/occupational-hazards.asp))

Exposures from working with chemicals, paints, and machinery during service

Public Health

Occupational Hazards

Veterans may have been exposed to the hazards listed below based on their military occupation.



Asbestos

(</exposures/asbestos/index.asp>)

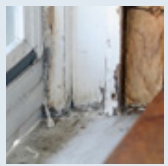
Mineral fiber used in older buildings and ships; if inhaled deeply into the lungs can cause health problems



Industrial Solvents

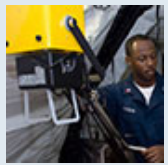
(</exposures/solvents/index.asp>)

Usually liquid, used to dissolve, degrease, clean, strip paint, etc.



Lead (</exposures/lead/index.asp>)

Metal that can be toxic for certain uses



Radiation

(</exposures/radiation/sources/occupational.asp>)

Dental technicians, nuclear weapons technicians, and others with routine and usually safe exposure



Fuels (</exposures/fuels/index.asp>)

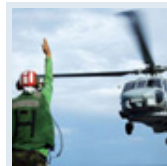
(Petroleum, Oils, Lubricants)

Fuels such as diesel and JP-8 used to operate vehicles in the military



PCBs (</exposures/pcb/index.asp>)

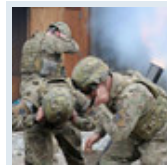
Polychlorinated biphenyl used as coolant and insulating fluid



Vibration

(</exposures/vibration/index.asp>)

Periodic back and forth movement that if severe, can cause health conditions



Noise (</exposures/noise/index.asp>)

Harmful sounds from guns, equipment, and machinery that is often experienced during service



CARC Paint (</exposures/carc-paint/index.asp>)

Chemical Agent Resistant Coating (CARC) used on military vehicles to resist corrosion and chemical agents



PFAS (</exposures/pfas.asp>)

Perfluoroalkyl and polyfluoroalkyl substances (PFAS) found in products, including fire-fighting foams

AIR FORCE (MOS) JOB: Aerospace Ground Equipment Repairman
TOXIC EXPOSURE RISK ACTIVITY (PACT ACT)

During my tour of duty at Udorn Royal Thai Air Force Base, in Udorn Thailand, I serviced all equipment used to service aircrafts and military career.

I repaired and performed maintenance on the following:

- Diesels –
- Hydraulics (respiratory disorders may be aggravated by exposure to this product Reference: **Safety Data Sheet – Hydraulic Fluid** Date Prepared: 10/11/18
- Nitrogen Generation
- Gas Turbine generators
- Light carts
- Bomb lifts
- Air compressors
- Air conditioners (freon)

All AGE accessories and components will be removed, taken apart, repaired, cleaned (including corrosion treatment) and then assembled and reinstalled.

Any fuel, oil, coolant, water, air, hydraulic fluid or other related fluids, will be replaced.

I was stationed in _____ from _____ until _____. I worked on the flight line ___8___ hours a day, -__7___ days a week. I was exposed to JP8 exhaust fumes continuously throughout the day (which caused exposure to respiratory problems.

Disabilities that were affected by the toxins: respiratory (COPD, SLEEP APNEA, RHINITIS, SINUITIS), just a few examples.

TOXIC EXPOSURE RISK ACTIVITY (EVALUATION)

To Whom It May Concern:

I enlisted in USN 10/20/77 Naval Air Reserve Unit 09/22/81-10/83. My MOS was as a Navy Aviation Structural Mechanic:

As a US Navy Aviation Structural Mechanic, I had a variety of jobs that were expected to be performed by me and my counterparts. These duties included but were not limited to the following:

- Maintain, remove, repair and replace hydraulic system equipment, auxiliary power systems and unit actuating subsystems
- Maintain aircraft landing gear, brakes, and related pneumatic systems
- Maintain, remove, repair and replace aircraft fuselage parts, wing components, fixed and movable surfaces, airfoils, flight seats, control panels, and associated mechanisms.
- Maintain and repair pneumatic power systems, storage and distribution systems, aircraft hoists and winches, wing and tail folding systems and, launch and arresting gear equipment
- Undertake hydraulic component systems repairs such as hydraulic power storage systems, main and secondary distribution systems, hydraulic auxiliary systems, and aircraft emergency systems and then test these repairs for reliability
- Perform daily preflight, post-flight and other periodic routine aircraft inspections.
 - I was exposed to jet fuel/fumes while the jets were being refueled or taking off.
 - I was exposed to jet fumes when the planes landed.
 - I experience ringing in my ears from exposure to the noise of the Jets/helicopters testing, launching and landing.

My duties brought me in contact with Diesel fuel and diesel exhaust. Diesel exhaust contains 40 substances that the United States Environmental Protection Agency lists as hazardous air pollutants. Fifteen are considered carcinogens.

- I was exposed to ship fuel (JP-5) while the ship carrier was refueling at sea. (no protective equipment)

- Diesel fuel is all over the flight deck and its exhaust. Diesel fuel for the jet and diesel fuel on the machinery used to start the Jets and for other machinery on the flight deck.
- We used diesel fuel for more than just fuel, we washed parts and cleaned with it. You could even smell it in the lunchroom.

I went TAD (temporary assigned duty) to the NDI Lab and worked with radiation. We would x-ray the jets and parts and wash them with diesel fuel checking for cracks. Again, coming in contact with diesel fuel and radiation.

On board ship you must carry equipment, working in the hanger bay or the flight deck. There are stairs, narrow passageways and hatches and diesel fuel is on everything, making for a greater chance of slips.

From carrying chains up the elevator/ladder to the flight deck the chains were bumping into my legs and knees. The chain would bump into my knee, or I would hit it on the hatch daily. I hit my knee constantly and did not report it. I just endured the pain and kept working and did not report any injuries. We had a calendar hanging in the workshop marked with days worked without accidents and were told not to mess it up so I never reported it. I underwent total knee replacement surgery on my right knee January, 2019. Now I have difficulties with steps, climbing and walking. Sometimes my knee even gives out.

On the flight deck, hanger bay there is always a lot of noise even with ear plugs, you cannot get away from it. I experience ringing in my ears from exposure to the noise of the Jets/helicopters testing, launching and landing.

Noise from the jets, (huffers) machine used to start the jets and other machinery used on the flight deck. The effects of living and working in spaces below the flight deck from steam powered catapults, hook and cable and braking systems goes on for 24 hours a day. Hence, I have a constant ringing in my ear (tendinitis).

I am writing this to prove that toxic chemical(s) (diesel) exposure, jet noise, tie down chains, climbing ladders, and carrying equipment over the ship and through small hatches contributed to my needing knee replacement and the cause of the ringing in my ear was caused from the noise on the ship.

When the ship returned to shore, I was assigned to the tire shop where I was exposed to asbestos from the brake dust. I was diagnosed with prostate cancer 11/6/2018, I underwent radiation therapy for it. I cannot hold my water when I must go, I must go. I get up about every two hours to use the bathroom. I have bed wetting issues now and ED. My sleep pattern is all messed up.

My world changed with the diagnosis. I thought to myself how this could be possible. I don't have anyone in my family that has ever been diagnosed with prostate cancer. Then I began to think about all the chemical exposure I was around during my military service. I did two sea deck tours, one for six months and another 8 months 23 days. I was exposed to jet fuel fumes while the jet was running, taking off and landing.

Prostate cancer has changed my life dramatically. I'm suffering from depression and anxiety. I suffer from lack of sleep because I'm afraid to go to sleep because I am in the bathroom 4 to 5 times a night. If I happen to dose off sometimes, I experience incontinence and end of wetting the bed. This has also caused me to have problems satisfying my wife which is embarrassing.

I was exposed to diesel on liberty and on the way back to the ship. While eating in the chow hall I was also exposed to the smell of diesel fuel from other sailor's uniforms.

TOXIC EXPOSURE RISK ACTIVITY (EVALUATE FOR PACT ACT)

MOS: Light Wheel Vehicle Mechanic (63B)

MOS: Aircraft UH 60 Helicopter Mechanic

During my six years of active duty, I served as a Light Wheel Vehicle Mechanic (63B) in the Motor Pool.

Duties: Maintained power assisted brake systems, wheel vehicle suspension systems, radar flush, wheel vehicle, wheel/hub assembled, wheel vehicle mechanical (manual) steering systems, wheel vehicle hydraulic (power) steering systems, and wheel vehicle crane/hoisted/winch assembled and changed oil.

Toxic Exposures:

Closed spaces with little or no ventilation; Hydraulics (respiratory disorders may be aggravated by exposure to this product Reference: Safety Data Sheet – Hydraulic Fluid Date Prepared: 10/11/18, diesel, cleaning solvents such as trichloroethylene, brake, coolant and transmission fluids, engine oil is so toxic that the U.S. EPA has classified it as a priority pollutant and a major health risk.

I also served as an Aircraft UH 60 Helicopter Mechanic (commonly known as the black hawk) during my deployment in Camp Commanche, Bosnia and time served in the Army Reserve. During my Army Reserve time, I stayed deployed about 50% of the time. I had to service the aircrafts when they departed and returned. Prepared the aircraft for inspections and required maintenance checks. Performed routine inspections included taking oil samples from gearboxes and checked lines for leaks. Fueled, electrical, and hydraulic system; These assembled can include engines, main rotor head, hydraulic pump, transmissions, gearboxes, rotors, and mechanical flight controls.

Exposed to JP8, JP8, exposed to aircraft fumes, diesel, Hydraulics fluids (tricresol phosphate), (respiratory disorders may be aggravated by exposure to this product Reference: Safety Data Sheet – Hydraulic Fluid Date Prepared: 10/11/18. I worked on the flight line performing the maintenance on aircraft pre and post flight, hazardous chemicals, such as solvents, cleaning agents, and adhesives

Physical: Vibration from things like tools and machinery lead to musculoskeletal disorders. And, ergonomic stress like working in awkward postures and positions along with repetitive motions, caused long-term injuries to muscles and joints. Lifted heavy wheels off all types of military vehicles, lying on cement, stooping, carrying heavy parts like tires, heavy tool boxes; 2.5-ton trucks and

<https://militaryhazards.org/military-occupational-exposures/aircraft-maintenance/>

AIRCRAFT MAINTENANCE HAZARDS

Physical Hazards

Some of the most common physical hazards aircraft maintenance employees are exposed to are such things as noise, vibration, and even ergonomic stresses. The noise produced by aircraft engines or other equipment is certainly a cause for concern and has the potential to cause hearing damage or complete hearing loss. Additionally, vibration from things like tools and machinery may lead to musculoskeletal disorders as well. And, ergonomic stress like working in awkward postures and positions along with repetitive motions, caused long-term injuries to muscles and joints.

Add links, research, etc. to substantiate any disability that you are connecting to PACT ACT related to toxic based on MOS (such as above)